

**Bicycle and Pedestrian Advisory Committee, Monthly Meeting****July 17, 2008, 5:30-7:30 p.m.*****Oakland City Hall: Hearing Room 4, Second Floor*****AGENDA**

Time	Item #	Topic	Topic Type *
5:30	1	Introductions, Appointment of Note Taker (5 minutes)	Ad
5:35	2	Approval of Meeting Minutes (consent item) (5 minutes) Vote on motion to adopt last month's minutes.	A
5:40	3	Measure B Bike/Ped Pass Through Funding Priorities, 2009-2014 Attachment (30 minutes)—Shanna O'Hare will explain the process for determining eligible projects for the City's 5% allocation of Measure B bike/ped pass through funds and take suggestions for the next five-year approval period. The staff recommendation for eligible projects must be approved by City Council.	A
6:10	4	40th Street/Shellmound Bay Bridge Path Connection Attachment (25 minutes)—Jason Patton will give an update on the status of Caltrans' project to connect the bike/ped path of the Bay Bridge's East Span to 40 th Street/Shellmound.	I
6:35	5	Tri-City BPAC meeting agenda development Attachment (20 minutes)—Midori Tabata will help the committee finalize the agenda and format for August's tri-city BPAC meeting (being hosted by the Oakland BPAC).	A
6:55	6	Fruitvale Avenue bike lanes study (E12th Street to Foothill Blvd) (25 minutes)—Jason Patton will explain the scope of a bike lane feasibility study for Fruitvale Avenue.	I
7:20	7	Announcements, suggestions for next meeting topics (10 minutes)	Ad

*** Topic Types:**

I=informational; A=action item; Ad=administrative

*This meeting will follow Robert's Rules of Order (see <http://www.robertsrules.org/rulesintro.htm>).*For more information, please call (510) 238-3983 or email bikeped@oaklandnet.com.

**CITY OF OAKLAND
AGENDA REPORT**

FILED
OFFICE OF THE CITY CLERK
OAKLAND

02 MAY -9 PM 1:58

TO: Office of the City Manager
ATTN: Robert C. Bobb
FROM: Public Works Agency
DATE: May 21, 2002

**RE: REQUEST FOR COUNCIL GUIDANCE IN PRIORITIZING CITY'S FIVE-YEAR
PRIORITY LIST OF BICYCLE AND PEDESTRIAN SAFETY PROJECTS FOR
FUNDING FROM MEASURE B BICYCLE/PEDESTRIAN PASS-THRU FUNDS**

SUMMARY

Staff seeks Council's guidance in prioritizing *Oakland's Recommended Bicycle and Pedestrian Projects (for funding from Measure B 1/2 cent sales tax for transportation in FY 03-08)* -- (See Attachment A). This priority list totals approximately \$22 million and includes a variety of bicycle and pedestrian safety projects proposed for funding from the Alameda County half-cent sales tax for transportation (Measure B) that took effect April 1, 2002. (In a companion agenda report, Council has been asked to approve Attachment A for transmittal to the Alameda County Transportation Improvement Authority (ACTIA). ACTIA is administering the Measure B 1/2-cent sales tax for transportation in Alameda County.

During the next five years, Oakland can expect \$6 million in direct pass-thru funds for bicycle and pedestrian from Measure B. The City can also compete for up to \$1 million per year in countywide competitive funds earmarked for bicycle and pedestrian facilities. These funds may be used for both project development, including city engineering services, and construction. The combination of these two sources could provide \$6 - \$9 million for Oakland projects over the next five years. Thus, Council must further prioritize Attachment A to address its most important needs. Staff recommends Council indicate which types of projects, and the relative mix of each, it wants staff to advance in the next five years. Three options are presented in this report for Council's consideration in providing guidance to staff.

FISCAL IMPACTS

Providing guidance in prioritizing this list has no immediate fiscal impact. This exercise will enable staff to present a list of projects to Council for programming beginning with the mid-cycle (FY 02-03) budget review in May. New fund accounts will be established to separately track these revenues. Appropriations of future year revenues will be done as part of the City's bi-annual budget development process.

Item #: C
Public Works Committee
5/21/02

BACKGROUND

In November 2000, Alameda County voters approved a 20-year extension of the county's 1/2-cent sales tax for transportation (Measure B). These funds will be administered locally by the ACTIA. Although the sales tax extension begins April 1, 2002 and runs through March 31, 2022, revenues will not be available until July 2002 because of the lag between collection and disbursement by the State Board of Equalization and ACTIA. A companion agenda report and resolution for Public Works Committee's May 21 meeting asks Council to approve the *City of Oakland's Five-Year Priority List of Bicycle and Pedestrian Safety Projects (FY 2002-03 through FY 2007-08)* -- (See Attachment A) -- totaling approximately \$22 million. This list includes a variety of bicycle and pedestrian safety projects proposed for funding from the Alameda County half-cent sales tax for transportation (Measure B) that took effect April 1, 2002. Measure B funds are available for three categories of bicycle/pedestrian safety projects:

- 1) gap closures
- 2) intermodal connections to transit
- 3) facilities for persons with disabilities, as required by the Americans with Disabilities Act (ADA)

Within the context of these three criteria, the primary emphasis of projects funded with Measure B should be to address *key safety issues* for pedestrians and bicyclists. To the maximum extent possible, project sponsors should also use Measure B funds to leverage other grants to fund projects that are "ready to go." Attachment A presents Oakland's high-priority projects as follows:

- 1) **Project Shortfalls** for projects funded primarily with outside funding sources, such as grants, but requiring additional funds to cover contingencies or project shortfalls;
- 2) **Local Match for New Grants** for project categories for which the City routinely secures regional, state, or federal grants that require a local match;
- 3) **New Pedestrian and Bicycle Projects** proposed by CEDA, the City's Bicycle/Pedestrian Advisory Committee, and/or included in the Master Bicycle Plan or draft Master Pedestrian Plan;
- 4) **Citywide Curb Ramp Program** to replace substandard pedestrian curb ramps and/or install new ramps where none exist to comply with the ADA; and
- 5) **Street Resurfacing Program** to backfill costs for new curb cuts and street signage to meet ADA requirements.

KEY ISSUES AND IMPACTS

Measure B revenues represent a major new source of funding to maintain and upgrade Oakland's transportation infrastructure for bicyclists and pedestrians during the next 20 years. These direct subventions to Oakland will fund access and safety improvements identified in the City's Bicycle and Pedestrian Master Plans. In addition, Measure B funds will leverage regional, state and federal transportation grants to address Oakland's huge inventory of bicycle and pedestrian safety and access improvement projects.

In considering which projects to program for initial funding from Attachment A, Council may wish to consider the following options. Each assumes approximately \$1 million per year for capital projects after deducting in-house engineering support costs:

Option 1 – 85% Pedestrian Safety; 15% Bicycle Lanes

Option 1 would earmark 85% of Measure B funds for pedestrian safety projects and 15% for bicycle lane projects. It assumes the highest priority need is pedestrian safety. The \$850,000 available for pedestrian safety each year would fund two new traffic signals, ten pedestrian head signal countdowns, 100 new curb cuts, and replace street and traffic signs as part of the City's annual street resurfacing program. The remaining \$150,000 would fund bicycle lane projects.

Option 2 – 60% Pedestrian Safety; 30% Streetscapes; 10% Bicycle Lanes

Option 2 would earmark 60% of the funds for pedestrian safety projects, 30% for streetscapes; and 10% for bicycle lanes. This option also places a high priority on pedestrian safety by allocating \$600,000 per year for these projects. Option 2 would fund one new traffic signal, ten pedestrian head signal countdowns, 100 new curb cuts, and replace street and traffic signs as part of the City's annual street resurfacing program. It differs from Option 1 by funding one less traffic signal per year. Option 2 would also earmark \$300,000 per year for streetscape improvements, and \$100,000 for bicycle lane projects. It recognizes that while pedestrian safety is the highest priority, that streetscape and bicycle lanes will also improve access for pedestrian and bicyclists.

Option 3 – 33% Pedestrian Safety; 33% Streetscapes; 33% Bike Lanes

Option 3 divides the new Measure B funds evenly between pedestrian safety, streetscapes, and bike lanes. It assumes equal priority for all three categories and allocates \$333,000 per year to each. The \$333,000 for pedestrian safety would fund one new traffic signal, 30 new curb cuts and make a minor contribution to street and traffic sign replacement. Under option 3, the bulk of the cost for curb cuts and signage would be borne by Measure B pass-thru funds for street repair instead of the pass-thru funds for bicycle and pedestrian facilities.

Request for Guidance on Prioritizing Bike/Ped Measure B Priorities

	Estimated Cost (\$000)
OPTION 1 (85% Ped Safety; 15% Bicycle Lanes)	
Traffic Signals (2 @ \$250K per year)	500
Pedestrian Head Signal Countdowns (10 @ \$10,000)	100
Curb Cuts (100 @ \$1,500)	150
Street And Traffic Sign Replacement	100
Subtotal Ped Safety	850
Bicycle Lanes	150
TOTAL	1,000
OPTION 2 (60% Ped Safety; 30% Streetscapes; 10% Bicycle Lanes)	
Traffic Signals (1 @ \$250K per year)	250
Pedestrian Head Signal Countdowns (10 @ \$10,000)	100
Curb Cuts (100 @ \$1,500)	150
Street And Traffic Sign Replacement	100
Subtotal Ped Safety	600
Streetscapes	300
Bicycle Lanes	100
TOTAL	1,000
OPTION 3 (33% Ped Safety; 33% Streetscapes; 33% Bicycle Lanes)	
Traffic Signals (1 @ \$250K per year)	250
Curb Cuts (30 @ \$1,500)	45
Street And Traffic Sign Replacement	39
Subtotal Ped Safety	334
Streetscapes	333
Bicycle Lanes	333
TOTAL	1,000

PROJECT DESCRIPTION

Projects proposed for funding with Measure B revenues cover a broad spectrum of safety improvements for Oakland's pedestrian and bicyclists throughout the city. These projects include new traffic signals, upgrading existing signals by adding pedestrian head countdowns, building new sidewalks and curb cuts, bulbing out sidewalks at intersections, adding street medians to shorten pedestrian crossings and beautify city streets, and constructing new bicycle lanes.

SUSTAINABLE OPPORTUNITIES

Economic: Local contractors will be used for construction of these capital improvement projects. Local consultants will also be used to conduct traffic studies and to provide engineering and design services for a variety of projects to supplement City staff resources.

Environmental: These Measure B funded projects will encourage walking and bicycling for short trips. They will also make transit more attractive by improving the pedestrian streetscapes and transit stops along major arterials.

Social Equity: These projects will improve the livability of Oakland by maintaining our transportation infrastructure and making improvements throughout the entire City. Neighborhoods with high concentrations of pedestrians will be the primary beneficiaries of most of these projects. All Oakland residents will be better served by a citywide system of bicycle lanes and pedestrian safety enhancements that create an environment conducive to bicycling and walking and reducing reliance on the automobile.

DISABILITY AND SENIOR CITIZEN ACCESS

All improvements will comply with requirements of the Americans with Disabilities Act (ADA). Examples include new curb cuts at intersections, upgraded traffic signals, new crosswalks and signage.

RECOMMENDATION AND RATIONALE

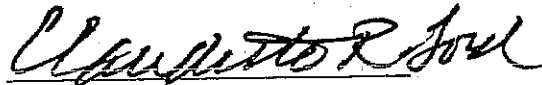
Staff recommends that Council consider the three options presented above and provide guidance on how staff should prioritize the projects in Attachment A -- *Oakland's Recommended Bicycle and Pedestrian Projects (for funding from Measure B 1/2 cent sales tax for transportation in FY 03-08)*. These Measure B funds are essential to maintain and upgrade the City's transportation infrastructure for persons with disabilities, pedestrians, and bicyclists. Should conditions change and priorities need to be adjusted, Council may add or delete projects through the annual budget process.

Request for Guidance on Prioritizing Bike/Ped Measure B Priorities

ACTION REQUESTED OF THE CITY COUNCIL

Staff requests the City Council provide guidance to staff on how it wishes to further prioritize projects in Attachment A -- *Oakland's Recommended Bicycle and Pedestrian Projects (for funding from Measure B 1/2 cent sales tax for transportation in FY 03-08)*.

Respectfully submitted,



CLAUDETTE R. FORD

Director, Public Works Agency

Reviewed by:

Raul Godinez II, P.E.

Assistant Director, Public Works Agency

Prepared by:

Shanna O'Hare

Senior Transportation Planner

APPROVED AND FORWARDED TO
THE PUBLIC WORKS COMMITTEE


OFFICE OF THE CITY MANAGER

Item #: C

Public Works Committee

5/21/02

Oakland's Recommended Bicycle and Pedestrian Projects -- Not in Priority Order ATTACHMENT A
(for funding from Measure B 1/2 cent sales tax for transportation in FY 03-08)

Project Name	Estimated Cost (\$000)	Project		ACTIA Criteria			Sponsor Agency	Comments
		Bike	Ped	Gap Closure	Intermodal Connection	ADA		
1. Project Shortfalls								Shortfalls on funded projects
• Streetscape Projects								
Eastlake Phase I (International: 5th-10th/E 12th: 5-8th)	250	x	x			x	CEDA/Fay	contingency
San Pablo Median (53rd - 67th)	100		x				PWA/OHare	pedestrian refuge
Splash Pad Park Streetscape (Grand/Lake Park/Lakeshore/MacArthur)	100		x		x	x	CEDA/Fay	street median/sidewalk/curb ramps
Washington Streetscape Improvements (7th-9th & 9th: Broadway to Clay)	200		x	x		x	CEDA/Fay	feasibility, design & construction
• Bicycle Lanes (Class II)								
Telegraph Avenue (16th to Alleen)	200						PWA/OHare	feasibility, design & construction
2. Local Match for New Grants								Use to leverage new grants
Hazard Elimination and Safety (HES) Grants	200		x	x			PWA/OHare	\$40K annual request
Safe Routes To School (SRS) Grants	250	x	x	x			PWA/OHare	\$50K annual request
Tree Damaged Sidewalk/Curb & Gutter Repair	520	x	x			x	PWA/OHare	Match for \$4M federal grants
3. NEW Ped/Bike Projects								Outside grants will also be sought for these projects
Pedestrian Access/Safety								
Signal Improvements								
Signal Countdowns (Citywide)	450		x			x	PWA/OHare	\$90K annual request
Traffic Signals (Citywide - one signal per year)	2,500		x			x	PWA/OHare	\$500K annual request
Traffic Signal Modifications (Citywide)	125		x			x	PWA/OHare	\$25K annual request
Streetscape Projects								
Coliseum BART Transit Hub Streetscape	2,000		x		x	x	CEDA/Fay	feasibility, design & construction
Eastlake Phase II (International: 10th-14th; E 12th -8th to 14th Avenue)	1,800	x		x			CEDA/Fay	feasibility, design & construction
Grand Avenue Streetscape (I-580 to Harrison)	TBD		x				CEDA/Fay	feasibility, design & construction
International Blvd Streetscape and Fruitvale up to 33rd	2,400		x	x		x	CEDA/Fay	feasibility, design & construction
Laurel District /MacArthur Streetscape Phase II	2,200		x	x		x	CEDA/Fay	feasibility, design & construction
San Pablo Gateway at Emeryville Border	TBD		x		x	x	CEDA/Fay	feasibility, design & construction
Seminary/MacArthur Streetscape	2,000		x	x		x	CEDA/Fay	feasibility, design & construction
Other Ped Projects								
27th/Bay Place Ped & Bike Improvements (Grand Ave - Telegraph)	200	x		x		x	PWA/OHare	feasibility, design & construction

Oakland's Recommended Bicycle and Pedestrian Projects -- Not in Priority Order
(for funding from Measure B 1/2 cent sales tax for transportation in FY 03-08)

ATTACHMENT A

Project Name	Estimated Cost (\$000)	Project		ACTIA Criteria			Coun Dist	Sponsor Agency	Comments
		Bike	Ped	Gap Closure	Intermodal Connection	ADA			
Coliseum 66th Overpass (Bike and Ped Impr)	400	x	x	x	x	x	7	PWA/OHare	feasibility, design & construction
Hill Area Stairway Rehabilitation (one stairway)	375		x	x			4	PWA/OHare	feasibility, design & construction
MacArthur BART Underpass and Access Improvements	TBD	x	x	x	x	x	1	CEDA/Fay	feasibility, design & construction
Pedestrian and Crosswalk Improvements (Citywide)	1,000		x				all	PWA/OHare	\$200K annual request
Tenascal Area Improvements	TBD	x	x		x	x	1	CEDA/Fay	feasibility, design & construction
West Oakland 8th St (Market to Pine; Center - 7th & 8th; Mandela - 7th & 8th)	600		x		x	x	3	CEDA/Fay	feasibility, design & construction
Webster St. Street/Sidewalks 6th to 11th	1,000		x	x	x	x	2	CEDA/Fay	feasibility, design & construction
West Oakland Bay Trail Sidewalk Improvements (2nd/Brush/3rd St. between Broadway-Union)	100		x	x		x	3	PWA/OHare	final design & construction
West Oakland Transit Village Access (7th Street: Union to Wood)	TBD	x	x	x	x	x	3	CEDA/Fay	feasibility, design & construction
Bicycle Lanes									
Bancroft Avenue (98th to San Leandro border)	100	x		x			7	PWA/OHare	feasibility, design & construction
Broadway Corridor (MacArthur to Old Tunnel Road)	200	x		x			1	PWA/OHare	feasibility, design & construction
MacArthur Blvd (Park to Lake Merritt)	200	x		x			2	PWA/OHare	feasibility, design & construction
Telegraph Ave Restriping (Alleen to Berkeley border)	50	x		x			1	PWA/OHare	feasibility, design & construction
4. Citywide Curb Ramp Program	250		x			x	all	PWA/OHare	\$50K annual request
5. Street Resurfacing Program									
New Curb Cuts for Pedestrian Ramps	1250		x	x	x	x	all	PWA/OHare	Backfills portion of street resurfacing program costs
Street Name & Traffic Sign Replacement	1000		x	x	x	x	all	PWA/OHare	\$250K annual request
TOTAL Estimated Cost (5-year program)	22,020								\$200K annual request

C
PUBLIC WORKS CMTE
MAY 21 2002

**CITY OF OAKLAND
AGENDA REPORT**

FILED
OFFICE OF THE CITY CLERK
OAKLAND

02 MAY -9 PM 1:57

TO: Office of the City Manager
ATTN: Robert C. Bobb
FROM: Public Works Agency
DATE: May 21, 2002

RE: **RESOLUTION AUTHORIZING TRANSMITTAL OF CITY OF OAKLAND FIVE-YEAR PRIORITY LIST OF BICYCLE AND PEDESTRIAN SAFETY PROJECTS FOR FUNDING FROM MEASURE B BICYCLE/PEDESTRIAN PASS-THRU FUNDS**

SUMMARY

A resolution has been prepared for Council approval that authorizes the City Manager, or his designee, to transmit to the Alameda County Transportation Improvement Authority (ACTIA) *Oakland's Recommended Bicycle and Pedestrian Safety Projects (for funding from Measure B 1/2 cent sales tax for transportation in FY 2002-03 through FY 2007-08)* -- (See Attachment A). This priority list totals approximately \$22 million and includes a variety of bicycle and pedestrian safety projects throughout the City.

Each agency that receives pass-thru bicycle and pedestrian funds from the Alameda County half-cent sales tax for transportation must adopt a priority list of projects. This list must be submitted to ACTIA by June 1, 2002. ACTIA staff requested a comprehensive, 5-year list of projects. This list should exceed Oakland's anticipated revenue stream to provide flexibility to program funds to projects that are "ready to go" during the next five years. Should conditions change requiring a project to be added or deleted during this period, Council may amend, by resolution, its priority list. Oakland can expect \$6 million in direct pass-thru funds during the next five years from Measure B bicycle and pedestrian pass-thru funds. The City will also be able to compete for up to \$1 million per year in countywide competitive funds earmarked for bicycle and pedestrian facilities. These funds may be used for both project development, including city engineering services, and construction.

FISCAL IMPACTS

Approval of this resolution will enable the City to program up to \$6 million of Measure B bicycle/pedestrian pass-thru funds during FY 2002-03 through FY 2007-08 to projects included on the City's priority list of bicycle and pedestrian projects (Attachment A). The City will also be able to compete for up to \$1 million per year in countywide competitive funds during this five-year period.

Oakland will receive monthly checks for its share of bicycle/pedestrian pass-thru funds beginning July 2002. For FY 02-03, the City should receive approximately \$1.1 million from this source. FY 02-03 appropriations will be reviewed as part of the upcoming mid-cycle budget review. New fund accounts will be established to separately track these revenues. Appropriations of future year revenues will be done as part of the City's bi-annual budget development process.

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5/21/02

BACKGROUND

In November 2000, Alameda County voters approved a 20-year extension of the county's 1/2-cent sales tax for transportation (Measure B). These funds will be administered locally by the ACTIA. Although the sales tax extension begins April 1, 2002 and runs through March 31, 2022, revenues will not be available until July 2002 because of the lag between collection and disbursement by the State Board of Equalization and ACTIA. Before Oakland can receive its pass-thru funds for bicycle and pedestrian safety projects, or compete for the countywide competitive funds for bicycle and pedestrian facilities, Council must approve a five-year priority list of capital projects (See Attachment A). ACTIA funds are available for three categories of bicycle/pedestrian safety projects:

- 1) gap closures
- 2) intermodal connections to transit
- 3) facilities for persons with disabilities as required by the Americans with Disabilities Act (ADA)

Within the context of these three criteria, the primary emphasis of projects funded with Measure B should be to address *key safety issues* for bicyclists and pedestrians. To the maximum extent possible, project sponsors should also use Measure B funds to leverage other grants. Guided by these considerations, Public Works Agency and Community and Economic Development Agency (CEDA) staff compiled a comprehensive list of projects (Attachment B) totaling in excess of \$55 million. Staff organized the list in the following classifications:

- 1) **Project Shortfalls** for projects funded primarily with outside funding sources, such as grants, but requiring additional funds to cover contingencies;
- 2) **Local Match for New Grants** for project categories for which the City routinely secures regional, state or federal grants that require a local match;
- 3) **New Pedestrian and Bicycle Projects** proposed by CEDA, the City's Bicycle/Pedestrian Advisory Committee, and/or included in the Master Bicycle Plan or draft Master Pedestrian Plan;
- 4) **Citywide Curb Ramp Program** to replace substandard pedestrian curb ramps and/or install new ramps where none exist to comply with the ADA; and
- 5) **Street Resurfacing Program** to backfill costs for new curb cuts and street signage to meet ADA requirements.

Attachment B far exceeds the \$6 million Oakland can expect to receive from its pass-thru funds during the next six years. It also exceeds what Oakland could reasonably expect to secure from the \$1 million per year of Measure B competitive funds for bicycle and pedestrian facilities.

Attachment A represents a subset of projects in Attachment B. It includes those most likely to be delivered in the next five years, if funding can be secured. While Attachment A totals roughly \$22 million, it responds to the ACTIA request to provide a robust list of projects from which the City could

pursue using Measure B funds. It also challenges staff to be aggressive in pursuing outside grants to leverage these pass-thru funds.

KEY ISSUES AND IMPACTS

Measure B revenues represent a major new source of funding to maintain and upgrade Oakland's transportation infrastructure for bicyclists and pedestrians during the next 20 years. These direct subventions to Oakland will fund access and safety improvements identified in the City's Bicycle and Pedestrian Master Plans. In addition, Measure B funds will leverage regional, state and federal transportation grants to address Oakland's huge inventory of bicycle and pedestrian safety and access improvement projects.

PROJECT DESCRIPTION

Projects included in Attachment A cover a broad spectrum of safety improvements for Oakland's pedestrian and bicyclists throughout the city. These projects include new sidewalks and curb cuts; sidewalk bulb-outs at intersections and street medians to shorten pedestrian crossings; an elevated street over-crossing; new traffic signals, as well as modifications to existing signals to facilitate pedestrian crossings; an underpass to improve access at MacArthur BART; reconstruction of hill area pathways; and bicycle lanes.

In order to plan and implement the various bicycle and pedestrian projects that will be funded under Measure B, Public Works Transportation Services Division will require additional 1.5 full-time-equivalent staff positions. These staff will collect and analyze field data, perform community outreach, prepare feasibility studies, develop conceptual plans and designs, and review environment documents. The estimated cost of this additional staff is \$150,000 per year. These costs may be funded with the Measure B revenues.

SUSTAINABLE OPPORTUNITIES

Economic: Local contractors will be used for construction of these capital improvement projects. Local consultants will also be used to conduct traffic studies and to provide engineering and design services for a variety of projects to supplement City staff resources.

Environmental: These Measure B funded projects will encourage walking and bicycling for short trips. They will also make transit more attractive by improving the pedestrian streetscapes and transit stops along major arterials.

Social Equity: These projects will improve the livability of Oakland by maintaining our transportation infrastructure and making improvements throughout the entire City. Neighborhoods with high concentrations of pedestrians will be the primary beneficiaries of most of these projects. All Oakland residents will be better served by a citywide system of bicycle lanes and pedestrian safety enhancements that create an environment conducive to bicycling and walking and reducing reliance on the automobile.

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5/21/02

DISABILITY AND SENIOR CITIZEN ACCESS

All improvements will comply with requirements of the Americans with Disabilities Act (ADA). Examples include new curb cuts at intersections, upgraded traffic signals, new crosswalks and signage, as well as repair of broken sidewalks that impede travel by persons with disabilities.

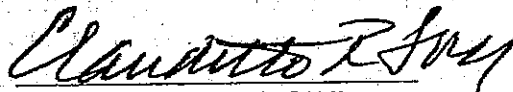
RECOMMENDATION AND RATIONALE

Staff recommends approval of the resolution adopting Attachment A, a five-year (FY 02-03 through FY 07-08) priority list of bicycle and pedestrian projects that Oakland could fund with Measure B bicycle/pedestrian pass-thru funds. These Measure B funds are essential to maintain and upgrade the City's transportation infrastructure for persons with disabilities, pedestrians, and bicyclists. This list provides flexibility to Council to select those projects that are "ready to go" and which address Council's highest priority needs.

ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends that the City Council approve the resolution.

Respectfully submitted,



CLAUDETTE R. FORD

Director, Public Works Agency

Reviewed by:

Raul Godinez II, P.E.

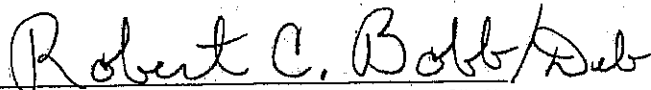
Assistant Director, Public Works Agency

Prepared by:

Shanna O'Hare

Senior Transportation Planner

**APPROVED AND FORWARDED TO
THE PUBLIC WORKS COMMITTEE**



OFFICE OF THE CITY MANAGER

B, B-1

Item #: _____

Public Works Committee

5/21/02

Oakland's Recommended Bicycle and Pedestrian Projects -- Not in Priority Order ATTACHMENT A
(for funding from Measure B 1/2 cent sales tax for transportation in FY 03-08)

Project Name	Estimated Cost (\$000)	Project		ACTIA Criteria			Sponsor Agency	Comments
		Bike	Ped	Gap Closure	Intermodal Connection	ADA		
1. Project Shortfalls								Shortfalls on funded projects
• Streetscape Projects								
Eastlake Phase I (International: 5th-10th/E 12th: 5-8th)	250	x	x			x	CEDA/Fay	contingency
San Pablo Median (53rd - 67th)	100		x				PWA/OHare	pedestrian refuge
Splash Pad Park Streetscape (Grand/Lake Park/Lakeshore/MacArthur)	100		x		x	x	CEDA/Fay	street median/sidewalk/curb ramps
Washington Streetscape Improvements (7th-9th & 9th: Broadway to Clay)	200		x	x		x	CEDA/Fay	feasibility, design & construction
• Bicycle Lanes (Class II)								
Telegraph Avenue (16th to Alleen)	200						PWA/OHare	feasibility, design & construction
2. Local Match for New Grants								Use to leverage new grants
Hazard Elimination and Safety (HES) Grants	200		x	x			PWA/OHare	\$40K annual request
Safe Routes To School (SRS) Grants	250	x	x	x			PWA/OHare	\$50K annual request
Tree Damaged Sidewalk/Curb & Gutter Repair	520	x	x			x	PWA/OHare	Match for \$4M federal grants
3. NEW Ped/Bike Projects								Outside grants will also be sought for these projects
Pedestrian Access/Safety								
Signal Improvements								
Signal Countdowns (Citywide)	450		x			x	PWA/OHare	\$90K annual request
Traffic Signals (Citywide - one signal per year)	2,500		x			x	PWA/OHare	\$500K annual request
Traffic Signal Modifications (Citywide)	125		x			x	PWA/OHare	\$25K annual request
Streetscape Projects								
Coliseum BART Transit Hub Streetscape	2,000		x		x		CEDA/Fay	feasibility, design & construction
Eastlake Phase II (International: 10th-14th; E 12th - 8th to 14th Avenue)	1,800	x				x		
Grand Avenue Streetscape (1-580 to Harrison)	TBD		x				CEDA/Fay	feasibility, design & construction
International Blvd Streetscape and Fruitvale up to 33rd	2,400		x	x		x	CEDA/Fay	feasibility, design & construction
Laurel District /MacArthur Streetscape Phase II	2,200		x	x		x	CEDA/Fay	feasibility, design & construction
San Pablo Gateway at Emeryville Border	TBD		x		x	x	CEDA/Fay	feasibility, design & construction
Seminary/MacArthur Streetscape	2,000		x	x		x	CEDA/Fay	feasibility, design & construction
Other Ped Projects								
27th/Bay Place Ped & Bike Improvements (Grand Ave - Telegraph)	200	x		x		x	PWA/OHare	feasibility, design & construction

Oakland's Recommended Bicycle and Pedestrian Projects -- Not in Priority Order **ATTACHMENT A**
(for funding from Measure B 1/2 cent sales tax for transportation in FY 03-08)

Project Name	Estimated Cost (\$000)	Project		ACTIA Criteria				Sponsor Agency	Comments
		Bike	Ped	Gap Closure	Intermodal Connection	ADA	Coun Dist		
Coliseum 66th Overpass (Bike and Ped Impr)	400	x	x	x	x	x	7	PWA/OHare	feasibility, design & construction
Hill Area Stairway Rehabilitation (one stairway)	375		x	x			4	PWA/OHare	feasibility, design & construction
MacArthur BART Underpass and Access Improvements	TBD x	x	x	x	x	x	1	CEDA/Fay	feasibility, design & construction
Pedestrian and Crosswalk Improvements (Citywide)	1,000		x			x	all	PWA/OHare	\$200K annual request
Temescal Area Improvements	TBD x	x	x		x	x	1	CEDA/Fay	feasibility, design & construction
West Oakland 8th St (Market to Pine; Center -7th & 8th; Mandela - 7th & 8th)	600		x		x		3	CEDA/Fay	feasibility, design & construction
Webster St. Street/Sidewalks 6th to 11th	1,000		x	x	x	x	2	CEDA/Fay	feasibility, design & construction
West Oakland Bay Trail Sidewalk Improvements (2nd/Brush/3rd St. between Broadway-Union)	100		x	x	x	x	3	PWA/OHare	final design & construction
West Oakland Transit Village Access (7th Street: Union to Wood)	TBD x	x	x	x	x	x	3	CEDA/Fay	feasibility, design & construction
Bicycle Lanes									
Bancroft Avenue (98th to San Leandro border)	100	x		x			7	PWA/OHare	
Broadway Corridor (MacArthur to Old Tunnel Road)	200	x		x			1	PWA/OHare	feasibility, design & construction
MacArthur Blvd (Park to Lake Merritt)	200	x		x			2	PWA/OHare	feasibility, design & construction
Telegraph Ave Restriping (Alleen to Berkeley border)	50	x		x			1	PWA/OHare	feasibility, design & construction
4. Citywide Curb Ramp Program									
	250		x			x	all	PWA/OHare	\$50K annual request
Backfills portion of street resurfacing program costs									
5. Street Resurfacing Program									
New Curb Cuts for Pedestrian Ramps	1250		x	x	x	x	all	PWA/OHare	\$250K annual request
Street Name & Traffic Sign Replacement	1000		x	x	x	x	all	PWA/OHare	\$200K annual request
TOTAL Estimated Cost (5-year program)									
	22,020								

CITY OF OAKLAND

All Candidate Bike and PED Projects -- Not in Priority Order
(for funding from Measure B 1/2 cent sales tax for transportation in FY 03-08)

Project Name	Estimated Cost (\$000)	Project					ACTIA Criteria			Sponsor Agency	Comments
		Bike	Ped	Gap Closure	Intermodal Connection	ADA	Coun Dist				
1. Project Shortfalls											Shortfalls on funded projects
• Streetscape Projects											
Eastlake Phase I (International: 5th-10th/E 12th: 5-8th)	250	x	x			x	2		CEDA/Fay	contingency (12.5% of budget) street median/sidewalk/curb ramps	
Splash Pad Park Streetscape (Grand/Lake Park/Lakeshore/MacArthur)	100		x		x	x	2		CEDA/Fay		
Washington Streetscape Improvements (7th-9th & 9th: Broadway to Clay)	200		x	x		x	3		CEDA/Fay	feasibility, design & construction	
Broadway Streetscape, Phase II (9th to 17th)	TBD		x		x	x	2		CEDA/Fay	sidewalk treatments	
San Pablo Median (53rd - 67th)	100		x				1		PWA/OHare	pedestrian refuge	
• Bicycle Lanes (Class II)											
Telegraph Avenue (16th to Alleen)	200						1,3		PWA/OHare	feasibility, design & construction	
2. Local Match for New Grants											Use to leverage new grants
Hazard Elimination and Safety (HES) Grants	200		x	x			all		PWA/OHare	\$40K annual request	
Safe Routes To School (SRS) Grants	250	x	x	x			all		PWA/OHare	\$50K annual request	
Tree Damaged Sidewalk/Curb & Gutter Repair	520	x	x			x	all		PWA/OHare	Match for \$4M federal grants	
3. NEW Ped/Bike Projects											Outside grants will also be sought for these projects
Pedestrian Access/Safety											
Signal Improvements											
Traffic Signal Countdowns (Citywide)	450		x			x	all		PWA/OHare	90K annual request	
Traffic Signals (Citywide - one signal per year)	2,500		x			x	all		PWA/OHare	\$500K annual request	
Traffic Signal Modifications (Citywide)	125		x			x	all		PWA/OHare	\$25K annual request/design & constn	
Streetscape Projects											
23rd Avenue Streetscape	TBD						2		CEDA/Fay	feasibility, design & construction	
Coliseum BART Transit Hub Streetscape	2,000		x		x	x	7		CEDA/Fay	feasibility, design & construction	
Fruitvale Avenue (estuary to MacArthur)	TBD		x	x		x	5		CEDA/Fay	feasibility, design & construction	
Grand Avenue Streetscape (I-580 to Harrison)	TBD		x				3		CEDA/Fay	feasibility, design & construction	
International Blvd Streetscape and Fruitvale up to 33rd	2,400		x	x		x	5		CEDA/Fay	feasibility, design & construction	
Laurel District /MacArthur Streetscape Phase II	2,200		x	x		x	4		CEDA/Fay	feasibility, design & construction	
Seminary/MacArthur Streetscape	2,000		x	x		x	6		CEDA/Fay	feasibility, design & construction	
Downtown Streetscape Master Plan Projects											
Oak St. Street/Sidewalks 6th to 14th	2,000		x	x		x	2		CEDA/Fay	feasibility, design & construction	
Telegraph Ave Street/Sidewalks 16th-20th	2,500		x	x		x	3		CEDA/Fay	feasibility, design & construction	
Telegraph Ave (20th - 40th) bike and ped	TBD	x	x	x		x	1		CEDA/Fay	feasibility, design & construction	
Webster St. Street/Sidewalks 6th to 11th	1,000		x	x		x	2		CEDA/Fay	feasibility, design & construction	

CITY OF OAKLAND

ATTACHMENT B

All Candidate Bike and PED Projects -- Not in Priority Order (for funding from Measure B 1/2 cent sales tax for transportation in FY 03-08)

Project Name	Project		ACTIA Criteria					Sponsor Agency	Comments
	Estimated Cost (\$000)	Bike	Ped	Gap Closure	Intermodal Connection	ADA	Coun Dist		
Other Ped Projects									
12th Street Corridor (Oak to International) ped/bike and multi-use path; and Lake Merritt connection, crosswalks and ped signals	3,000	x	x	x	x	x	2	PWA/OHare	feasibility, design & construction
27th/Bay Place Ped & Bike Improvements (Grand Ave - Telegraph)	200	x		x	x	x	3	PWA/OHare	feasibility, design & construction
Coliseum 66th Overpass (Bike and Ped Impr)	400	x	x	x	x	x	7	PWA/OHare	feasibility, design & construction
Eastlake Phase II (International - 10th-14th; E 12th -8th to 14th Avenue)	1,800	x	x	x		x	2	CEDA/Fay	feasibility, design & construction
El Embarcadero/Grand Ave. Bike and Ped Impr	500	x	x	x	x	x	3	PWA/OHare	feasibility, design & construction
Foothill (28th Ave to High)	TBD		x	x			3	CEDA/Fay	feasibility, design & construction
Hill Area Stairway Rehabilitation (one stairway)	375		x	x			4	PWA/OHare	feasibility, design & construction
International Blvd. Streetscape - (Fruitvale to 39th & portions of Fruitvale and East 12th)	12,100		x	x	x	x	5	CEDA/Fay	feasibility, design & construction
International Blvd. Streetscape (42nd Ave to San Leandro border)	2,000		x	x	x	x	5,6,7	CEDA/Fay	feasibility, design & construction
Lake Merritt Channel Park Connection	TBD	x	x	x			2	CEDA/Fay	feasibility, design & construction
Lake Merritt Multi-Use Path Widening	4,373						2,3	CEDA/Fay	feasibility, design & construction
MacArthur BART Underpass and Access Improvements	TBD	x	x	x	x	x	1	CEDA/Fay	feasibility, design & construction
MacArthur, West Oakland, Coliseum, and Fruitvale BART Station Transit Village Bike/Ped Improvements	TBD	x	x		x	x	1,2,3,7	CEDA/Fay	feasibility, design & construction
Pedestrian Safety and Crosswalk Improvements (Citywide)	1,250		x			x	all	PWA/OHare	\$250 annual request/design & const
Railroad Crossing Sidewalk Approaches (citywide)	TBD		x	x		x	various	PWA/OHare	feasibility, design & construction
San Pablo Gateway at Emeryville Border	TBD		x		x	x	1	CEDA/Fay	feasibility, design & construction
Temescal Area Improvements	TBD	x	x		x	x	1	CEDA/Fay	feasibility, design & construction
West Oakland 8th St (Market to Pine; Center -7th & 8th; Mandala - 7th & 8th)	600		x		x	x	3	CEDA/Fay	feasibility, design & construction
West Oakland Bay Trail Sidewalk Improvements (2nd/Brush/3rd St. between Broadway-Union)	100		x	x	x	x	3	PWA/OHare	feasibility, design & construction
Bicycle Lanes									
40th-Linda Street (Emeryville Border to Piedmont Border)	200	x		x	x		1	PWA/OHare	feasibility, design & construction
82nd-Golf Links (San Leandro to Mountain Blvd.)	400	x			x		6,7	PWA/OHare	feasibility, design & construction
Bancroft Avenue (98th to San Leandro border)	100						7	PWA/OHare	feasibility, design & construction
Bay Trail Linkage - Brooklyn Basin Gap	500	x	x	x	x	x	5	CEDA/Fay	feasibility, design & construction

ALL Candidate BiKE and PED Projects -- Not in Priority Order
(for funding from Measure B 1/2 cent sales tax for transportation in FY 03-08)

Project Name	Estimated Cost (\$000)	Project		ACTIA Criteria				Sponsor Agency	Comments
		Bike	Ped	Gap Closure	Intermodal Connection	ADA	Coun Dist		
Bay Trail Linkage - High Street Gap	2,000	x	x	x			5	CEDA/Fay	feasibility, design & construction
Oakland Army Base Bay Trail Connection	TBD	x	x	x	x		3	CEDA/Fay	feasibility, design & construction
Broadway Corridor (MacArthur to Old Tunnel Road)	200	x		x	x		1	PWA/OHare	feasibility, design & construction
Broadway Corridor (25th St. to Embarcadero)	200	x		x	x		2,3	PWA/OHare	feasibility, design & construction
Foothill Blvd (42nd to Lake Merritt)	300						2,5	PWA/OHare	feasibility, design & construction
Fruitvale/Coolidge (East 12th St. to MacArthur Blvd.)	400	x		x	x		4,5	PWA/OHare	feasibility, design & construction
MacArthur Blvd (Park to Lake Merritt)	200						2	PWA/OHare	feasibility, design & construction
Market St/West St/Genoa Corridor (MacArthur to Berkeley border)	200	x		x	x		1,3	PWA/OHare	feasibility, design & construction
Oak St/Madison Corridor (Lakeside Dr. to 2nd St.)	150	x		x	x		2	PWA/OHare	feasibility, design & construction
Park Blvd/2nd Ave. (Bike Path & lane - Estuary to Shepherd Canyon)	2,000	x		x	x		2,3,4	PWA/OHare	feasibility, design & construction
Telegraph Ave Restriping (Alleen to Berkeley border)	50						1	PWA/OHare	design & construction
4. Citywide Curb Ramp Program	250		x			x	all	PWA/OHare	\$50K annual request
5. Street Resurfacing Program									Backfills portion of street resurfacing program costs
New Curb Cuts for Pedestrian Ramps	1250		x	x	x	x	all	PWA/OHare	\$250K annual request
Street Name & Traffic Sign Replacement	1000		x	x	x	x	all	PWA/OHare	\$200K annual request
TOTAL Estimated Cost	55,093								

B, B-1
PUBLIC WORKS CMTE
MAY 21 2002

Revised 6/11/02
FILED
OFFICE OF THE CITY CLERK
OAKLAND
02 JUN -6 PM 12:45

OAKLAND CITY COUNCIL
RESOLUTION No. 17174 C.M.S.

INTRODUCED BY COUNCILMEMBER _____

**RESOLUTION AUTHORIZING TRANSMITTAL OF CITY OF OAKLAND'S FIVE-YEAR
PRIORITY LIST OF BICYCLE AND PEDESTRIAN SAFETY PROJECTS FOR FUNDING
FROM MEASURE B BICYCLE/PEDESTRIAN PASS-THRU FUNDS**

WHEREAS, Alameda County voters approved the reauthorization of Measure B (Alameda County 1/2-cent sales tax for transportation) and a 20-year Transportation Expenditure Plan at the General Election held November 7, 2000; and

WHEREAS, This 20-year Expenditure Plan includes direct subventions to the City of Oakland for bicycle and pedestrian facilities totaling roughly \$32 million; and

WHEREAS, Pursuant to the provisions of the Local Transportation Authority and Improvement Act, California Public Utilities Code Section 180000 et seq., the Alameda County Transportation Improvement Authority is responsible for administering the proceeds from the continuation of this 1/2-cent transaction and use tax; and

WHEREAS, Prior to disbursement of bicycle and pedestrian facilities pass-thru funds beginning July 2002, the Alameda County Transportation Improvement Authority (ACTIA) requires each recipient to adopt a priority list of projects proposed for full or partial funding with Measure B funds; and

WHEREAS, The ACTIA staff recommended that the City's list be constrained to approximately \$22 million dollars, which is roughly three times the amount of funds Oakland can expect to receive from a combination of pass-thru and countywide competitive funds earmarked for bicycle and pedestrian projects in the first five years of the new Measure B program (FY 2002-3 through FY 2007-08); and

WHEREAS, Attachment A includes the City of Oakland's Five-Year Priority List of Bicycle and Pedestrian Safety Projects for the period July 1, 2002 through June 30, 2008; and

WHEREAS, During the five years covered by this priority list, Council may elect to modify the list by resolution to respond to changing conditions; and

WHEREAS, Public Works Agency will require additional engineering staff to plan, design, and implement these bicycle and pedestrian projects which can be funded from the City's pass-thru funds; now, therefore, be it

RESOLVED: That the City of Oakland City Council, by adopting this resolution, does hereby authorize the City Manager, or his designee, to transmit to the ACTIA the City of Oakland's Five-Year Priority List of Bicycle and Pedestrian Safety Projects for the period July 1, 2002 through June 30, 2008 (Attachment A); and be it

FURTHER RESOLVED: That prior to the time that City staff appropriates pass-thru funds to specific bicycle and/or pedestrian projects, or programs funds for staff resources to deliver these projects, a report on the fiscal impacts will come to Council for approval; and be it

FURTHER RESOLVED: That a certified copy of this resolution shall be transmitted to the Alameda County Transportation Improvement Authority.

IN COUNCIL, OAKLAND, CALIFORNIA, JUN 11 2002, 20

PASSED BY THE FOLLOWING VOTE:

AYES- BRUNNER, CHANG, MAYNE, NADEL, REID, SPEES, WAN AND
PRESIDENT DE LA FUENTE - 8

NOES- 0

ABSENT- 0

ABSTENTION- 0

ATTEST



CEDA FLOYD

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

Fwd 2212

CITY OF OAKLAND
AGENDA REPORT

TO: Office of the City Manager
ATTN: Robert C. Bobb
FROM: Public Works Agency
DATE: June 11, 2002

RE: SUPPLEMENTAL REPORT ON REQUEST FOR COUNCIL GUIDANCE IN
PRIORITIZING CITY'S FIVE-YEAR LIST OF BICYCLE AND PEDESTRIAN
SAFETY PROJECTS FOR FUNDING FROM MEASURE B BICYCLE/PEDESTRIAN
PASS-THRU FUNDS

SUMMARY

This supplemental report responds to changes requested by the Public Works Committee at their May 21st, 2002 meeting with respect to the priorities to be given to bicycle and pedestrian safety projects proposed for funding during the next five years with Measure B Bicycle/Pedestrian pass-thru funds. It also incorporates staff's recommendations in consultation with the City Attorney's Office and Risk Management to address legal requirements and risk management considerations.

Staff proposes the following projects for annual programming in the City's Capital Improvement Program based on the following methodology:

Measure B Bicycle and Pedestrian Safety Pass-Thru Funds (FY 02-03 through FY 07-08) - \$000	
Traffic Signals (1 @ \$250K per year)	250
Countdown Pedestrian Signal Heads (10 @ \$10,000 per year)	100
Sidewalk Repair (\$250K per year)	250
Street And Traffic Sign Replacement (\$100K per year)	100
Subtotal Ped Safety (70%)	700
Streetscape Pedestrian Safety Elements (20%)	200
Bicycle Lanes (10%)	100
TOTAL	\$1,000

This proposal places a high priority on pedestrian safety throughout the City by allocating \$900,000 per year for these projects. Oakland will continue its current practice of giving priority to pedestrian safety projects in the vicinity of schools. These pedestrian safety funds will finance one new traffic signal each year, install 10 countdown pedestrian signal heads, provide the local match for up to \$1 million of federal funds for sidewalk repair, and replace street and traffic signs as part of the City's annual street resurfacing

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Request for Guidance on Prioritizing Bike/Ped Measure B Priorities

program. This proposal will also fund the pedestrian safety elements of streetscape projects which include features such as sidewalk bulb-outs at intersections and/or bus stops, pedestrian refuges in median islands, new traffic signals or signal modifications, textured crosswalks, and new signage. Finally, this proposal includes \$100,000 for bicycle lane projects.

Within these categories, staff will recommend programming projects that can be delivered in the next two years. Staff will also focus on projects that can leverage matching funds whenever possible. PWA staff consulted with the City Attorney's Office and the City Manager's Risk Department on public safety issues and legal requirements concerning the various projects that may be prioritized under this fund source. PWA staff also reviewed other funding options for the high priority projects and found that funding exists for the curb ramp program from two sources: 1) the City's Measure B Local Street and Road Repair funds; and 2) Oakland's share of State Transportation Development Act Article 3 (Bicycle/Pedestrian Facilities) which will continue to finance the curb ramp program.

Based on these consultations, staff recommends giving priority to the following types of pedestrian and bicycle projects. The guiding rationale for each project category is to enhance public safety.

Traffic Signals and Countdown Pedestrian Signal Heads - Over 300 intersections throughout Oakland need new traffic signals. Many of these locations are close to schools and serve thousands of pedestrians each week. During the last budget discussions, Council asked PWA to explore additional funding opportunities to expedite these installations. This proposal responds to Council's direction.

During the past year, many Bay Area cities installed pedestrian countdown signal heads. These signal heads indicate how much time (in seconds) remains for pedestrians to cross the street. With strong interest from both the Council Offices and the community, PWA requested approval from the California Traffic Control Devices Committee (CTCDC) and the Federal Highway Administration (FHWA) to install these heads in Oakland. Although the CTCDC and FHWA approved the request last year, no funding has been approved to date. Installing traffic signals and pedestrian countdown signals will enhance pedestrian safety, reduce accidents and thereby minimize risks for the City.

Sidewalk Repair - Repairing sidewalks, especially those damaged by City-owned street trees, is important to not only creating a safe passage way, but in reducing the City's liability for trip and fall claims. The Measure B funds will enable the City to leverage up to \$1 million per year in supplemental federal funds for sidewalk repair.

Street and Traffic Sign Replacement - Over 100,000 street and traffic signs need replacing throughout Oakland to provide directions to motorists and pedestrians alike. This figure includes missing signs as well as those that do not meet current standards. The new signage materials will provide higher reflectivity, meet ADA standards, and be longer lasting than most of the City's current sign inventory. While street and traffic signs get replaced when the City implements a major street rehabilitation project, no funding source exists to replace all deficient signs throughout the City.

Streetscapes - These projects represent a comprehensive approach to making neighborhoods more pedestrian friendly by calming traffic and creating an environment conducive to walking, bicycling and

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riding public transit. The streetscape funding will help Oakland leverage both regional and federal funds for these "Smart-Growth" projects. Streetscape funding will be limited to those elements of streetscape projects that address pedestrian safety such as new traffic signals, modification of existing signals, installing bulb-outs at intersection crossings, or pedestrian refuges in medians.

Bike Lanes – The City's Master Bike Plan calls for a comprehensive system of bike lanes to facilitate both commute and recreational travel by bicycle. Bicycle lanes offer riders a sense of place on the street by clearly marking where they should ride. These funds will be used to leverage a variety of regional, state and federal grants to complete the City's bike lane system.

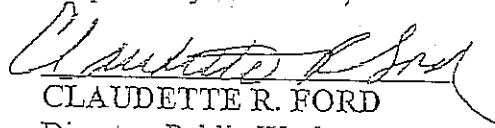
RECOMMENDATION AND RATIONALE

Staff recommends that Council endorse Public Works Committee's recommendation for prioritizing bicycle and pedestrian safety projects to be funded during the next five years with Measure B Bicycle/Pedestrian pass-thru funds. These funds would be earmarked as follows: *70% Pedestrian Safety; 20% Streetscape Pedestrian Safety Elements; and 10% Bicycle Lanes*. These new Measure B funds are essential to maintain and upgrade the City's transportation infrastructure for persons with disabilities, pedestrians, and bicyclists. Should conditions change and priorities need to be adjusted, Council may add or delete projects through the annual budget process.

ACTION REQUESTED OF THE CITY COUNCIL

Staff requests that the City Council approve Public Works Committee's recommendation for prioritizing bicycle pedestrian projects as described above for funding with Measure B Bicycle/Pedestrian pass-thru funds during the next five years.

Respectfully submitted,


CLAUDETTE R. FORD
Director, Public Works Agency

Reviewed by:

Raul Godinez II, P.E.

Assistant Director, Public Works Agency

Prepared by:

Shanna O'Hare

Senior Transportation Planner

APPROVED AND FORWARDED
TO THE CITY COUNCIL

OFFICE OF THE CITY MANAGER

Item #:

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6/11/02

Project Name	Estimated Cost (\$000)	Project		ACTIA Criteria			Sponsor Agency	Comments
		Bike	Ped	Gap Closure	Intermodal Connection	ADA		
1. Project Shortfalls								
•Streetscape Projects								
Eastlake Phase I (International: 5th-10th/E 12th: 5-8th)	250	x	x			x	CEDA/Fay	contingency
San Pablo Median (53rd - 67th)	100		x				PWA/OHare	pedestrian refuge
Splash Pad Park Streetscape (Grand/Lake Park/Lakeshore/MacArthur)	100		x		x	x	CEDA/Fay	street median/sidewalk/curb ramps
Washington Streetscape Improvements (7th-9th & 9th: Broadway to Clay)	200		x	x		x	CEDA/Fay	feasibility, design & construction
• Bicycle Lanes (Class II)								
Telegraph Avenue (16th to Alleen)	200						PWA/OHare	feasibility, design & construction
2. Local Match for New Grants								
Hazard Elimination and Safety (HES) Grants	200		x	x			PWA/OHare	Use to leverage new grants
Safe Routes To School (SRS) Grants	250	x	x	x			PWA/OHare	\$40K annual request
Tree Damaged Sidewalk/Curb & Gutter Repair	520	x	x			x	PWA/OHare	\$50K annual request
3. NEW Ped/Bike Projects								
Pedestrian Access/Safety								
Signal Improvements								
Signal Countdowns (Citywide)	450		x				PWA/OHare	Match for \$4M federal grants
Traffic Signals (Citywide - one signal per year)	2,500		x			x	PWA/OHare	Outside grants will also be sought for these projects
Traffic Signal Modifications (Citywide)	125		x			x	PWA/OHare	
Streetscape Projects								
Coliseum BART Transit Hub Streetscape	2,000		x		x	x	CEDA/Fay	feasibility, design & construction
Eastlake Phase II (International: 10th-14th; E 12th -8th to 14th Avenue)	1,800	x						
Grand Avenue Streetscape (I-580 to Harrison)	TBD		x	x			CEDA/Fay	feasibility, design & construction
International Blvd Streetscape and Fruitvale up to 33rd	2,400		x			x	CEDA/Fay	feasibility, design & construction
Laurel District /MacArthur Streetscape Phase II	2,200		x	x		x	CEDA/Fay	feasibility, design & construction
San Pablo Gateway at Emeryville Border	TBD		x			x	CEDA/Fay	feasibility, design & construction
Seminary/MacArthur Streetscape	2,000		x	x		x	CEDA/Fay	feasibility, design & construction
Other Ped Projects								
27th/Bay Place Ped & Bike Improvements (Grand Ave - Telegraph)	200	x		x		x	PWA/OHare	feasibility, design & construction

Project Name	Estimated Cost (\$000)	Project		ACTIA Criteria				Sponsor Agency	Comments
		Bike	Ped	Gap Closure	Intermodal Connection	ADA	Coun Dist		
Coliseum 66th Overpass (Bike and Ped Impr)	400	x	x	x	x	x	7	PWA/OHare	feasibility, design & construction
Hill Area Stairway Rehabilitation (one stairway)	375		x	x			4	PWA/OHare	feasibility, design & construction
MacArthur BART Underpass and Access Improvements	TBD x	x	x	x	x	x	1	CEDA/Fay	feasibility, design & construction
Pedestrian and Crosswalk Improvements (Citywide)	1,000		x			x	all	PWA/OHare	\$200K annual request
Temescal Area Improvements	TBD x	x	x		x	x	1	CEDA/Fay	feasibility, design & construction
West Oakland 8th St (Market to Pine; Center - 7th & 8th; Mandela - 7th & 8th)	600		x		x	x	3	CEDA/Fay	feasibility, design & construction
Webster St. Street/Sidewalks 6th to 11th	1,000		x	x	x	x	2	CEDA/Fay	feasibility, design & construction
West Oakland Bay Trail Sidewalk Improvements (2nd/Brush/3rd St. between Broadway-Union)	100		x	x		x	3	PWA/OHare	final design & construction
West Oakland Transit Village Access (7th Street: Union to Wood)	TBD x	x	x	x	x	x	3	CEDA/Fay	feasibility, design & construction
Bicycle Lanes									
Bancroft Avenue (98th to San Leandro border)	100	x		x			7	PWA/OHare	
Broadway Corridor (MacArthur to Old Tunnel Road)	200	x		x			1	PWA/OHare	feasibility, design & construction
MacArthur Blvd (Park to Lake Merritt)	200	x		x			2	PWA/OHare	feasibility, design & construction
Telegraph Ave Restriping (Aileen to Berkeley border)	50	x		x			1	PWA/OHare	feasibility, design & construction
4. Citywide Curb Ramp Program	250		x			x	all	PWA/OHare	\$50K annual request
5. Street Resurfacing Program									
New Curb Cuts for Pedestrian Ramps	1250		x	x	x	x	all	PWA/OHare	Backfills portion of street resurfacing program costs
Street Name & Traffic Sign Replacement	1000		x	x	x	x	all	PWA/OHare	\$250K annual request
TOTAL Estimated Cost (5-year program)	22,020								\$200K annual request

Patton, Jason

From: Thomas Cheng [thomas_cheng@dot.ca.gov]
Sent: Monday, June 09, 2008 2:42 PM
To: leeh@abag.ca.gov; laurat@abag.ca.gov
Cc: halim mathkour; Alec Melkonians; bradm@bcdcc.ca.gov; mroberts@ci.emeryville.ca.us; pschultze-allen@ci.emeryville.ca.us; Patton, Jason; Deo A Tibayan
Subject: The current status of the Emeryville's Terminus for the Public Access Path
Attachments: Alt 1.pdf; Alt 2.pdf; Analysis fo Two Viable Altnatives for Public Access near IKEA-06-09-08.xls

Hi, Lee and Laura,

This is in response to your recent e-mail messages to Brad McCrea and Alec Melkonians, in which you'd inquired about the status of the Emeryville's Terminus for the Public Access Path.

Alec has requested that I respond to you during his absence. Following the large meeting on March 18,2008, the design team embarked on an intensive study to identify a number of alternatives for the path. The result of the study was presented to the focused study group, that consisted of staff from Oakland and Emeryville, IKEA, and BCDCC. Since IKEA objected to any alternatives involving any permanent takes from their parking lot, the range of options basically came down to the following two Alternatives:

- (1) A modified fork option, which negated the need for any design exceptions; and
- (2) A single path with a Gateway Plaza at the terminus on the west side of Shellmound St. and across street from IKEA store.

While we believe that Alternative 2 has certain merits from an aesthetic and context-sensitive standpoint, nevertheless any modifications from those presented in Alternative 1 would require a supplemental PA\ED with the potential to further delay the project. Therefore, we are ready to proceed with Alternative 1 as set forth in the PA\ED. We would like to set up a final meeting with all involved agencies to finalize the direction we'll be heading, and are currently looking at a meeting on July 15 (Tues). I'm attaching sketches of each alternative as well as a Pros-Cons matrix for each alternative. You may share this with the bicycle advocacy groups, and we'd greatly appreciate if you could forward me the e-mail addresses of the representatives from various groups that you think may like to attend the next meeting.

Best Regards,

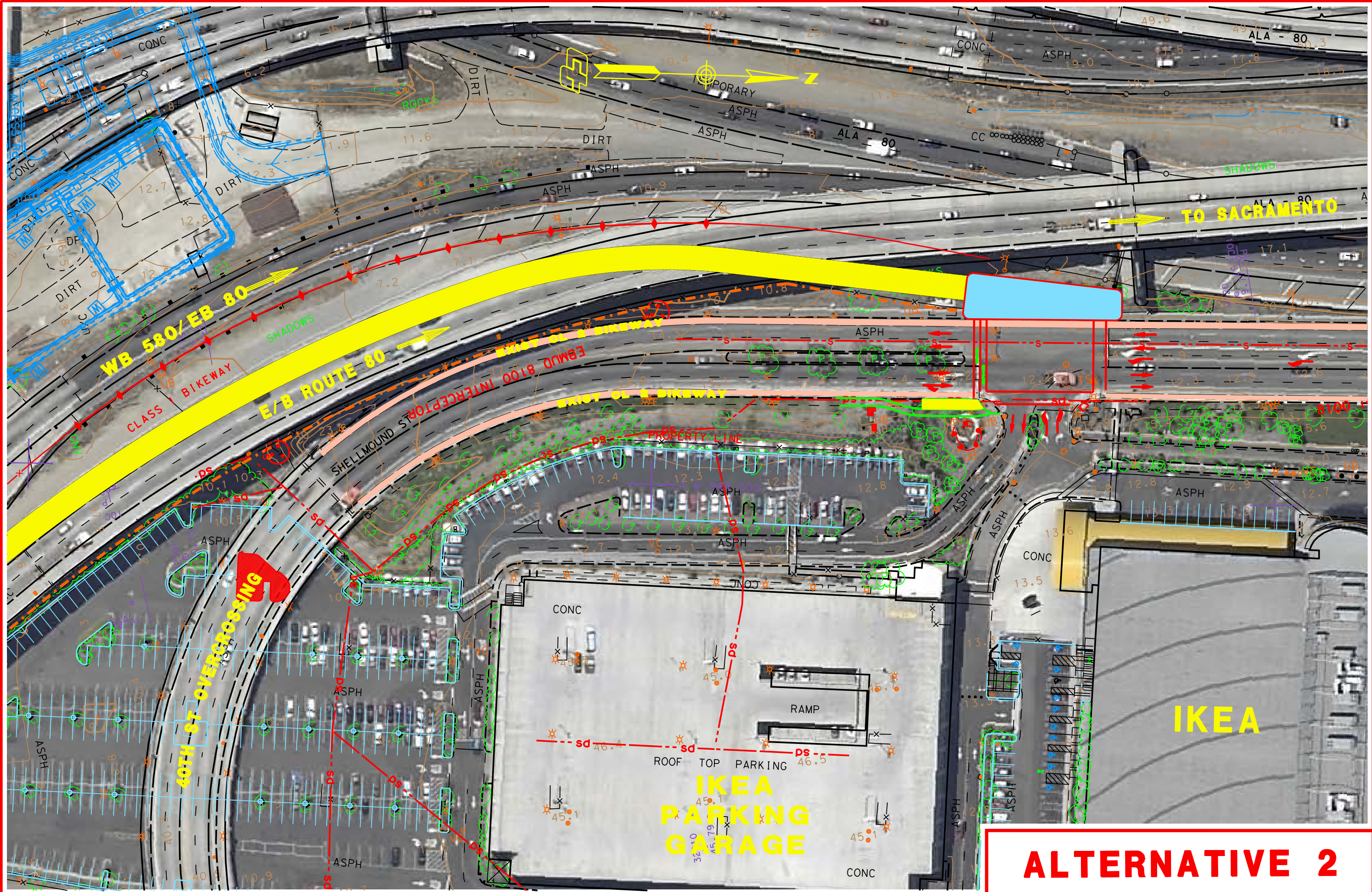
Thomas Cheng, P.E.
Project Engineer
Caltrans D-04, Design East, ALameda 1
(510) 286-5151

(See attached file: Alt 1.pdf)(See attached file: Alt 2.pdf)(See attached file: Analysis fo Two Viable Altnatives for Public Access near IKEA-06-09-08.xls)

Alanysis of Public Access Alternatives in the vicinity of IKEA Store on Shellmound Street in Emeryville

Revised Date: 06/09/08

Alternative 1	
PROS	CONS
This alternative was proposed in BCDC Permit No. 11-93, and approved in the PAED phase in 1999, when the site was not well developed and IKEA store did not exist at that time.	Need to acquire permanent easement from Emeryville in the existing landscaped area and acquire TCE from IKEA for 3 to 6 months during construction.
Eastern-leg of Public Access would benefit primarily bicyclists traveling NB on 40th St to Shellmound ST and intending to get onto Bay Bridge, as well as bicyclists returning from Bay Bridge and intending to travel NB on Shellmund St.	Due to the space constraint, the eastern-leg of Public Access would be narrowed to 12 feet (8' path plus 2-ft shoulders on each side).
No permanent loss of IKEA's parking spots.	Retaining wall would be required on a portion of Public Access near the Abutment of 40th St. Overcrossing Structure.
	There is safety concern after dark to pass through the confined space area beneath the 40th St. Overcrossing Structure.
	Need to install a "STOP" sign at the intersection with the main Public Access Route within Caltrans R/W area and also install a warning sign at a 90-degree turn near Abutment of the 40th St. Overcrossing Structure.
Alternative 2	
PROS	CONS
Provides a "Gateway Plaza" on Shellmound St. from IKEA's entrance that would function as a staging area for both pedestrians and bicyclists. Significantly enhances the aesthetics of the neighborhood.	May require to revise environmental document.
Most of the public access is within Caltrans' R/W and has adequate space to be used for contractor's staging area during construction.	Occasional delays to traffic flow on Shellmound Street in Emeryville.
BCDC staff has reviewed and support this alternative.	May require a "Pedestrian Phase" that means longer waiting time for pedestrians and bicyclists crossing the street.
Separates bicyclists from pedestrians at Shellmound St. crossing location through installation of dual crosswalks at the Intersection.	May require bicyclists to stop and wait for light and walk through the crosswalk. The type of Crosswalks is subject to approval by City of Emeryville or other appropriate agency.
Insignificant economic impact on neighboring establishments during construction.	



ALTERNATIVE 2

Gateway Park Site and Surrounding Area



Tri-City BPAC meeting agenda development

From Vice-Chair Midori Tabata

For discussion and action by BPAC on the Tri-City BPAC agenda for August 2008. Proposed agenda:

1. Introductions (all 10 minutes)
2. Review and update issue items developed at February meeting (all 30 minutes)
3. Discuss key priority items common to the tri-city BPAC (all 30 minutes)
4. Develop path forward on how to deal with key priority items (all 20 minutes)

Attached is the list of issues we identified as meaningful to Oakland at our June meeting. We need to focus this list to 3 at most. BPAC members should be ready to discuss list at the July meeting and help sort it to a FEW key items.

Cross-Border Issues for August Tri-City BPAC Meeting

Project or Improvement	Details	Planning Status	Next Step	Jurisdiction	Volunteer or Point Person
Adeline Street, 47th to 61st Street, Oakland (Portion Market to MLK)	Study near final; proposal currently is for 4-3 lane conversion and bike lanes.	Though not a BMP priority, may be constructed to enhance connection to Berkeley from Market Street in Oakland via Stanford median.		Oakland	
Genoa/Adeline/King connector via Stanford median improvement, Oakland	Will widen the curb ramps along the Stanford median and provide signage to improve the existing pedestrian crossing; adds a new bike-only curb ramp off Adeline into the pocket park; adds warning signage along Stanford.	Pending construction in 2009.		Oakland	
New Bay Bridge Path Approach				Emeryville, Oakland	
MacArthur BART Bike Access Study	Study the best east-west bikeway access to the MacArthur BART that connects Emeryville to Piedmont Ave while maintaining AC Transit bus and Emery-Go-Round shuttle operations	Based on study's LOS and other analysis, preliminary proposal calls for (1) narrowing the median on 40th Street between Yerba Buena and Webster to make room for bike lanes while maintaining two vehicle travel lanes; (2) installing a bike boulevard/bike lanes on 41st Street from Webster to Piedmont; (3) removing one travel lane and installing bike lanes on MacArthur between Broadway and Telegraph; (4) installing sharrows on MacArthur from Telegraph to the BART frontage road.	Finalize study. Seek funding.		
Tunnel Road: Pavement Striping at SR13 intersection.	On this popular recreational route, striping makes for a very uncomfortable transition from Ashby to Tunnel Road.			Caltrans	
Tunnel Road: persistent "wet spot" on curve, above firestorm memorial.	Slippery spot caused by underground spring seeps onto Tunnel Rd.	Grant funded project to correct problem to be completed as soon as the weather allows.	Celebrate!	Oakland	
Approach to Bay Bridge					
Caldecott Tunnel Settlement	Need to identify bike/ped issues to address with settlement money. Needs to be done quickly				
BRT					
Bike Blvd Connectivity					