CITY OF OAKLAND

AGENDA REPORT

TO: Office of the City Administrator
ATTN: Deborah Edgerly
FROM: Community and Economic Development Agency
DATE: May 13, 2008

RE: **Resolution Authorizing Installation Of Class II Bicycle Lanes On 27th Street By Reducing Travel Lanes From Six (6) Through Lanes To Four (4) Through Lanes Between San Pablo Avenue And Harrison Street**

SUMMARY

A resolution has been prepared approving the removal of one travel lane and the installation of a bicycle lane in each direction on 27th Street between San Pablo Avenue and Harrison Street, as part of the City's ongoing street resurfacing program. The proposal also includes left turn pockets at key intersections. The project is located in Council District 3. (See Attachment A: Project Area Map, and Attachment B: Existing and Proposed Lane Configuration.)

Per Council policy, staff must seek City Council approval for bikeway projects that reduce the number of travel lanes on a roadway or remove ten percent or more of the on-street parking in a project area. The City of Oakland's 2007 Bicycle Master Plan (BMP) recommends bicycle lanes (Class II) on 27th Street. This roadway is part of the 27th Street/Bay Place Bikeway project that will provide a continuous connection between San Pablo Avenue and Grand Avenue, connecting to existing bikeways on West Street, Broadway, and Grand Avenue. The project will not affect the number of travel lanes or the amount of on-street parking on Bay Place.

FISCAL IMPACTS

There is no direct fiscal impact for the action under this resolution: City Council approval for the removal of travel lanes and the installation of bicycle lanes.

The cost estimate for the 27th Street/Bay Place Bikeway project from San Pablo Avenue to Grand Avenue is $50,000.00. Staff has prepared a separate resolution to apply for, accept, and appropriate this amount in FY 2008-09 Transportation Development Act Article 3 Funds. Should these funds be unavailable, the project will be funded by Measure B: Bicycle/Pedestrian Pass-Thru Fund (2212), Organization (92246), Street Construction Account (57411), Bicycle Facility Design and Implementation Project (C318310), Transportation and Pedestrian Safety Program (NB33). The bikeway project will be implemented in conjunction with roadway resurfacing work.

BACKGROUND

The City of Oakland's 2007 Bicycle Master Plan (BMP) recommends the development of a bikeway on 27th Street from San Pablo Avenue to Harrison Street and on Bay Place from Harrison Street to Grand Avenue. This continuous bikeway will connect to existing bikeways on West Street, Broadway, and Grand Avenue, and to an approved bikeway on Market Street. As shown in Attachment A, the project includes a combination of bicycle lanes on 27th Street and a bicycle route on Bay Place. As per the design guidelines developed for the BMP, "shared roadway bicycle markings" (sharrows) will be installed on Bay Place to help drivers and bicyclists share these travel lanes. Sharrows are further described in Attachment C (Shared Lane Markings).

Community outreach for the project included review by the City's Bicycle and Pedestrian Advisory Committee (BPAC), a mailer to residents within the project area, and presentations to neighborhood groups. The BPAC reviewed the project at its meetings in April 2007 and February 2008. To notify nearby residents, a mailer explaining the project was sent to 878 residents, businesses, property owners, and organizations in proximity of the project area. Staff received 67 responses of which 88% were in favor of the project. In spring 2007, the project was presented to the Adams Point Action Council (NCPC Beat 14X), Beat 6 Advocates (NCPC Beat 6), West Oakland City County Neighborhood Initiative, and the Transportation and Trees Subcommittee of the West Oakland Project Area Committee. In 2006 and 2007, the project was also discussed at four town hall meetings on the Whole Foods development project at Bay Place and Harrison Street. Overall, 275 people attended these eight community meetings. The 27th Street/Bay Place Bikeway project was specifically requested as part of the public infrastructure improvements associated with the Whole Foods development and community members responded favorably to the project at the other meetings listed above.

KEY ISSUES AND IMPACTS

The project will be implemented in two phases: Phase I includes 27th Street (San Pablo Avenue to Martin Luther King, Jr. Way), 27th Street (Broadway to Harrison Street), and Bay Place (Harrison Street to Grand Avenue). It will be implemented when 27th Street (San Pablo Avenue to Martin Luther King, Jr. Way) is resurfaced as part of Citywide Street Resurfacing and Slurry Sealing Project C234910 that was awarded by City Council on December 4, 2007 (Resolution No. 80947 C.M.S.). Phase II includes 27th Street (Martin Luther King, Jr. Way to Broadway) that was resurfaced in fall 2007 under Citywide Street Resurfacing Project G287610. This project involves federal funds and thus is subject to the National Environmental Policy Act (NEPA). Due to timing constraints, staff was not able to obtain NEPA clearance through the California Department of Transportation (Caltrans) in order to implement the bikeway project with the roadway resurfacing. As a consequence, Phase II cannot be implemented until the closeout of Project G287610, likely in 2010. Because Phase I will provide a critical connection between the existing bikeways on Grand Avenue and Broadway, it is recommended for implementation at this time.

City policy requires Council approval of bicycle lane projects that convert motor vehicle travel lanes to bicycle lanes. The Transportation Services Division evaluated the potential traffic impacts of this proposal by completing the study requirements established by the Bicycle Master Plan (2007), "Requirements for Bikeway Feasibility Studies" (Appendix G of Plan). The applicable tasks were (1) Data Collection: Base Information, (2a) Analysis of Travel Lane Removal – Data

Collection: Traffic Counts, (2b) Intersection Operations Analysis, (5) Comparative Analysis of Alternatives, (6) Conceptual Plans, and (7) Reporting. Under contract to the City, Kimley-Horn and Associates completed the feasibility study of traffic operations for 27th Street from San Pablo Avenue to Harrison Street and Bay Place from Harrison Street to Grand Avenue. The analysis examined the project's impacts on the eleven intersections in the project area under current- and future-year (2025) conditions, including projected growth in the future-year scenario. To avoid significant impacts on motor vehicle delay, the project includes new left turn pockets at Martin Luther King, Jr. Way (eastbound and westbound), Northgate Avenue (westbound), and Broadway (eastbound). The inclusion of these left turn pockets fulfills Mitigation Measure A.3a of the Mitigation Monitoring and Reporting Program for the Bicycle Master Plan's Environmental Impact Report. Currently, the roadway includes left turn pockets at San Pablo Avenue (westbound), Northgate Avenue (eastbound), Telegraph Avenue (eastbound and westbound), and Harrison Street (eastbound). The project is not on an AC Transit bus line and thus will not affect AC Transit's operations.

Due to limited right-of-way, five of the intersection approaches with left turn pockets cannot accommodate the left turn pocket, two travel lanes, a bicycle lane, and curbside parking. Staff evaluated the possible removal of on-street parking at these approaches to provide continuous bicycle lanes. The evaluation consisted of parking occupancy studies and mailers to the addresses within one block of each of the affected areas. Staff recommends maintaining the fourteen spaces approaching Martin Luther King, Jr. Way (eastbound) and the eleven spaces approaching Broadway (eastbound). Thus, at these two intersection approaches, the bicycle lane will end and the travel lane will be marked with sharrows.

As a part of Phase II, staff recommends removing three parking spaces approaching Martin Luther King, Jr. Way (westbound) and six spaces approaching Telegraph Avenue (westbound) to provide continuous bicycle lanes at these locations. The nine spaces recommended for removal amount to three percent of the on-street parking in the project area. The nine spaces include five metered spaces, all located at the westbound approach to Telegraph Avenue. The parking meters could be relocated across the street and within the approved parking meter zone on 27th Street between Martin Luther King, Jr. Way and Harrison Street. Relocation of the parking meters would require a City Council resolution as per the Oakland Municipal Code 10.36.141 and staff will make a recommendation to City Council when it becomes possible to construct Phase II, likely in 2010.

By incorporating the left turn pockets as described above, the project will not result in a significant impact to traffic operations. For environmental clearance under the California Environmental Quality Act (CEQA), the City is relying on the previously certified and adopted Programmatic Environmental Impact Report for the Bicycle Master Plan (2007) and no further environmental review is required. Copies of the 2007 Programmatic EIR for the Bicycle Master Plan and the

Feasibility Study have been distributed to the Councilmembers under separate cover and are available for review from the Community and Economic Development Agency, Transportation Services Division, 250 Frank Ogawa Plaza, Suite 4344, Oakland, CA 94612.

PROJECT DESCRIPTION

The project will add bicycle lanes (Class II) on 27th Street between San Pablo Avenue and Harrison Street, and reduce the number of motor vehicle travel lanes from six (6) through lanes to four (4) through lanes. Attachment B shows the existing and proposed lane configuration. The project will add left turn pockets on 27th Street at Martin Luther King, Jr. Way (eastbound and westbound), Northgate Avenue (westbound), and Broadway (eastbound). Sharrows will be used instead of bicycle lanes to maintain on-street parking at the approaches to Martin Luther King, Jr. Way (eastbound) and Broadway (eastbound).

SUSTAINABLE OPPORTUNITIES

Economic: Bicycle facilities promote bicycling, one of the most cost-effective forms of transportation. Bicycle trips tend to be local and thus are more likely to contribute to local economic activity.

Environmental: Bicycling is the most energy efficient form of transportation and it has no emissions. As part of Oakland's bikeway network, the project will improve access to Lake Merritt and the Measure DD funded projects. The project will facilitate bicycle travel and thereby contribute to the City's efforts in reducing greenhouse gas emissions.

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

DISABILITY AND SENIOR CITIZEN ACCESS

The reconfiguration of 27th Street will improve pedestrian safety by reducing the number of conflict points between vehicles and pedestrians at crosswalks. By reducing the number of travel lanes, the project may have a traffic calming effect on motor vehicle speeds. These changes will provide an indirect benefit for senior citizens and persons with disabilities.

RECOMMENDATION AND RATIONALE

Staff recommends that the City Council approve the installation of bicycle lanes on 27th Street by reducing the number of motor vehicle travel lanes from six (6) through lanes to four (4) through lanes from San Pablo Avenue to Harrison Street. The project will complete a link in the City's bikeway network and connect existing bikeways on West Street, Broadway, and Grand Avenue.

ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends that the City Council approve the resolution.

Respectfully submitted,

Dan Lindheim, Director
Community & Economic Development Agency

Reviewed by:
Michael J. Neary, P.E.
Deputy Director
Community & Economic Development Agency

Prepared by:
Jason Patton, Bicycle and Pedestrian Program Manager
Transportation Services Division

APPROVED AND FORWARDED TO
THE PUBLIC WORKS COMMITTEE:

Office of the City Administrator

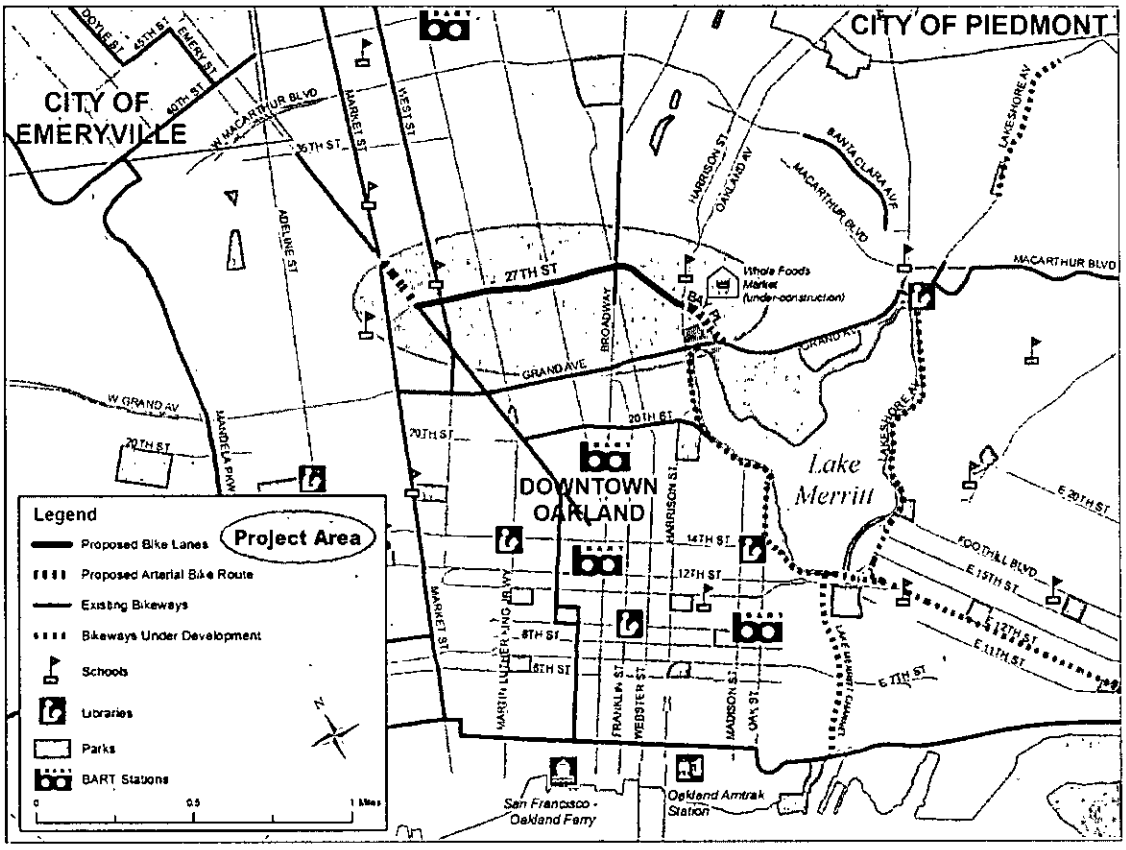
ATTACHMENTS

A. Project Area Map
B. Existing and Proposed Lane Configuration
C. Shared Lane Markings (aka "Sharrows")

Mitigation Monitoring and Reporting Program, with Standard Conditions of Approval, is attached to the Resolution.

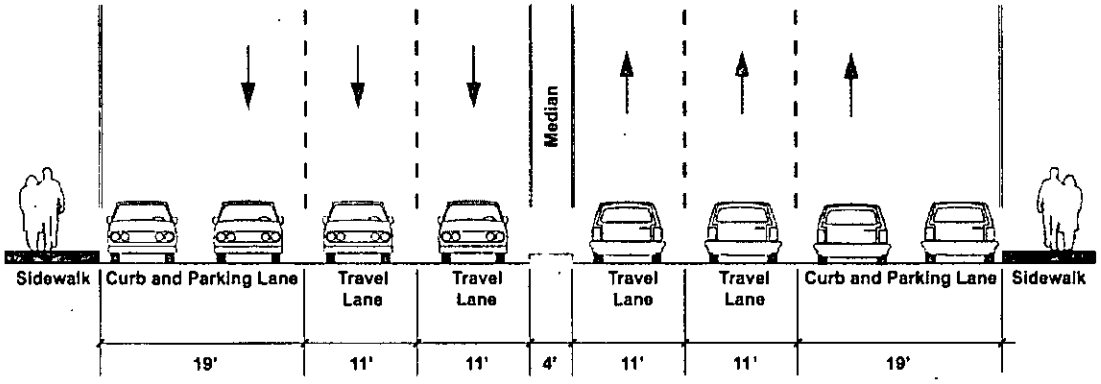
ATTACHMENT A: Project Area Map

Proposed 27th Street Bicycle Lanes (San Pablo Avenue to Harrison Street)

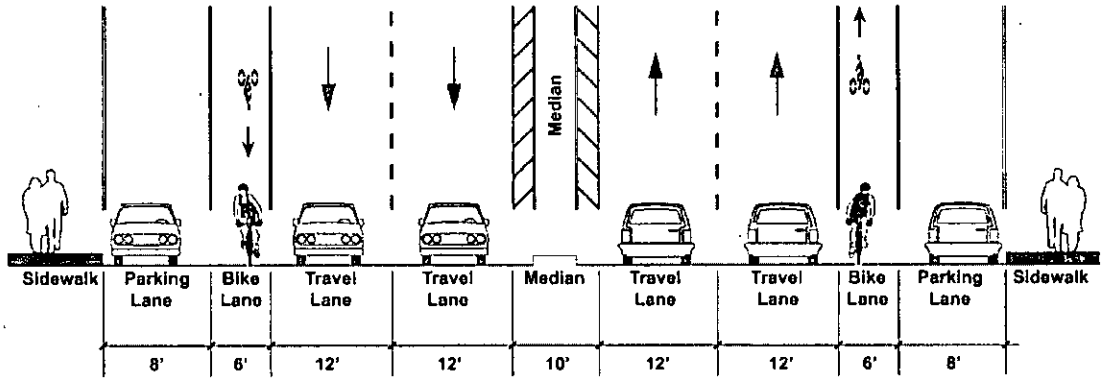


ATTACHMENT B: Existing and Proposed Lane Configuration
Proposed 27th Street Bicycle Lanes (San Pablo Avenue to Harrison Street)

Existing



Proposed



Shared Lane Markings (aka "Sharrows") Attachment C
Answers to Frequently Asked Questions

Q. I've seen new pavement markings with a bike and two chevrons/arrows above it on streets in Oakland and San Francisco. What do they mean?

A. These are "Shared Lane Markings" (aka "sharrows") that show where cyclists should ride to avoid being hit by a suddenly-opened car door. Although it is motorists' responsibility to check before opening the door, riding too close to parked cars (in the "door zone") can lead to serious injury.

Q. But on some streets, cyclists riding over the sharrows will take the entire lane. Aren't they supposed to move to the right?

A. Not always. According to the California Vehicle Code (CVC) Section 21202, cyclists must stay to the right *except* to pass other cyclists or vehicles, to prepare to make a left turn, or when necessary to avoid conditions that make it unsafe to continue along the right. Such conditions include fixed or moving objects, surface hazards, or lanes too narrow for a bicycle and vehicle to travel side by side. Moving to the left in the lane to avoid car doors, for instance, even if it means taking the entire lane, is permitted by the CVC.

Q. Can't cyclists just look into parked cars as they ride and see if someone is about to open the door?

A. This can be very difficult. All road users need to constantly scan the entire roadway for safety. Checking every parked car for a driver diverts cyclists' attention from other roadway hazards. Also, it is often impossible to see drivers when large parked vehicles block the view of other parked vehicles, or due to tinted windows, headrests, etc. Car drivers should check their side-view mirror or look back prior to opening their door. It is the driver's responsibility should any collision occur (CVC Section 22517).

Q. If I see sharrows in a lane, is the lane only for bikes?

A. No. Sharrows are used in lanes shared by bicyclists and motorists when there is not sufficient width or a need for a bike lane. In contrast, bike lanes set aside a pavement area for bicyclists and are marked by a solid white line and a different symbol.

Q. So, if I don't see sharrows, then it's not a shared lane and bicyclists aren't supposed to be there?

A. No. Cyclists can ride on any street in California except for *limited access freeways with signs that* prohibit cyclists. Just as every street in Oakland has a 25mph speed limit unless stated otherwise (even if there is no speed limit sign), cyclists are allowed on every street with or without sharrows, bike lanes, or bike route signs.

Q. Are sharrows going to be on every street that does not have a bike lane?

A. No. These markings will be used primarily on streets designated as part of the Oakland Bikeway Network, particularly on streets that form a crucial link but do not have sufficient street width to allow for bike lanes and have a safe speed limit.

Q. I've never seen these sharrows before. Why are they being used now?

A. Oakland was one of the first cities to pilot the shared lane marking on Grand Ave. Until recently, however, there was no "official" marking. The City of San Francisco studied different types of markings and made recommendations to Caltrans based on the study results. In September 2005, Caltrans approved the shared lane marking (pictured above) for use statewide, making California the first state to adopt a marking for shared lanes. Oakland's first official "sharrows" are on Foothill Blvd. between 36th and 41st Avenues.

Adapted from materials developed by the San Francisco Department of Parking and Traffic, with thanks to San Francisco

City of Oakland, Public Works Agency
Transportation Services Division, Bicycle/Pedestrian Facilities Program
www.oaklandpw.com/bicycling
April 2006

CITY OF OAKLAND

OAKLAND CITY COUNCIL

Approved as to Form and Legality

City Attorney

RESOLUTION NO._____C.M.S.

Introduced by Councilmember _____

RESOLUTION AUTHORIZING INSTALLATION OF CLASS II BICYCLE LANES ON 27TH STREET BY REDUCING TRAVEL LANES FROM SIX (6) THROUGH LANES TO FOUR (4) THROUGH LANES BETWEEN SAN PABLO AVENUE AND HARRISON STREET

WHEREAS, installing bicycle lanes meets the goals of the adopted 2007 City of Oakland's Bicycle Master Plan to provide safe and direct bicycle access to key areas and on key corridors in Oakland; and

WHEREAS, the Bicycle Master Plan recommends bicycle lanes on 27th Street between San Pablo Avenue and Harrison Street as part of the City's bikeway network; and

WHEREAS, the bicycle lanes on 27th Street will connect to bikeways on West Street, Broadway, and Grand Avenue, thus establishing linkages in the City's bikeway network; and

WHEREAS, the installation of bicycle lanes on 27th Street between San Pablo Avenue and Harrison Street will require the reduction of travel lanes from six (6) through lanes to four (4) through lanes ("Project"); and

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

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

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

RESOLVED: That the City Council, as the CEQA Lead Agency, has independently reviewed, analyzed, and considered the adopted and certified 2007 Bicycle Master Plan Programmatic EIR and the Feasibility Study undertaken for this specific project prior to acting on the approvals. Based upon such independent review, analysis, and consideration, and exercising its independent judgment, the City Council confirms that the 2007 Bicycle Master Plan Programmatic EIR can be applied to this set of proposed actions and no further environmental review is required. Specifically, and

without limitation, the City Council finds and determines that (a) this action is within the scope of the program examined in the 2007 Bicycle Master Plan Programmatic EIR; (b) the project would not result in any new or more severe significant impacts than those studied in the 2007 Bicycle Master Plan Programmatic EIR; (c) there is no new information of substantial importance that would result in any new or more severe significant impacts than those studied in the 2007 Bicycle Master Plan Programmatic EIR; (d) there are no substantial changes in circumstances that would result in any new or more severe significant impacts than those studied in the 2007 Bicycle Master Plan Programmatic EIR; and (e) there is no feasible mitigation measure or alternative that is considerably different from others previously analyzed in the 2007 Bicycle Master Plan Programmatic EIR that has not been adopted; and be it

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

FURTHER RESOLVED: That the City Council authorizes the installation of bicycle lanes on 27th Street by reducing travel lanes from six (6) through lanes to four (4) through lanes between San Pablo Avenue and Harrison Street.

IN COUNCIL, OAKLAND, CALIFORNIA, _____, 20___

PASSED THE FOLLOWING VOTE:

AYES – BROOKS, BRUNNER, CHANG, KERNIGHAN, NADEL, QUAN, REID, AND PRESIDENT DE LA FUENTE

NOES –

ABSENT –

ABSTENTION –

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

OAKLAND BICYCLE MASTER PLAN
MITIGATION MONITORING AND REPORTING PROGRAM

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

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

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

OAKLAND BICYCLE MASTER PLAN
MITIGATION MONITORING AND REPORTING PROGRAM

Environmental Impact	Mitigation Measures or Standard Conditions	Condition of Approval Nos.	*Resulting Level of* Significance[1]	Monitoring Responsibility[2]	Monitoring Timeframe
	Standard Condition A.3b: Implementation of Standard Condition A.1 (Incorporation of all uniformly-applied Standard Conditions).		Less than Significant		
A.4: Removing a travel lane within the Plan area to accommodate on-street bikeways, as proposed in the Bicycle Master Plan, could increase traffic congestion on CMP MTS segments.	**Mitigation Measure A.4a:** If the removal of a travel lane would cause a roadway segment on the Metropolitan Transportation System to operate at an unacceptable volume-to-capacity ratio, the project shall be redesigned to maintain the operating conditions at an acceptable volume-to-capacity ratio on the affected roadway segment. Otherwise, the City shall prepare further environmental review that identifies significant and unavoidable impacts for which the City must adopt a statement of overriding considerations.		Less than *Significant*	City of Oakland Transportation *Services Division and Planning* and Zoning Division, Alameda Congestion Management Agency	Prior to project *completion*
	Standard Condition A.4b: Implementation of Standard Condition A.1 (Incorporation of all uniformly-applied Standard Conditions).		Less than Significant		
A.5: Altering existing roadway configurations in the Plan area to accommodate the Proposed Bikeway Network and support facilities, as proposed in the Bicycle Master Plan, could affect pedestrian facilities.	None required.		Beneficial		
A.6: Altering existing roadway configurations in the Plan area to accommodate the Proposed Bikeway Network, as proposed in the Bicycle Master Plan, could affect existing bikeways.	None required.		Beneficial		
A.7: Altering existing roadway configurations in the Plan area to accommodate the Proposed Bikeway Network, as proposed in the Bicycle *Master Plan, could affect transit*	**Mitigation Measure A.7a:** Implement Mitigation Measure A.3a (Redesign to maintain acceptable levels of service).		Less Than Significant	City of Oakland Transportation Services Division and Planning and Zoning Division	Prior to project completion

OAKLAND BICYCLE MASTER PLAN
MITIGATION MONITORING AND REPORTING PROGRAM

Environmental Impact	Mitigation Measures or Standard Conditions	Condition of Approval Nos.	*Resulting Level of* Significance[1]	Monitoring Responsibility[2]	Monitoring Timeframe
service.					
	Mitigation Measure A.7b: Implement Mitigation Measure A.4a (Redesign to *maintain* acceptable volume-to-capacity ratios).		Less than Significant	City of Oakland Transportation Services Division and Planning and Zoning Division, Alameda Congestion Management Agency	Prior to project completion
	Standard Condition A.7c: Implementation of Standard Condition A.1 (Incorporation of all uniformly-applied Standard Conditions).		Less than Significant		
A.8: Altering existing roadway configurations in the Plan area to accommodate the Proposed Bikeway Network, as proposed in the Bicycle Master Plan, would cause construction impacts.	**Standard Condition A.8:** Prior to commencing any construction or alterations related to the project, the construction contractor shall meet with the Transportation Services Division and other appropriate City of Oakland agencies to determine traffic management strategies to reduce, to the maximum extent feasible, traffic congestion that may result during construction of this project and other nearby projects that could be simultaneously under construction. Specifically: • The construction contractor shall not block roadways or sidewalks so that adjacent residents or occupants would be adversely affected from getting to and from their respective property. Notify adjacent property owners and public safety personnel regarding when major (temporary) detours and or lane closures will occur due to construction activities. Notification shall occur not less than 48 hours before commencing such activities. • The construction contractor shall locate construction staging areas		Less than Significant		

OAKLAND BICYCLE MASTER PLAN
MITIGATION MONITORING AND REPORTING PROGRAM

Environmental Impact	Mitigation Measures or Standard Conditions	Condition of Approval Nos.	*Resulting Level of* Significance[1]	Monitoring Responsibility[2]	Monitoring Timeframe
	for materials, equipment, and vehicles in areas as to not impede safe pedestrian and vehicular traffic. • The construction contractor shall identify haul routes for movement of construction vehicles that would minimize impacts on vehicular and pedestrian traffic, circulation and safety. • The construction contractor shall remove trash generated by project construction activity. • The construction contractor shall clearly display contractor contact information pertaining to construction activity, including identification of an on-site complaint manager, for the purpose of tracking any complaints regarding construction activity impacts.				
A.9: *Requiring and erecting bicycle* parking and support facilities in the Plan area, as proposed in the Bicycle Master Plan, could affect bicycle ridership.	*None required.*		*Beneficial*		
A.10: Implementing bicycle education programs, as proposed in the Bicycle Master Plan, could increase bicycle awareness.	None required.		Beneficial		
A.11: Implementing policies, as proposed in the Bicycle Master Plan, could increase bicycling in the City of Oakland.	None required.		Beneficial		
A.12: Implementing the Proposed Bikeway Network, as proposed in the	**Mitigation Measure A.12a:** The City shall integrate proposed bikeway projects into overlapping and		Less than Significant	City of Oakland Transportation Services Division and Planning	During construction phase of project

OAKLAND BICYCLE MASTER PLAN
MITIGATION MONITORING AND REPORTING PROGRAM

Environmental Impact	Mitigation Measures or Standard Conditions	Condition of Approval Nos.	Resulting Level of Significance[1]	Monitoring Responsibility[2]	Monitoring Timeframe
Bicycle Master Plan, could cause cumulative impacts.	concurrent roadway projects such that the construction staging occurs as a single project. Where the integration of such projects is not feasible, the City shall schedule the implementation of the projects to avoid any cumulative impacts to transportation that would be caused. *by the simultaneous staging of* multiple projects.			and Zoning Division	
	Standard Condition A.12b: Implementation of Standard Condition A.1 (Incorporation of all uniformly-applied Standard Conditions).		Less than Significant		
B. Air Quality					
B.1: Construction activities associated with the implementation of the Bicycle Master Plan could generate short-term emissions of criteria pollutants.	**Standard Condition B.1:** Dust Control Measures – During all construction activities, applicable dust control measures shall be instituted and maintained during construction to minimize air quality impacts. The measures are consistent with, but are not limited to, the BAAQMD Basic and Enhanced dust control measures recommended for sites larger than 4 acres and include: • *Watering all active construction* areas at least twice daily to control dust; • Covering stockpiles of debris, soils, or other material if blown by the wind; • *Sweeping adjacent public rights* of way and streets daily if visible soil material or debris is carried onto these areas; • Sweeping daily all paved access		Less than Significant	City of Oakland Building Services Division	During construction phase of project

OAKLAND BICYCLE MASTER PLAN
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	roads, parking areas, and staging areas at the construction site; • Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard; • Hydroseed or apply non-toxic soil stabilizers to inactive construction areas; • Enclose, cover, water twice daily or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.); • Install sandbags or other erosion control measures to prevent silt runoff onto public roadways; • Replant vegetation in disturbed areas as quickly as possible; • Limit traffic speeds on unpaved roads/driveways to 15 miles per hour; • Install wheel washers for all exiting trucks or wash off the tires or tracks of all trucks and equipment leaving the construction site; • Install wind breaks at the windward sides of the construction areas; and • Suspend excavation and grading activities when wind (as instantaneous gusts) exceed 25 miles per hour. • Perform low- NOx tune-ups on all diesel-powered construction equipment greater than 50				

OAKLAND BICYCLE MASTER PLAN
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Environmental Impact	Mitigation Measures or Standard Conditions	Condition of Approval Nos.	Resulting Level of Significance[1]	Monitoring Responsibility[2]	Monitoring Timeframe
	horsepower (no more than 30 days prior to the start of use of that equipment). Periodic tune-ups (every 90 days) should be performed for such equipment used continuously during the construction period.				
B.2: The implementation of proposed bikeways within the Plan area, as proposed in the Bicycle Master Plan, could affect traffic operations and thereby affect emissions at sensitive receptor locations.	None required.		Beneficial		
B.3: Implementing the Proposed Bikeway Network, as proposed in the Bicycle Master Plan, could cause cumulative impacts.	None required.		Less than Significant		

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

AIR QUALITY

Dust Control

Prior to issuance of a demolition, grading or building permit

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

BASIC (Applies to ALL construction sites)

a) Water all active construction areas at least twice daily. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible.

b) Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer).

c) Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites.

d) Sweep daily (with water sweepers using reclaimed water if possible) all paved access roads, parking areas and staging areas at construction sites.

e) Sweep streets (with water sweepers using reclaimed water if possible) at the end of each day if visible soil material is carried onto adjacent paved roads.

ENHANCED (Applies to construction sites greater than 4 acres)

a) All "Basic" controls listed above, plus

b) Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for one month or more).

c) Enclose, cover, water twice daily or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.).

d) Limit traffic speeds on unpaved roads to 15 miles per hour.

e) Install sandbags or other erosion control measures to prevent silt runoff to public roadways

f) Replant vegetation in disturbed areas as quickly as feasible.

ADDITIONAL AS DETERMINED BY CITY STAFF

a) Limit the amount of the disturbed area at any one time, where feasible.

b) Pave all roadways, driveways, sidewalks, etc. as soon as feasible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.

c) Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 mph.

d) Designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the BAAQMD prior to the start of construction as well as posted on-site over the duration of construction.

e) Clean off the tires or tracks of all trucks and equipment leaving any unpaved construction areas.

f) Install appropriate wind breaks at the construction site to minimize wind blown dust.

Construction Emissions

Prior to issuance of a demolition, grading or building permit

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

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

b) Perform low- NOx tune-ups on all diesel-powered construction equipment greater than 50 horsepower (no more than 30 days prior to the start of use of that equipment). Periodic tune-ups (every 90 days) should be performed for such equipment used continuously during the construction period.

HAZARDS AND HAZARDOUS MATERIALS

Handling Misuse

Prior to commencement of demolition, grading, or construction

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

a) Follow manufacture's recommendations on use, storage, and disposal of chemical products used in construction;

b) Avoid overtopping construction equipment fuel gas tanks;

c) During routine maintenance of construction equipment, properly contain and remove grease and oils;

d) Properly dispose of discarded containers of fuels and other chemicals.

Fire Safety

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

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

HYDROLOGY

Erosion and Sedimentation Control [when no grading permit required]

Ongoing throughout demolition grading, and/or construction activities

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

NOISE

Days/Hours of Construction Operation

Ongoing throughout demolition, grading, and/or construction

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

a) Such activities are limited to between 7:00 a.m. and 7:00 p.m. Monday through Friday, with pile driving and/or other extreme noise generating activities greater than 90 dBA limited to between 8:00 a.m. and 4:00 p.m. Monday through Friday.

b) Any construction activity proposed to occur outside of the standard hours of 7:00 am to 7:00 pm Monday through Friday for special activities (such as concrete pouring which may require more continuous amounts of time) shall be evaluated on a case by case basis, with criteria including the proximity of residential uses and a consideration of resident's preferences for whether the activity is acceptable if the overall duration of construction is shortened and such construction activities shall only be allowed with the prior written authorization of the Building Services Division.

c) Construction activity shall not occur on Saturdays, with the following possible exceptions:

I. Prior to the building being enclosed, requests for Saturday construction for special activities (such as concrete pouring which may require more continuous amounts of time), shall be evaluated on a case by case basis, with criteria including the proximity of residential uses and a consideration of resident's preferences for whether the activity is acceptable if the overall duration of construction is shortened. Such construction activities shall only be allowed on Saturdays with the prior written authorization of the Building Services Division. No extreme noise generating activities shall be allowed on Saturdays, with no exceptions.

II. After the building is enclosed, requests for Saturday construction activities shall only be allowed on Saturdays with the prior written authorization of the Building Services Division, and only then within the interior of the building with the doors and windows closed.

d) No extreme noise generating activities shall be allowed on Saturdays, with no exceptions.

e) No construction activity shall take place on Sundays or Federal holidays.

f) For clarification, construction activities include but are not limited to: truck idling, moving equipment (including trucks, elevators, etc) or materials, deliveries, and construction meetings held on-site in a non-enclosed area.

Noise Control

Ongoing throughout demolition, grading, and/or construction

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

a) Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds, wherever feasible).

b) Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible, and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible.

c) Stationary noise sources shall be located as far from adjacent receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or other measures to the extent feasible.

d) If feasible, the noisiest phases of construction (such as pile driving) shall be limited to less than 10 days at a time.

Noise Complaint Procedures

Ongoing throughout demolition, grading, and/or construction

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

a) A procedure and phone numbers for notifying the City Building Services Division staff and Oakland Police Department; (during regular construction hours and off-hours);

b) A sign posted on-site pertaining with permitted construction days and hours and complaint procedures and who to notify in the event of a problem. The sign shall also include a listing of both the City and construction contractor's telephone numbers (during regular construction hours and off-hours);

c) The designation of an on-site construction complaint and enforcement manager for the project;

d) Notification of neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of pile-driving activities about the estimated duration of the activity; and

e) A preconstruction meeting shall be held with the job inspectors and the general contractor/on-site project manager to confirm that noise mitigation and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed.

TRAFFIC / TRANSPORTATION

Construction Traffic and Parking

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

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

a) A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak traffic hours, detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes.

b) Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures will occur.

c) Location of construction staging areas for materials, equipment, and vehicles (must be located on the project site).

d) A process for responding to, and tracking, complaints pertaining to construction activity, including identification of an onsite complaint manager. The manager shall determine the cause of the complaints and shall take prompt action to correct the problem. The Planning and Zoning Division shall be informed who the Manager is prior to the issuance of the first permit issued by Building Services.

e) Provision for accommodation of pedestrian flow.

f) Provision for parking management and spaces for all construction workers to ensure that construction workers do not park in on-street spaces.

g) Identification of haul routes for movement of construction vehicles that would minimize impacts on vehicular and pedestrian traffic, circulation and safety; and provision for monitoring surface streets used for truck haul routes so that any damage and debris or loss of expected life to the public street attributable to the haul trucks can be identified and corrected by the project applicant.

UTILITIES AND SERVICES SYSTEMS

Waste Reduction and Recycling

Prior to issuance of demolition, grading, or building permit

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