

Directors Signature Request

SB-1 Project Baseline Agreement:

The Commission adopted the original SB-1 Accountability and Transparency Guidelines on March 21, 2018, and a revised version on May 16, 2018. The Guidelines require the development of project baseline agreements for Commission adopted SB-1 programs, subject to certain cost thresholds and conditions. The baseline agreement is to be signed by the Project Applicant, Implementing Agency, Caltrans District Director, Caltrans Director of Transportation, and the Executive Director of the California Transportation Commission. It is anticipated that the Commission will approve the baseline agreement at their meeting scheduled for: October 9, 2019

Attached baseline agreement is for Project:

14th Street: Safe Routes in the City

Project is funded from the following SB-1 Program(s):

☐ SHOPP

☐ TCEP

☐ SCCP

☐ LPP

☒ ATP

1. **Baseline Agreement Review & Approval:** Signature confirms package from Project Applicant is complete and consistent with Approved Project Application, adopted Commission Program(s), and Project Report and Environmental Document, as applicable. Conflicts between Approved Project Application, adopted Program and Project Report/Environmental Document must be addressed in writing by the Project Applicant and Approved by the Commission before circulating the Baseline Agreement for Director's Signature. Multi-jurisdictional projects must be approved by respective Division Chief(s).

Lead HQ Division: ☐ Project Management ☐ Rail & Mass Transportation ☒ Local Assistance

Reviewer's Name: Desiree Fox

Michael Keever
Project Management

Division Chief Signature:

Date:

Dara Wheeler
Rail & Mass Transportation

Division Chief Signature:

Date:

Rihui Zhang
Local Assistance

Division Chief Signature:

Date:

2. **Concurrence by:** Signature acknowledges Program responsibilities with regards to Project and that appropriate staff have been assigned to support the delivery of the project.

On-System Projects

Karla Sutliff
Project Delivery

Date

Off-System Projects

Coco Briseno 8-15-19
Coco Briseno
Planning & Modal Programs

Date

3. **Concurrence by: Programming and Chief Financial Officer Concurrence (All Projects):**

Bruce de Terra 8-22-19
Bruce de Terra
Transportation Programming

Steven Keck
Steven Keck
Chief Financial Officer

Date

Next Steps:

4. To SB-1 Office for Director's Signature
5. SB-1 Office to return Commission signed copy of Baseline Agreement to Lead HQ Division
6. SB-1 Office to return Commission Signed copy of Baseline Agreement to Transportation Programming for all Projects, except ATP

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT
14th Street: Safe Routes in the City

Resolution ATP-P-1920-013
(will be completed by CTC)

1. FUNDING PROGRAM

- ☒ Active Transportation Program
☐ Local Partnership Program (Competitive)
☐ Solutions for Congested Corridors Program
☐ State Highway Operation and Protection Program
☐ Trade Corridor Enhancement Program

2. PARTIES AND DATE

- 2.1 This Project Baseline Agreement (Agreement) for the *14th Street: Safe Routes in the City*, effective on, October 9, 2019 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *the City of Oakland*, and the Implementing Agency, *the City of Oakland*, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.2 Whereas at its October 18, 2017 meeting the Commission approved the Active Transportation Program, and included in this program of projects the *14th Street: Safe Routes in the City*, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A and the Project Report attached hereto as Exhibit B, as the baseline for project monitoring by the Commission.
- 3.3 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:
- ☒ Resolution G-17-29, "Adoption of Program of Projects for the Active Transportation Program", dated October 18, 2017
- ☐ Resolution *Insert Number*, "Adoption of Program of Projects for the Local Partnership Program", dated
- ☐ Resolution *Insert Number*, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated
- ☐ Resolution *Insert Number*, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated
- ☐ Resolution *Insert Number*, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated

- 4.3 All signatories agree to adhere to the Commission's Active Transportation Program, Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 The City of Oakland agrees to secure funds for any additional costs of the project.
- 4.6 The City of Oakland agrees to report to Caltrans on a quarterly basis; after July 2019, reports will be on a semi-annual basis on the progress made toward the implementation of the project, including scope, cost, schedule, outcomes, and anticipated benefits.
- 4.7 Caltrans agrees to prepare program progress reports on a quarterly basis; after July 2019, reports will be on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 The City of Oakland agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits during the course of the project, and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.10 The Transportation Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for four years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost

See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope

See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Other Project Specific Provisions and Conditions

Attachments:

Exhibit A: Project Programming Request Form

Exhibit B: Project Report

Exhibit C: Addendum

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

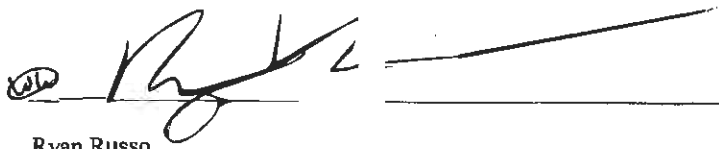
14th Street: Safe Routes in the City

Resolution ATP-P-1920-01B


Ryan Russo
Date 6-25-19

Director of Transportation, City of Oakland

Project Applicant


Ryan Russo
Date 6-25-19

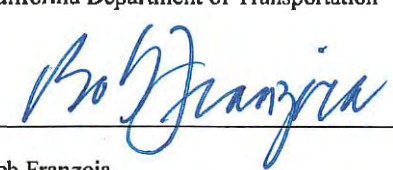
Director of Transportation, City of Oakland

Implementing Agency


Tony Tavares
Date 7/23/19

District 4 Director

California Department of Transportation


Bob Franzoia
Date 9/17/2019

Director

California Department of Transportation


Susan Bransen
Date 11/14/19

Executive Director

California Transportation Commission

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

General Instructions

Amendment (Existing Project) Yes					Date:	7/12/19
District	EA	Project ID	RPNO	MPO ID	Alt Proj. ID / prg.	
04			2307		3A-04-016	ATP
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
ALA	14th St			City of Oakland		
				MPO	Element	
				MTC	Capital Outlay	
Project Manager/Contact		Phone		E-mail Address		
Chris Diano		510-238-7266		cdiano@oaklandnet.com		
Project Title						
14th Street Safe Routes in the City						
Location (Project Limits), Description (Scope of Work)						
The project is located along 14th Street between Brush Street in West Oakland, over the I-980 Freeway, to and through the heart of downtown Oakland, and extends to Oak Street at the entrance to Lake Merritt. The project includes a reduction in travel lanes from four (4) to two (2); addition of Class IV protected bicycle lanes separated from travel by curbs and parked cars for maximum protection; improved pedestrian facilities including refuges, marked crossings, retimed signals, storm drain rain gardens, and transit boarding islands.						
Component						
PA&ED		City of Oakland				
PS&E		City of Oakland				
Right of Way		City of Oakland				
Construction		City of Oakland				
Legislative Districts						
Assembly:	18	Senate:	9	Congressional:	13	
Project Benefits						
Bicycle and Pedestrian Safety, increased bicycle and pedestrian mode share						
Purpose and Need						
The project will be transformative for West Oakland, providing multiple types of access for people to come into the downtown for employment or recreation. Oakland's downtown itself needs economic revitalization that can come from improved active transportation infrastructure. This project will be the first of its kind in Oakland: protected bikeways through the heart of downtown for all ages and abilities. (Continued in page 2.)						
Category		Outputs/Outcomes			Unit	Total
Local streets and roads		Pedestrian/Bicycle facilities constructed			Feet	10200
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis Y/N	
Inc. Sustainable Communities Strategy Goals Yes		Reduces Greenhouse Gas Emissions Yes				
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						02/01/17
Circulate Draft Environmental Document					Document Type	CE/CE
Draft Project Report						02/13/19
End Environmental Phase (PA&ED Milestone)						05/24/19
Begin Design (PS&E) Phase						10/30/19
End Design Phase (Ready to List for Advertisement Milestone)						11/21/19
Begin Right of Way Phase						08/30/18
End Right of Way Phase (Right of Way Certification Milestone)						11/21/19
Begin Construction Phase (Contract Award Milestone)						01/30/20
End Construction Phase (Construction Contract Acceptance Milestone)						07/24/21
Begin Closeout Phase						09/30/21
End Closeout Phase (Closeout Report)						12/31/21

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 7/12/19

Additional Information

Purpose and Need. Continued from page 1. Cycling safety benefits include: slow down crosstown traffic and create a "green wave" for cyclists. Pedestrians benefits from rain gardens and protected intersections at key location include: calm, safe, and walkable downtown.

The City was granted a 12 month time extension for the PS&E allocation. The extended PS&E allocation deadline is June 30, 2020. The PA&ED phase has been completed and the City has received the NEPA Categorical Exemption approval from Caltrans on May 24, 2019.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 7/12/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
04	ALA	14th St, ,			2307	03A-04-016S
Project Title: 14th Street Safe Routes in the City						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									City of Oakland
PS&E									City of Oakland
R/W SUP (CT)									City of Oakland
CON SUP (CT)									City of Oakland
R/W									City of Oakland
CON									City of Oakland
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	807							807	
PS&E		1,514						1,514	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			11,711					11,711	
TOTAL	807	1,514	11,711					14,032	

Fund No. 1:	Local Funds - City of Oakland								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									City of Oakland
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	807							807	Infrastructure Bonds
PS&E		279						279	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			2,368					2,368	
TOTAL	807	279	2,368					3,454	

Fund No. 2:	ATP Funds								Program Code
Existing Funding (\$1,000s)									20,30,720
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									ATP Funds
PS&E		1,235						1,235	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			9,343					9,343	
TOTAL		1,235	9,343					10,578	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Complete this page for amendments only

Date: 7/12/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
04	ALA	14th St			2307	03A-04-

SECTION 1 - All Projects

Project Background
Programming Change Requested
Reason for Proposed Change
The project was approved for time extension for funding allocation for the PE phase by June 30, 2020.
If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded
Other Significant Information

SECTION 2 - For SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects

Approvals			
I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*			
Name (Print or Type)	Signature	Title	Date

Attachments

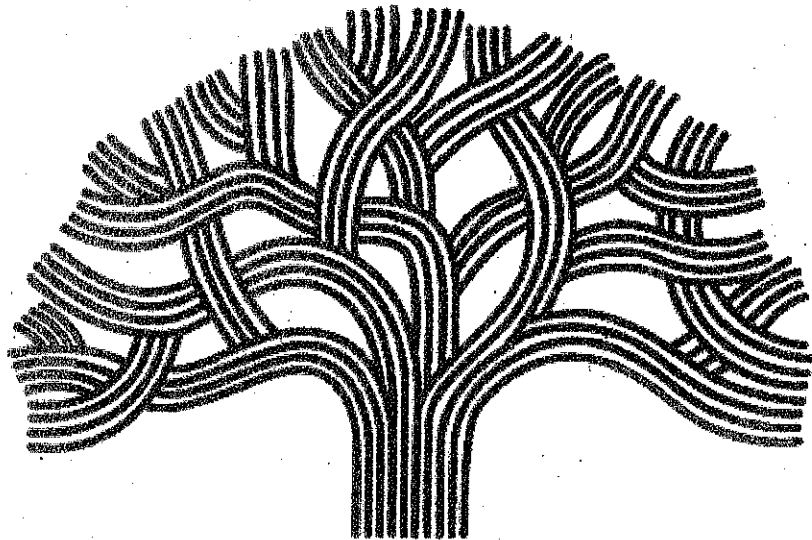
- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map



ACTIVE TRANSPORTATION PROGRAM

IMPLEMENTING AGENCY:

Oakland



CITY OF OAKLAND

PROJECT APPLICATION NO.: 4-Oakland-4

PROJECT NAME:

14th Street: Safe Routes in the City

PROJECT DESCRIPTION:

The project includes a reduction in travel lanes from four (4) to two (2); addition of Class IV protected bicycle lanes separated from travel by curbs and parked cars for maximum protection; improved pedestrian facilities including refuges, marked crossings, retimed signals, storm drain rain gardens, and transit boarding islands.

PROJECT LOCATION:

The project is located along 14th Street between Brush Street in West Oakland, over the I-980 Freeway, to and through the heart of downtown Oakland, and extends to Oak Street at the entrance to Lake Merritt.

ATP FUNDED COMPONENTS

Infrastructure				Non-Infrastructure	Plan
PA&ED	PS&E	R/W	CON		
\$	\$ 1,219	\$	\$ 9,359	\$	\$
FY	FY 19/20	FY 19/20	FY 20/21	FY	FY

PROJECT FUNDING INFORMATION (1,000s)

Total Project \$	Total ATP \$	Total Non-ATP \$	Past ATP \$	Leveraging \$	Matching \$	Non-Participating \$	Future Local \$
13,939	10,578	3,361	-	650	-	2,711	-

ADA Notice

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ATP CYCLE 3 APPLICATION FORM

DLA-001 (NEW 4/2018)

v1.3



Application Part 1: Applicant Information

Implementing Agency: This agency must enter into a Master Agreement with Caltrans and will be financially and contractually responsible for the delivery of the project within all pertinent Federal and State funding requirements, including being responsible and accountable for the use and expenditure of program funds. This agency is responsible for the accuracy of the technical information provided in the application and is required to sign the application.

IMPLEMENTING AGENCY'S NAME:

Oakland

IMPLEMENTING AGENCY'S ADDRESS

250 Frank Ogawa Plaza Suite 4313

CITY

Oakland

ZIP CODE

CA

94612

IMPLEMENTING AGENCY'S CONTACT PERSON:

Sarah Fine

CONTACT PERSON'S TITLE:

Senior Transportation Planner

CONTACT PERSON'S PHONE NUMBER:

510-238-6241

CONTACT PERSON'S EMAIL ADDRESS :

sfine@oaklandnet.com

Applicants have the opportunity to insert a project picture, agency seal, or other image on the cover page. If you would like to do this, attach the image (*.jpg, *.bmp, *.png, etc) by clicking in the box.



CITY OF OAKLAND

MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans?

☒ Yes☐ No

Implementing Agency's Federal Caltrans MA number

04-5012R

Implementing Agency's State Caltrans MA number

00099S

* Implementing Agencies that do not currently have a MA with Caltrans, must be able to meet the requirements and enter into an MA with Caltrans prior to funds allocation. The MA approval process can take 6 to 12 months to complete and there is no guarantee the agency will meet the requirements necessary for the State to enter into a MA with the agency. Delays could also result in a failure to meeting the CTC Allocation timeline requirements and the loss of ATP funding.

Project Partnering Agency:

The "Project Partnering Agency" is defined as an agency, other than Implementing Agency, that will assume the responsibility for the ongoing operations and maintenance of the improved facility. The Implementing Agency must: 1) ensure the Partnering Agency agrees to assume responsibility for the ongoing operations and maintenance of the improved facility, 2) provide documentation of the agreement (e.g., letter of intent) as part of the project application, and 3) ensure a copy of the Memorandum of Understanding or Interagency Agreement between the parties is submitted with the first request for allocation. For these projects, the Project Partnering Agency's information shall be provided below.

Based on the definition above, does this project have a partnering agency?

☐ Yes☒ No

ATP CYCLE 3 APPLICATION FORM

DLA-001 (NEW 4/2016)

v1.3



Application Part 2: General Project Information

PROJECT NAME: (Max of 10 Words) (To be used in the CTC project list)

Words Remaining: 3

14th Street: Safe Routes in the City

SUMMARY OF PROJECT SCOPE: (Max of 200 Words)

(Summary of the Existing Condition, Project Scope, the Expected Benefits)

Words Remaining: 11

The scope of the project includes a range of improvements to the length and width of 14th Street from Brush Street in West Oakland to Lake Merritt. The facility will include: a reduction in travel lanes from four (4) to two (2), addition of Class IV protected bicycle lanes placed between the parked cars and sidewalk for maximum protection, improved pedestrian facilities including bulb-outs, marked crossings, retimed signals, storm drain rain gardens, and transit islands.

This will be a transformative project for West Oakland, providing multiple types of access for people in to come downtown for employment or recreation. Oakland's downtown itself is an area in need of the kind of economic revitalization that can come from improved active transportation infrastructure. This project will be the first of its kind in Oakland: a protected bikeway through the heart of downtown for all ages and abilities. Cycling safety benefits will be realized through retimed signals that slow crosstown traffic and create a "green wave" for cyclists. Pedestrians will benefit from a calm, safe, and walkable downtown that includes rain gardens and a protected intersection on this key street.

PROJECT DESCRIPTION: (Max of 50 Words)

Words Remaining: 1

The project includes a reduction in travel lanes from four (4) to two (2); addition of Class IV protected bicycle lanes separated from travel by curbs and parked cars for maximum protection; improved pedestrian facilities including refuges, marked crossings, retimed signals, storm drain rain gardens, and transit boarding islands.

PROJECT LOCATION: (Max of 50 Words)

Words Remaining: 13

The project is located along 14th Street between Brush Street in West Oakland, over the I-980 Freeway, to and through the heart of downtown Oakland, and extends to Oak Street at the entrance to Lake Merritt.

In addition to the Location Description provided, attach a location map to the application. The location needs to show the project boundaries in relation to the Implementing Agency's boundaries.

14thStreet_LocationMap.pdf

Project Coordinates: (latitude/longitude in decimal format) Lat. 37.808090 N /long. 122.283032 W

Congressional District(s): 13

State Senate District(s): 9

State Assembly District(s): 15 18

Caltrans District: 4

County: Alameda

MPO: MTC

RTPA: None

Urbanized Zone Area (UZA) Population: Project is located within one of the nine large MPOs

Past Projects: Within the last 10 years, has there been any previous State or Federal ATP, SRTS, SR2S, BTA or other ped/bike funding awards for a project(s) that are adjacent to or overlap the limits of project scope of this application?

☐ Yes ☒ No

14th St. Safe Routes in the City

14th Street, Brush Street to Oak Street

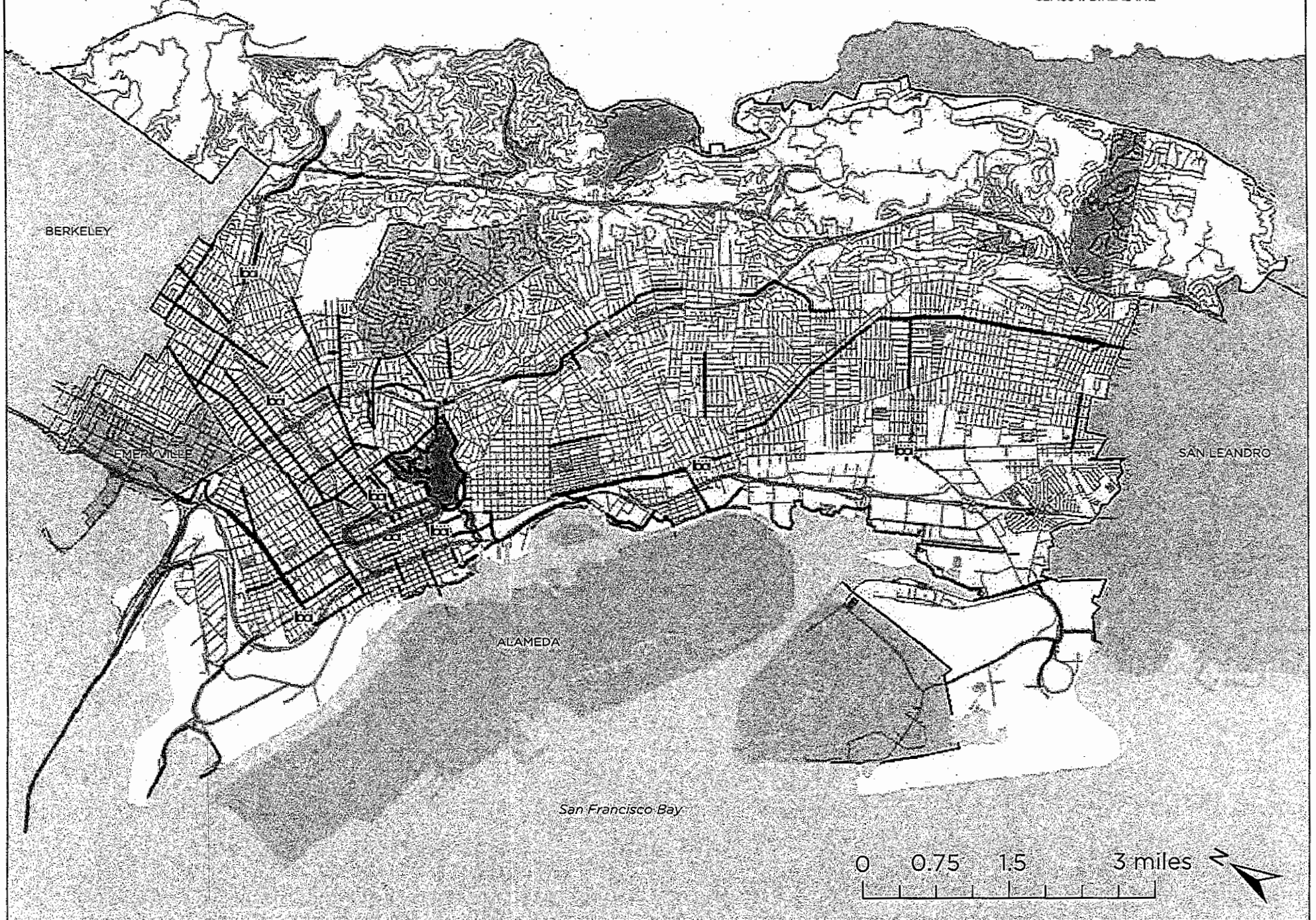
PROPOSED PROJECT

 PROJECT AREA

EXISTING BIKEWAYS

 CLASS I PATH

 CLASS II BIKE LANE





Application Part 3: Project Type

PROJECT TYPE: (Use the drop down menu to select Combination (I/NI), Infrastructure (I), Non-Infrastructure (NI), or Plan.

Infrastructure (I)

Indicate any of the following plans that your agency currently has: (Check all that apply)

- ☒ Bicycle Plan ☒ Pedestrian Plan ☐ Safe Routes to School Plan ☐ Active Transportation Plan

PROJECT SUB-TYPE (check all Project Sub-Types that apply):

- ☒ **Bicycle Transportation** % of Project 60 %
- ☒ **Pedestrian Transportation** % of Project 40 %
- ☐ **Safe Routes to School** (Also fill out Bicycle and Pedestrian Sub-Type information above)

For a project to qualify for Safe Routes to School designation, the project must directly increase safety and convenience for public school students to walk and/or bike to school. Safe Routes to Schools infrastructure projects must be located within two miles of a public school or within the vicinity of a public school bus stop and the students must be the intended beneficiaries of the project. Other than traffic education and enforcement activities, non-infrastructure projects do not have a location restriction.

Projects with Safe Routes to School elements must fill out "School and Student Details" later in this application. As a condition of receiving funding, projects with Safe Routes to School Elements must commit to completing additional before and after student surveys as defined in the Caltrans Active Transportation Guidelines (LAPG Chapter 22).

- ☐ **Trails (Multi-use and Recreational):** (Also fill out Bicycle and Pedestrian Sub-Type information above)



Application Part 4: Project Details

INFRASTRUCTURE TYPE (Only Intended for Infrastructure Projects)

Note: When quantifying the amount of Active Transportation Improvements proposed by the project, **do not double-count the improvements** that benefit both Bicyclists and Pedestrians (i.e. new RRFB/Signal should only show as a Pedestrian or Bicycle Improvement).

☒ Bicycle Improvements

What % of the BICYCLE related project cost are going towards closing a "Gap" in infrastructure? 100 %

(As opposed to cost going towards "improving" existing bicycle infrastructure: i.e. Class 2 to Class 4)

New Bike Lanes/Routes:	Class 1: <u>0</u> Linear Feet	Class 2: <u>0</u> Linear Feet
	Class 3: <u>0</u> Linear Feet	Class 4: <u>10,200</u> Linear Feet
Signalized Intersections:	New Bike Boxes: <u>4</u> Number	Timing Improvements: <u>13</u> Number
Un-Signalized Intersections:	New RRFB/Signal: <u>0</u> Number	Crossing-Surface Improvements: <u>0</u> Number
Mid-Block Crossing:	New RRFB/Signal: <u>0</u> Number	Crossing-Surface Improvements: <u>0</u> Number
Lighting:	Intersection: <u>0</u> Number	Roadway Segments: <u>0</u> Linear Feet
Bike Share Program:	New Station: <u>0</u> Number	New Bikes: <u>0</u> Number
Bike Racks/Lockers:	New Racks: <u>0</u> Number	New Secured Lockers: <u>0</u> Number
Other Bicycle Improvements:	#1: Protected Intersection <u>1</u> #:	#2: Separated Bus Boarding Islands <u>12</u> #:

☒ Pedestrian Improvements

What % of the PEDESTRIAN related project cost are going towards closing a "Gap" in infrastructure? 0 %

(As opposed to cost going towards "improving" existing pedestrian infrastructure.)

Sidewalks:	New (4' to 8' wide): <u>0</u> Linear Feet	New (over 8' wide): <u>0</u> Linear Feet
	Widen Existing: <u>0</u> Linear Feet	Reconstruct/Enhance Existing: <u>0</u> Linear Feet
	New Barrier Protected (Barrier, parking, functional-planter, etc.): <u>5,100</u> Linear Feet	
ADA Ramp Improvements:	New Ramp (none exist): <u>0</u> Number	Reconstruct Ramp to Standard: <u>52</u> Number
Signalized Intersections:	New Crosswalk: <u>0</u> Number	Enhance Existing Crosswalk: <u>0</u> Number
	Ped-Heads: <u>0</u> Number	Shorten Crossing: <u>22</u> Number
	Timing Improvements: <u>0</u> Number	
Un-Signalized Intersections:	New Traffic Signal: <u>0</u> Number	New Roundabout: <u>0</u> Number
	New RRFB/Signal: <u>0</u> Number	Crossing-Surface Improvements: <u>0</u> Number
	Shorten Crossing: <u>0</u> Number	
Mid-Block Crossing:	New RRFB/Signal: <u>0</u> Number	Crossing-Surface Improvements: <u>0</u> Number
Lighting:	Intersection: <u>0</u> Number	Roadway Segments: <u>5,100</u> Linear Feet
Pedestrian Amenities:	Benches: <u>0</u> Number	Trash Cans: <u>0</u> Number
	Shade Trees: <u>0</u> Number	Shade Tree Type: -
Other Ped Improvements:	#1: Rain gardens <u>29</u> #:	#2: - <u>0</u> #:

☐ Multi-use Trail Improvements

☒ Vehicular-Roadway Traffic-Calming Improvements

Road Diets:	Remove Travel Lane: <u>10,200</u> Linear Feet	Remove Right-Turn Pocket: <u>0</u> Number
Speed Feedback Signs:	Speed Feedback Signs: <u>0</u> Number	
Signalized Intersections:	Timing Improvements: <u>13</u> Number	New Roundabout: <u>0</u> Number
Un-Signalized Intersections:	New Traffic Signal: <u>0</u> Number	New Roundabout: <u>0</u> Number
Other Traffic-Calming Improvements:	#1: - <u>0</u> #:	#2: - <u>0</u> #:

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Right of Way (R/W) Impacts (Check all that apply)

- ☒ Project is 100% within the Implementing Agency's R/W (or within their control at the time of this application submittal).
- ☐ Project will likely require R/W and/or easements from private owners or will require utility relocations from 'non-public' utility companies.
- ☐ Project will likely require R/W, Easements, encroachment and/or approval involving Governmental, Environmental, or Railroad owner's property.



Application Part 5: Project Schedule

- NOTES: 1) Per CTC Guidelines, all project applications must be submitted with the expectation of receiving federal funding and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals, including a NEPA environmental clearance and for each CTC allocation there must also be a Notice to Proceed with Federally Reimbursable work.
- 2) Prior to estimating the durations of the project delivery tasks (below), applicants are highly encouraged to review the appropriate chapters of the Local Assistance Procedures Manual and work closely with District Local Assistance Staff.
- 3) The proposed CTC allocation dates must be between July 1, 2019 and June 30, 2021 to be consistent with the available ATP funds for Cycle 3.

INFRASTRUCTURE PROJECTS:

PA&ED Project Delivery Phase:

Will ATP funds be used in this phase of the project? ☐ Yes ☒ No

Expected or Past Start Date for PA&ED activities:

1/1/2016

Time to complete the separate CEQA & NEPA studies/approvals:

24 months (See note #2, above)

Expected or Past Completion Date for the PA&ED Phase:

12/21/2017

* Applications showing the PA&ED phase as complete, must include/attach the signature pages for the CEQA and NEPA documents, which include project descriptions covering the full scope.

Not applicable.pdf

PS&E Project Delivery Phase:

Will ATP funds be used in this phase of the project? ☒ Yes ☐ No

Proposed CTC "PS&E Allocation" Date:

7/1/2019

Notice to Proceed with Federally Reimbursable ATP Work:

8/30/2019

Expected or Past Start Date for PS&E activities:

8/30/2019

Time to complete the final Plans, Specification & Estimate:

15 months

Expected or Past Completion Date for the PS&E Phase:

11/21/2020

* Applications showing the PS&E phase as complete, must include/attach the signed & Stamped Title Sheet for the plans and approval page of the specifications.

Not applicable.pdf

Right of Way Project Delivery Phase:

Will ATP funds be used in this phase of the project? ☒ Yes ☐ No

Proposed CTC "R/W Allocation" Date:

7/1/2019

Notice to Proceed with Federally Reimbursable ATP Work:

8/30/2019

Expected or Past Start Date for R/W activities:

8/30/2019

Time to complete the R/W Engineering, Acquisition, and Utilities:

15 months

Expected or Past Completion Date for the R/W Phase:

11/21/2020

* PS&E and Right of Way phases can be allocated at the same CTC meeting.

* Applications showing the R/W phase as complete, must include/attach the Caltrans approved R/W Certification.

Not applicable.pdf

Construction Project Delivery Phase:

Will ATP funds be used in this phase of the project? ☒ Yes ☐ No

Proposed CTC "CON Allocation" Date:

12/1/2020

Notice to Proceed with Federally Reimbursable ATP Work:

1/30/2021

Expected Start Date for Construction activities:

1/30/2021

Time to complete the Construction activities:

18 months

Expected or Past Completion Date for the CON Phase:

7/24/2022

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**Proposed Dates for "Before" and "After" Counts (As required by the CTC and Caltrans guidelines):**

Expected Date for "Before" counts (Ideally, within 12 months of the beginning of the Construction Activities)

6/30/2020

Expected Date for "After" counts (Ideally, at least 6 months after the end of all Construction Activities)

6/30/2023

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4-Oakland-4

14th Street Safe Routes in the City

Application Part 6: Project Funding

(1,000s)

Project Phase	Total Project Costs	Total ATP Funding	ATP Allocation Year *	Total Non-ATP Funding **	Non-Participating Funding	"Prior" ATP Funding	Leveraging Funding	Matching Funding *** (for federal \$)	Future Local Identified Funding
PA&ED	807	-		807	157	-	650	-	-
PS&E	1,514	1,219	19/20	295	295	-	-	-	-
R/W	-	-	19/20	-	-	-	-	-	-
CON	11,618	9,359	20/21	2,259	2,259	-	-	-	-
NI-CON	-	-		-	-	-	-	-	-
TOTAL	13,939	10,578		3,361	2,711	-	650	-	-

* The CTC Allocation-Year is calculated based on the information entered into the "Project Schedule" section.

** Applicants must ensure that the "Total Non-ATP Funding" values show in this table match the overall Non-ATP Funding values they enter into Page 2 of the PPR (later in this form)

*** For programming purposes, applicants, are asked to identify the portion of the Leveraging Funding that meets the requirements to be used as match for new Federal ATP funding.

ATP FUNDING TYPE REQUESTED:

Per the CTC Guidelines, all ATP projects must be eligible to receive federal funding. Most ATP projects will receive federal funding; however, it is the intent of the Commission to consolidate the allocation of federal funds to as few projects as practicable. Therefore, the smallest projects may be granted State Funding from the State Highway Account (SHA) for all or part of the project. Agencies with projects under \$1M, especially ones being implemented by agencies who are not familiar with the federal funding process, are encouraged to request State funding.

Do you believe your project warrants receiving state-only funding? ☐ Yes ☒ No

ATP PROJECT PROGRAMMING REQUEST (PPR):

Using the Project Schedule, Project Funding, and General Project information provided, this electronic form has automatically prepared the following PPR pages. Applicants must review the information in the PPR to confirm it matches their expectations.

Date:	6/15/2016
-------	-----------

Project Title:	14th Street: Safe Routes in the City				
District	County	Route	EA	Project ID	PPNO
4	Alameda				

The Non-ATP funding shown on this page must match the values in the Project Funding table.

Fund No. 7:									Program Code
	Proposed Funding Allocation (\$1,000s)								
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Notes:
PS&E	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	



Application Part 7: Application Questions

Screening Criteria

The following Screening Criteria are requirements for applications to be considered for ATP funding. Failure to demonstrate a project meets these criteria will result in the disqualification of the application.

1. Demonstrated fiscal needs of the applicant:

- Is all or part of the project currently (or has it ever been) formally programmed in an RTPA, MPO and/or Caltrans funding program? ☐ Yes ☒ No
- Are any elements of the proposed project directly or indirectly related to the intended improvements of a past or future development or capital improvement project? ☐ Yes ☒ No
- Are adjacent properties undeveloped or under-developed where standard "conditions of development" could be placed on future adjacent redevelopment to construct the proposed project improvements? ☐ Yes ☒ No

2. Consistency with an adopted regional transportation plan:

- Is the project consistent with the relevant adopted regional transportation plan that has been developed and updated pursuant to Government Code Section 65080? ☒ Yes ☐ No

If "Yes", the applicant must provide that portion of Regional Transportation Plan showing that the proposed project is consistent. Attach a copy of ONLY the following elements of the plan: cover page and pages linking the proposed project to the plan. Highlighted and/or mark the attachment to clearly identify the connection.

WestGrand_RegionalTransportationPlan.pdf

Note: Projects not providing proof will be disqualified and not be evaluated.

Bay Area Region/Multi-County

(In millions of year-of-expenditure dollars)

Reference Number	Project/Program	Total Project Cost	Committed Funds ¹	Discretionary Funds ²	Project Notes
21619	Expand Caltrain Express service: design and implement safety elements related to signal communication and positive train control (Phase 2a)	\$ 69.0	\$ 69.0	\$ 0.0	Resolution 3434 Regional Transit Expansion Program Phase 1 completed in 2004; shortfall remains for Phase 2b: implement systemwide level boarding program and terminal improvements
21627	Electrify Caltrain from Tamien to San Francisco (includes installation of power substations and other infrastructure)	\$ 626.0	\$ 464.0	\$ 162.0	Resolution 3434 Regional Transit Expansion Program
22001	Implement Sonoma Marin Area Rail Transit District (SMART) commuter rail project (includes environmental, engineering, right-of-way, construction, vehicle procurement and operations)	\$ 1,058.0	\$ 1,058.0	\$ 0.0	Resolution 3434 Regional Transit Expansion Program and Regional Measure 2 Toll Bridge Program
22003	Capitol Corridor: Phase 2 enhancements (includes grade separations at High Street, Davis Street and Hesperian Street)	\$ 88.7	\$ 88.7	\$ 0.0	Resolution 3434 Regional Transit Expansion Program
22006	Improve ferry facilities/equipment including the Downtown Ferry Terminal and procuring additional spare ferry vessels	\$ 192.8	\$ 192.8	\$ 0.0	Resolution 3434 Regional Transit Expansion Program, Regional Measure 2 Toll Bridge Program, and Proposition 1B project
22008	Extend Caltrain to Transbay Terminal and replace Transbay Terminal, including preliminary engineering; environmental; plans, specifications and estimate (PS&E); and right-of-way phases of downtown extension (Phase 2a)	\$ 292.3	\$ 292.3	\$ 0.0	Resolution 3434 Regional Transit Expansion Program; Regional Measure 2 Toll Bridge Program and 2003 Proposition K sales tax project; for phases 1 and 2b, see Bay Area Region/Multi-County projects #21342 and #230290
22009	Implement Capitol Corridor intercity rail service (includes increased track capacity, rolling stock and frequency improvements)	\$ 108.0	\$ 108.0	\$ 0.0	Resolution 3434 Regional Transit Expansion Program
22240	Fund Regional Measure 2 Express Bus South improvements (includes park-and-ride lots, HOV access improvements and rolling stock)	\$ 22.0	\$ 22.0	\$ 0.0	Regional Measure 2 Toll Bridge Program
22241	Fund Regional Measure 2 studies (Water Emergency Transportation Authority environmental studies, I-680/Pleasant Hill BART Connector Study)	\$ 6.7	\$ 6.7	\$ 0.0	Regional Measure 2 Toll Bridge Program
22243	Fund Regional Measure 2 Express Bus North improvements (includes park-and-ride lots and rolling stock)	\$ 31.1	\$ 31.1	\$ 0.0	Regional Measure 2 Toll Bridge Program
22244	Fund City CarShare	\$ 4.6	\$ 4.6	\$ 0.0	Regional Measure 2 Toll Bridge Program
22245	Fund Safe Routes to Transit	\$ 22.5	\$ 22.5	\$ 0.0	Regional Measure 2 Toll Bridge Program
22247	Regional Bicycle Program: provide capital funds to fully build out the Regional Bikeway Network as defined in MTC's <i>Regional Bicycle Plan for the San Francisco Bay Area, 2009 Update</i>	\$ 1,000.0	\$ 0.0	\$ 1,000.0	

¹ Committed Funds have been reserved by law for specific uses, or allocated by MTC action prior to the development of the Transportation 2035 Plan.

² Discretionary Funds are flexible funds available to MTC (and not already programmed in Committed Funds) for assignment to projects via the Transportation 2035 Plan planning process.

Alameda County

(In millions of year-of-expenditure dollars)

Reference Number	Project/Program	Total Project Cost	Committed Funds ¹	Discretionary Funds ²	Project Notes
21992	Implement AC Transit transit priority measures (TPM) and corridor improvements (Element 1)	\$ 14.8	\$ 0.0	\$ 14.8	
22002	Extend I-880 northbound HOV lane from Maritime Street to the Bay Bridge toll plaza	\$ 19.0	\$ 19.0	\$ 0.0	Regional Measure 2 Toll Bridge Program
22007	Implement bicycle and pedestrian projects/programs in Alameda County	\$ 305.5	\$ 305.5	\$ 0.0	Partially funded by 2000 Measure B sales tax
22013	Construct I-580 eastbound truck climbing lane at the Altamont Summit	\$ 64.2	\$ 64.2	\$ 0.0	Proposition 1B Trade Corridor Improvement Fund (TCIF) and State Highway Operations and Protection Program (SHOPP) project
22021	Expand AC Transit transfer centers and park-and-ride facilities in central Alameda County	\$ 2.0	\$ 0.0	\$ 2.0	
22056	Improve Ashby BART station to support Ed Roberts Campus and future transit-oriented development	\$ 43.5	\$ 43.5	\$ 0.0	
22062	Construct infrastructure to support future Irvington BART station	\$ 2.6	\$ 2.6	\$ 0.0	
22063	Improve Route 238 corridor near Foothill Boulevard/I-580 by removing parking during peak periods and spot widening	\$ 116.0	\$ 116.0	\$ 0.0	
22082	Correct grade separation at 7th Street/Union Pacific Railroad entry at Port of Oakland Intermodal yards and improve connecting roadways through former Oakland Army Base	\$ 427.0	\$ 427.0	\$ 0.0	Proposition 1B Trade Corridors Improvement Fund (TCIF) project
22084	Improve access to Oakland International Airport's North Field, connecting Route 61 (Doolittle Drive) with Earhart Road and extending infield area at North Field	\$ 10.0	\$ 5.0	\$ 5.0	
22087	Reconstruct I-880/Oak Street on-ramp	\$ 26.7	\$ 26.7	\$ 0.0	
22089	Improve Martinez Subdivision for freight and passenger rail	\$ 100.0	\$ 100.0	\$ 0.0	Proposition 1B Trade Corridor Improvement Fund (TCIF) project
22100	Replace overcrossing structure at I-880/Davis Street interchange and add additional travel lanes on Davis Street (includes ramp, intersection and signal improvements)	\$ 24.4	\$ 24.4	\$ 0.0	Coordinates with Alameda County project #22670
22106	Construct street extensions in Hayward near Clawiter and Whitesell streets	\$ 26.9	\$ 26.9	\$ 0.0	2000 Measure B sales tax project; coordinates with Alameda County project #21093
22455	Implement Bus Rapid Transit service on the Telegraph Avenue/International Boulevard/E. 14th Street corridor	\$ 250.0	\$ 176.0	\$ 74.0	Resolution 3434 Regional Transit Expansion Program and Regional Measure 2 Toll Bridge Program

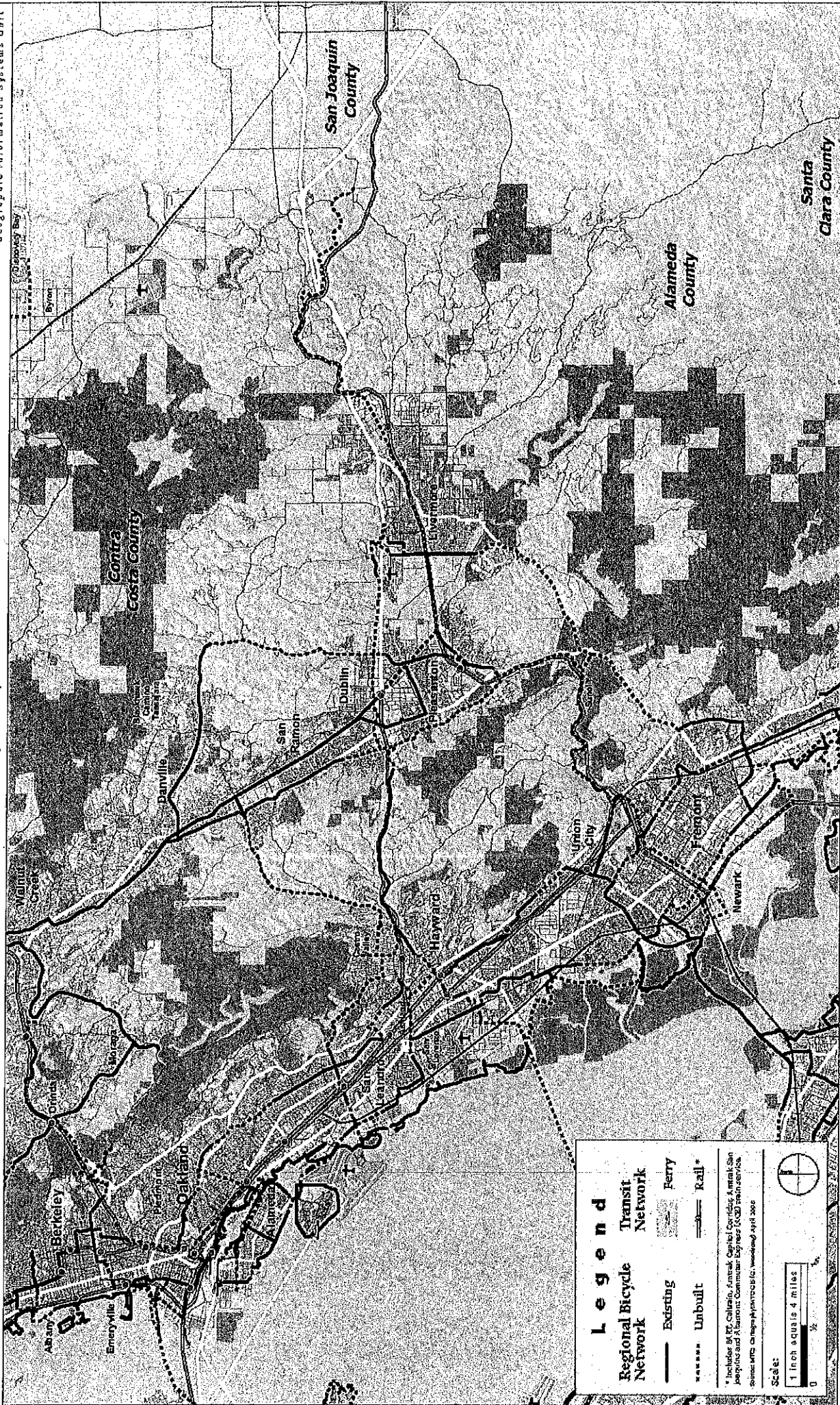
Regional Bicycle Plan Bikeway Network: Alameda County

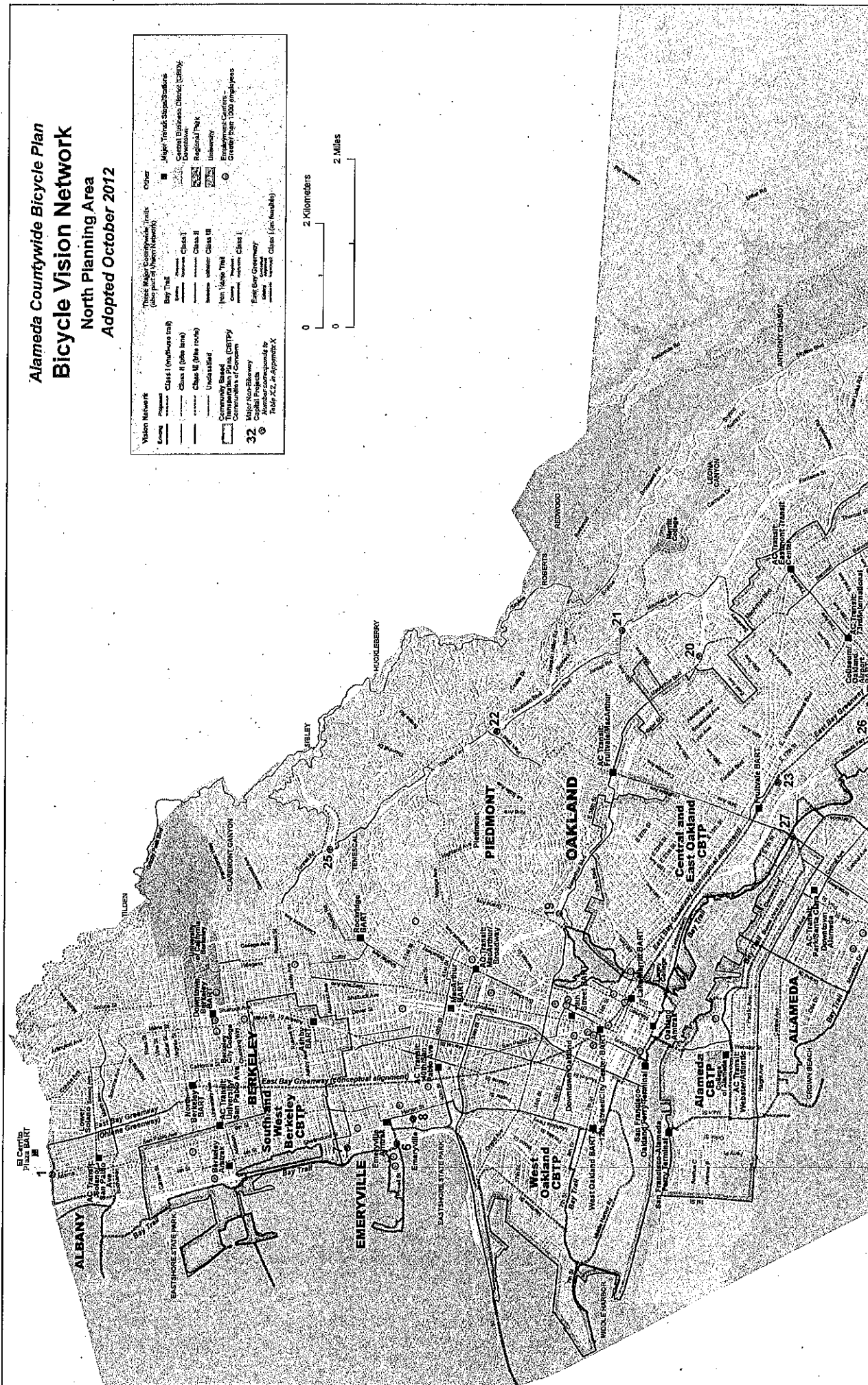
**Metropolitan
Transportation
Commission**
Planning, Financing and Coordinating
Transportation for the nine-county
San Francisco Bay Area

Research and Demographic Unit

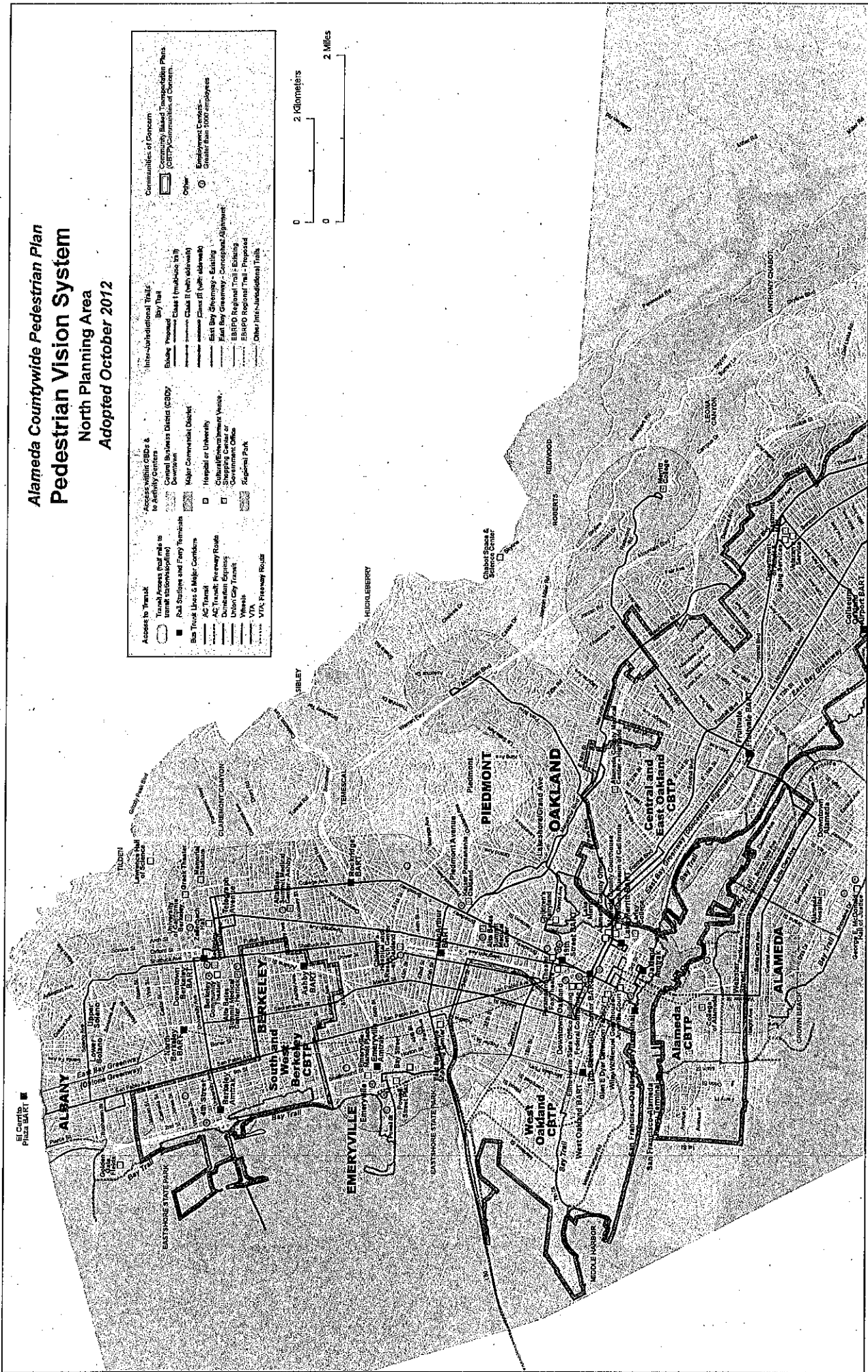
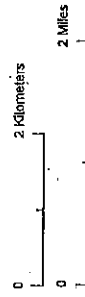
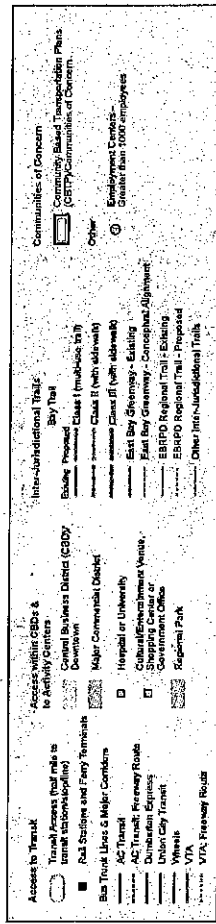
April 2008 Regional Bicycle Plan Network

Geographic Information Systems Unit



[illegible]

Alameda Countywide Pedestrian Plan Pedestrian Vision System North Planning Area Adopted October 2012





Part B: Narrative Questions

Detailed Instructions for Question #1

QUESTION #1

DISADVANTAGED COMMUNITIES (0-10 POINTS)

☐ This project does not qualify as a Disadvantaged Community.

A. Map of Project Boundaries, Access and Destination (0 points): Required

Provide a scaled map showing the boundaries of the proposed project/program/plan, the geographic boundaries of the disadvantaged community, and disadvantaged community access point(s) and destinations that the project/program/plan is benefiting.

16-163_Oakland14thStATP_Access.pdf

B. Identification of Disadvantaged Community: (0 points)

Select one of the following 4 options. Must provide information for all Census Tract/Block Group/Place # that the project affects.

- **Median Household Income**
- **CalEnviroScreen**
- **Free or Reduced Priced School Meals** - Applications using this measure must demonstrate how the project benefits the school students in the project area.
- **Other**

Select Option: Median Household Income

The Median Household Income (Table ID B19013) is less than 80% of the statewide median based on the most current Census Tract (ID 140) level data from the 2010-2014 American Community Survey (ACS) (<\$49,191). Communities with a population less than 15,000 may use data at the Census Block Group (ID 150) level. Unincorporated communities may use data at the Census Place (ID 160) level. Data is available at: <http://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml>

Census Tract/Block Group/Place #	Population	MHI
4029	140	23,825
4105	173	21,389
4025	152	18,967
4027	108	33,125
4030	92	16,469
4034	216	38,109
4024	180	28,606
4028	207	20,534

Lowest median household income from above (autofill): \$ 16,469 (to be used for qualifying as benefiting a DAC only)

Median household income by census tract for the community(ies) benefited by the project: \$ 25,743.37
(to be used for severity calculation only)

Must attach a copy of FactFinder ACS page for each census tract listed above. Attach all pages as one pdf.

14street_ACS_MHI.pdf

C. Direct Benefit: (0 - 4 points)

1. Explain how the project/program/plan closes a gap, provides connections to, or addresses a deficiency in an active transportation network or meets an important community need. (Max of 50 Words)

Words Remaining: 0

This project addresses a serious deficiency in the pedestrian and bicycle network by adding these active transportation facilities through the reduction of travel lanes. 14th Street is a high injury corridor, where 54 people have been injured biking or walking along the one-mile corridor in the last five years.

2. Explain how the disadvantaged community residents will have physical access to the project/program/plan. (Max of 50 Words)

Words Remaining: 8

An improved 14th Street will make it possible for local disadvantaged communities to have access to downtown employment and the

14th Street: Safe Routes in the City

DISADVANTAGED COMMUNITIES ACCESS & DESTINATIONS

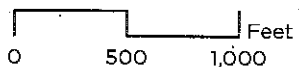
-  CIVIC
-  EDUCATION/
CULTURAL
-  HEALTH/SERVICES
-  CAL EPA
ENVIROSCREEN
-  CAL EPA
ENVIROSCREEN
+ LOW-INCOME
HOUSEHOLDS

PROPOSED PROJECT

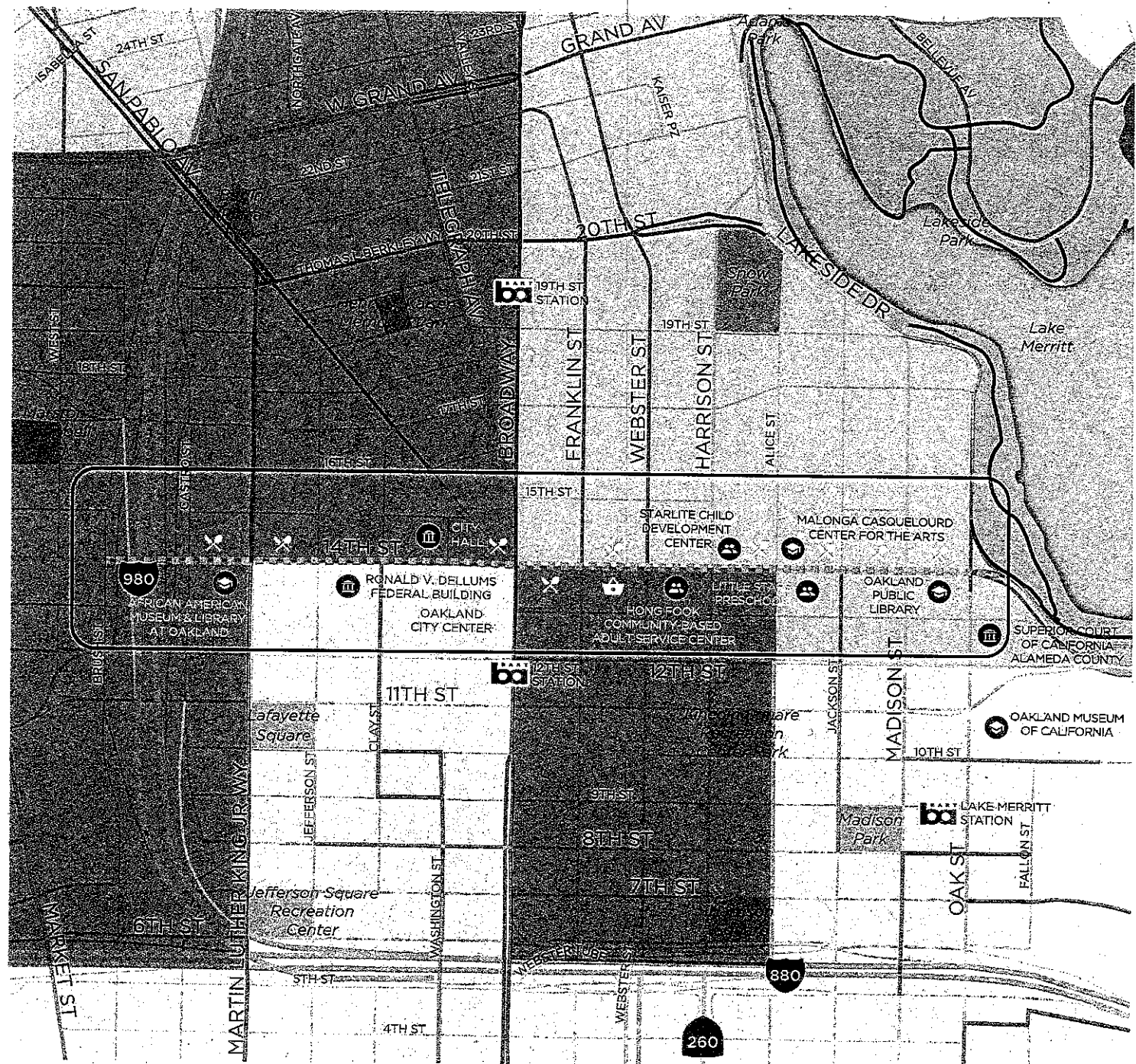
-  ENHANCED BIKE LANE
-  PROJECT AREA

EXISTING BIKEWAYS

-  CLASS I PATH
-  CLASS II BIKE LANE
-  CLASS III BIKE ROUTE



Map produced June 2016





B19013

MEDIAN HOUSEHOLD INCOME IN THE PAST 12 MONTHS (IN 2014 INFLATION-ADJUSTED DOLLARS)

Universe: Households

2010-2014 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties:

	Census Tract 4026, Alameda County, California		Census Tract 4027, Alameda County, California		Census Tract 4028, Alameda County, California	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Median household income in the past 12 months (in 2014 inflation-adjusted dollars)	20,259	+/-2,077	33,125	+/-29,100	20,534	+/-7,167

	Census Tract 4029, Alameda County, California		Census Tract 4030, Alameda County, California		Census Tract 4031, Alameda County, California	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Median household income in the past 12 months (in 2014 inflation-adjusted dollars)	23,825	+/-2,789	16,469	+/-3,146	53,750	+/-24,480

Census Tract 4034, Alameda County, California		
	Estimate	Margin of Error
Median household income in the past 12 months (in 2014 inflation-adjusted dollars)	38,109	+/-5,817

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

While the 2010-2014 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates

Explanation of Symbols:

1. An '***' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '****' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

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City's civic jewel, Lake Merritt. The new facility will slow traffic, offer biking and pedestrian facilities and easy access to transit.

3. Illustrate how the project was requested or supported by the disadvantaged community residents.
(Max of 50 Words)

Words Remaining: 6

Residents of the 14th Street corridor have requested this project through multiple planning efforts. A bikeway on 14th Street was recorded as a recommendation within the 2007 Bicycle Master Plan, the 2012 Lake Merritt Station Area Plan, and the currently ongoing Downtown Specific Plan.

D. Project Location: (0 - 2 points)

1. Is your project located within a disadvantaged community? Fully _____

E. Severity: (0 - 4 points)

- a. Auto calculated



Part B: Narrative Questions

Question #2

QUESTION #2

POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. (0-35 POINTS)

Please provide the following information: (This must be completed to be considered for funding for infrastructure projects)

# of Users	Pedestrian	Bicycle	Date of Counts	Mark here if N/A to project
Current	8,093	719	1/13/2015	☐
Projected (1 year after completion)	11,781	1,746	6/1/2023	☐

Safe Routes to School projects and programs: The following information related to the Safe Routes to School Projects data was already entered in part 3 of the application.

School	Total Student Enrollment	Approx. # of Students Living Along School Route Proposed	# of Students Currently Walking/Biking to School	Projected # of Students that will walk/bike after project	Net projected Change in Students walking/biking
					0
Total	0	0	0	0	0

Document the methodologies used to establish the **current** count data. (Max of 200 Words)

Words Remaining: 24

Turning movement counts are collected for bicyclists and motor vehicles, and pedestrian counts collected by crossing leg. The counts include pedestrians crossing within fifty feet of the intersection. Bicyclists are counted by the number of people, not the number of bicycles. Counts are completed on a Tuesday, Wednesday, or Thursday. Saturday counts are collected for locations of primarily recreational use. Weekday counts are collected from 4:00-6:00pm. Saturday counts are collected from 10:00am-12:00pm. Current count location map: <http://www2.oaklandnet.com/oakca1/groups/pwa/documents/report/oak057086.pdf>. Oakland has collected traffic counts for decades. Over the last several years, volunteers have created an online interactive map showing intersection locations with available counts (bicyclist, pedestrian and/or vehicle) and a summary of the count data: www.oaklandbikemaps.info/counts. The most recent counts, conducted in early 2015, were two-hour peak period counts taken at 14th and Clay Street. These peak-period counts were then extrapolated to daily volumes, based on the National Bicycle and Pedestrian Database (NBPd) daily extrapolation factors.

A. Describe the specific active transportation need that the proposed project/plan/program will address. (0-15 points)
(Max of 500 Words)

Words Remaining: 99

14th Street is the designated and logical location for an east-west bikeway through downtown Oakland. It begins in West Oakland as a neighborhood street that fans into a multi-lane boulevard with bike lanes at West Oakland Middle School. Just beyond the school, the bike lanes end abruptly as 14th Street crosses over the I-980 freeway and enters downtown Oakland. 14th Street then crosses Broadway, Oakland's major north-south bus/rapid transit spine, with multiple entrances to the 12th Street BART Station. Beyond the Broadway intersection, the route continues toward Oakland's gem: Lake Merritt. As established by state law on March 18, 1870, Lake Merritt is the nation's oldest wildlife refuge and destination for large-scale civic events.

The need for a dedicated bicycle facility and pedestrian improvements on 14th Street is acute given the safe access challenges for the 70,000 residents and employees traveling to downtown employment and to Lake Merritt. Prioritizing this facility and slowing traffic on this corridor will offer that safe route for West Oakland citizens to reach downtown. Downtown residents in high density apartment buildings and condominiums, and office and retail workers want and need safe access to the Lake for civic events, open space, and recreation. The proposed improvements will have a significant positive impact on people that use the major City institutions and destinations line the route, including City Hall and the State and Federal building complexes, and the Alameda County offices and the County Courthouse along the street near Lake Merritt. The Oakland Public Library, African American History Museum, the Oakland Museum of California, the Malonga Casquelord Center for the Arts, the Hong Fook Community-based Adult Service Center and the Camron-Stanford house are also key destinations located along the street or close by.

While the civic, cultural, residential, and small businesses on 14th Street reflect the diversity of Oakland, the options for travel in this area do not. The project will address these needs through: a reduction in travel lanes from four (4) to two (2), addition of protected bicycle lanes placed between the parked cars and sidewalk for maximum protection, improved pedestrian facilities including bulb-outs, marked crossings, retimed signals, storm drain rain gardens, and transit islands. This will be a transformative project for Oakland's downtown, an area in need of the kind of revitalization that can

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v1.3



come from improved active transportation infrastructure.

3. Describe how the proposed project/plan/program will address the active transportation need: (0-20 points)**1. Close a gap?**☒ Yes ☐ NoNo. of gaps: 1 Total length of gap(s) (feet): 10,200

Gap closure = Construction of a missing segment of an existing facility in order to make that facility continuous.

a. Must provide a map of each gap closure identifying gap and connections.

16-163_Oakland14thStATP_Gap Closure.pdf

b. Describe how the project links or connects, or encourages use of existing routes to transportation-related and community identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations. Specific destination must be identified. (Max of 100 Words)**Words Remaining:** 16

14th Street is already a common bicycling route for the "strong and fearless" bicyclists who are not deterred when the bike lane drops off between Lake Merritt and West Oakland. By implementing hardscape curb-protected bikeways with facilitated two-stage turns, a protected intersection, and bus islands that separate bicyclists and bus operations, the proposed protected bikeway on 14th Street would create the first of its kind in Oakland: a protected bikeway through the heart of downtown for bicyclists of all ages and abilities.

2. Creation of new routes?☐ Yes ☒ No**3. Removal of barrier to mobility?**☐ Yes ☒ No**4. Other improvements to routes?**☒ Yes ☐ No**a. Must provide a map of the new improvement location.**

16-163_Oakland14thStATP_Mobility.pdf

b. Explain the improvement. (Max of 100 Words)**Words Remaining:** 2

On its own, the protected bikeway on 14th Street will encourage biking in Oakland by providing a safe, comfortable facility for all ages and abilities. But this protected bikeway facility is also poised to capitalize on other mobility options and improvements in downtown. Combined with existing BART transit access, planned bus rapid transit improvements, and bike share expansion in the corridor, the 14th Street protected bikeway will enable truly multi-modal trip-making in downtown Oakland, offering a low-cost transportation alternative that connects people to jobs, housing, education, transit, and services in the heart of the city.

c. Describe how the project links or connects, or encourages use of existing routes to transportation-related and community identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations. Specific destination must be identified. (Max of 100 Words)**Words Remaining:** 8

The 14th Street protected bikeway will bring bicyclists to the front door of BART (2 entrances to the 12th Street Station) and connect cross-town bicyclists to the new East Bay Bus Rapid Transit route on 11th and 12th Streets. 14th Street is also a key corridor within the 800-bike Bay Area Bike Share expansion to Oakland: three of the first 30 bike share stations planned in Oakland will be located along this stretch of 14th Street, attracting both seasoned bicyclists and less-experienced bicyclists biking downtown for the first time.

5. Plan for increasing biking and walking in the community?☐ Yes ☒ No**6. Encourages and/or educates with the goal of increasing walking or biking in the community?**☐ Yes ☒ No

14th Street: Safe Routes in the City

GAP CLOSURE

 NO BIKE LANE

PROPOSED PROJECT

 ENHANCED BIKE LANE

 PROJECT AREA

EXISTING BIKEWAYS

 CLASS I PATH

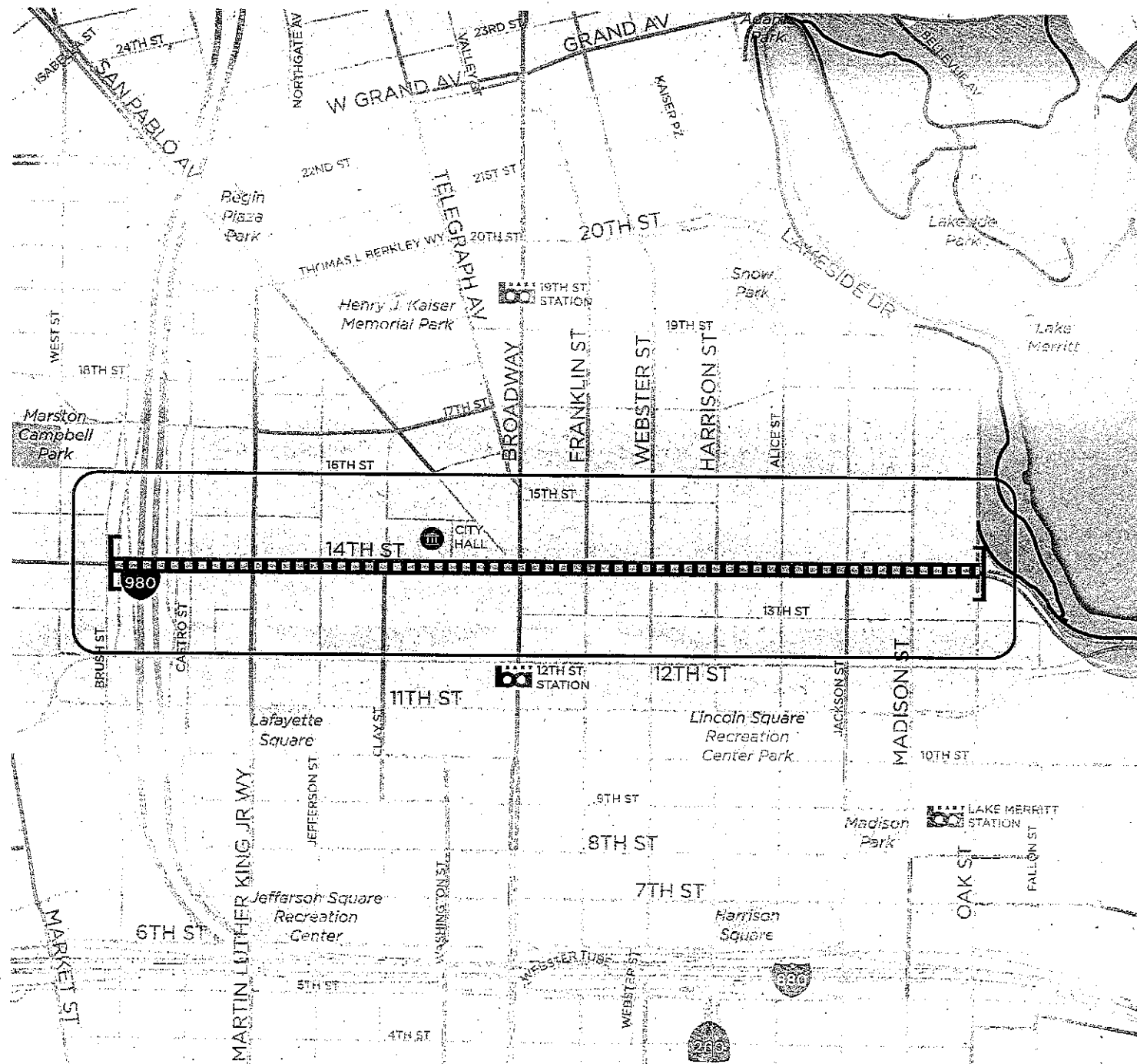
 CLASS II BIKE LANE

 CLASS III BIKE ROUTE

0 500 1,000 Feet



Map produced June 2016



14th Street: Safe Routes in the City

MOBILITY

-  BART ENTRANCE
-  (FUTURE) BIKE SHARE STATION
-  TRANSIT ONLY LANES
-  RAPID BUS

PROPOSED PROJECT

-  ENHANCED BIKE LANE
-  PROJECT AREA

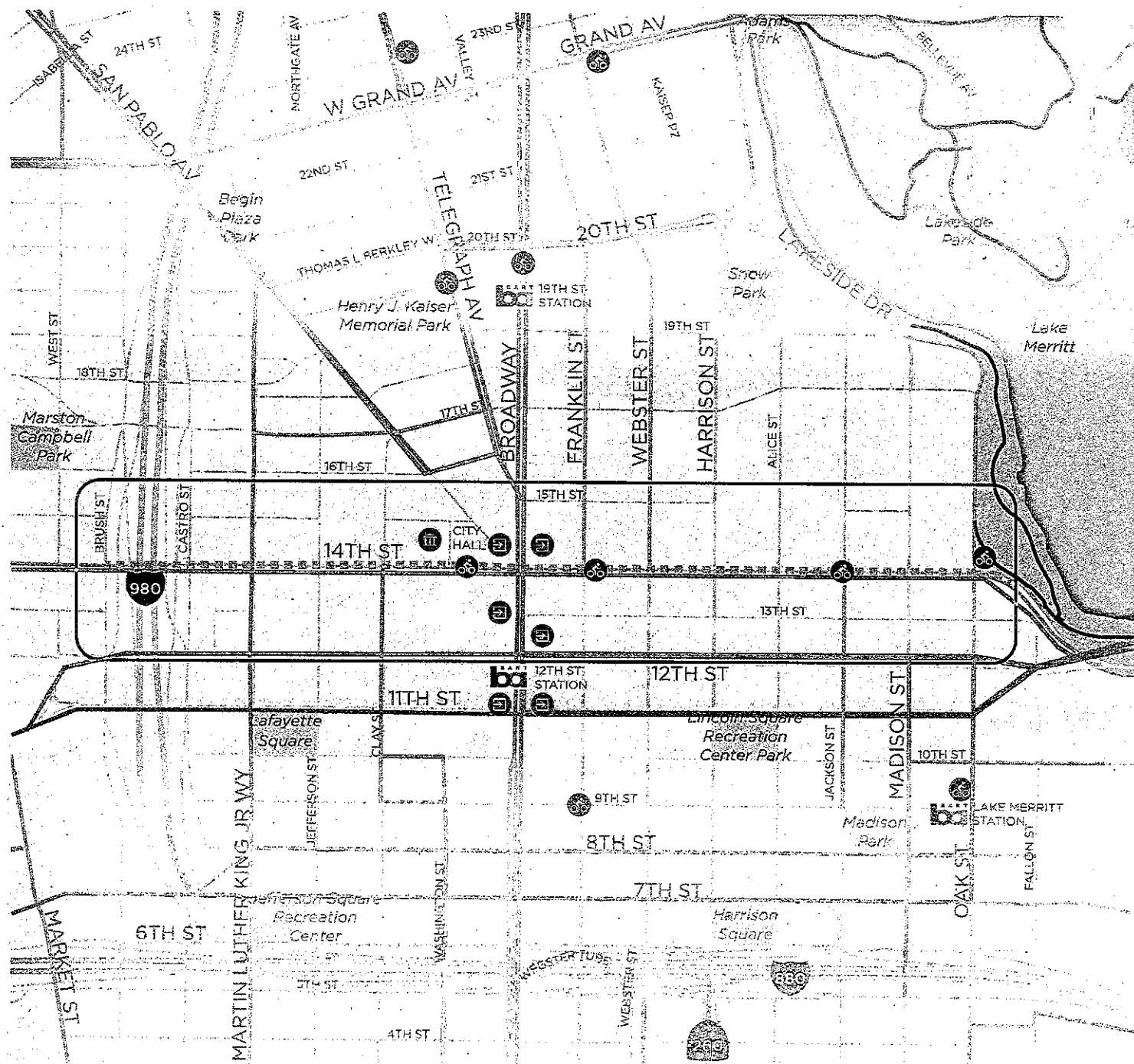
EXISTING BIKEWAYS

-  CLASS I PATH
-  CLASS II BIKE LANE
-  CLASS III BIKE ROUTE

0 500 1,000 Feet



Map produced June 2016





Part B: Narrative Questions

Detailed Instructions for Question #3

QUESTION #3

POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OR THE RISK OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-25 POINTS)

A. Describe the plan/program influence area or project location's history of collisions resulting in fatalities and injuries to non-motorized users and the source(s) of data used (e.g. collision reports, community observation, surveys, audits). (10 points max)

- The following reported crashes must have all occurred within the project's influence area within the last 5 years (only crashes that the project has a chance to mitigate):

# of Crashes	Pedestrian	Bicycle	Total
Fatalities	0	0	0
Injuries	24	30	54
Total	24	30	54

- Applicant can provide bicycle and pedestrian (only) crash rates in addition to the information required above. (Max of 200 Words)

Words Remaining: 98

While no bicyclists or pedestrians were killed by collisions on 14th street between 2010 and the end of 2014, CHP SWITRS reports identify at least 54 collisions involving pedestrians and bicyclists on the corridor during this period. This includes one collision that resulted in a severe injury and the rest complaints of pain (according to CHP SWITRS data). The overall collision rate for pedestrians on 14th street is .12 collisions per 100,000 pedestrians per year (5/4,000,000). The bicyclist collision rate is over ten times higher, at 1.3 collisions per 100,000 bicyclists per year (6/450,000).

- Discuss specific accident data. (Max of 200 Words)

Words Remaining: 10

14th Street is the sole east-west link through downtown between West Oakland and Lake Merritt and as such, more people walk and bike (and drive) along the corridor than along parallel streets. The combination of higher pedestrian and bike volumes and inadequate pedestrian and bicycle facilities means that 14th Street sees significantly higher collisions than neighboring corridors: 80% more collisions occur along 14th Street than on parallel routes.

On 14th Street, more than half of pedestrian collisions occur when a pedestrian has the right-of-way. Among all collisions on the corridor, 55% involve a bicyclist. Key hot spots include the intersection of Broadway and 14th, where 12% of all collisions on 14th Street have occurred. At Broadway, 45% of collisions have involved a person walking on 14th Street; 22% involved a person biking. The movement preceding approximately 51% of collisions with bicyclists and pedestrians was the motorist was proceeding straight, 7% was the motorist making a left turn, and 30% were unknown or "other". Combined, the density of bicycle and pedestrian collisions on 14th Street highlight the critical need for corridor safety improvements for both pedestrian and bicyclists.

Attach a scaled-map which shows that all documented bicycle and pedestrian collisions/incidents (only) are within the area of influence of the proposed plan, program, or project safety improvements. This data and map should demonstrate how the data illustrates a non-motorized (not vehicular) safety issue.

16-163_Oakland14thStATP_SafetyAnalysis.pdf

- Attach a SWITRS or equivalent (i.e. UC Berkeley's TIMS tool) listing of all bicycle and pedestrian crashes (only) shown in the map above and in this application.

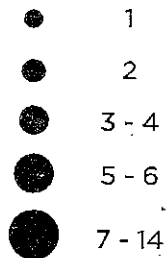
Oakland14thSt_BikePedCollisions_2011to2015.xls

*Applications that do not have the crash data above OR that prefer to provide additional crash data and/or safety data in a different format can provide this data below. The corresponding methodology used must also be included. Input Data and methodologies here and/or include them via a separate attachment in the field below. (Max of 200 Words)

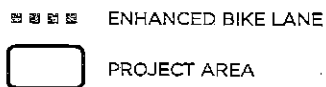
Words Remaining:

14th Street: Safe Routes in the City

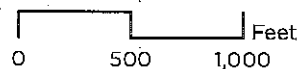
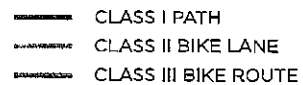
**BICYCLE & PEDESTRIAN
COLLISIONS
2011 - 2015**



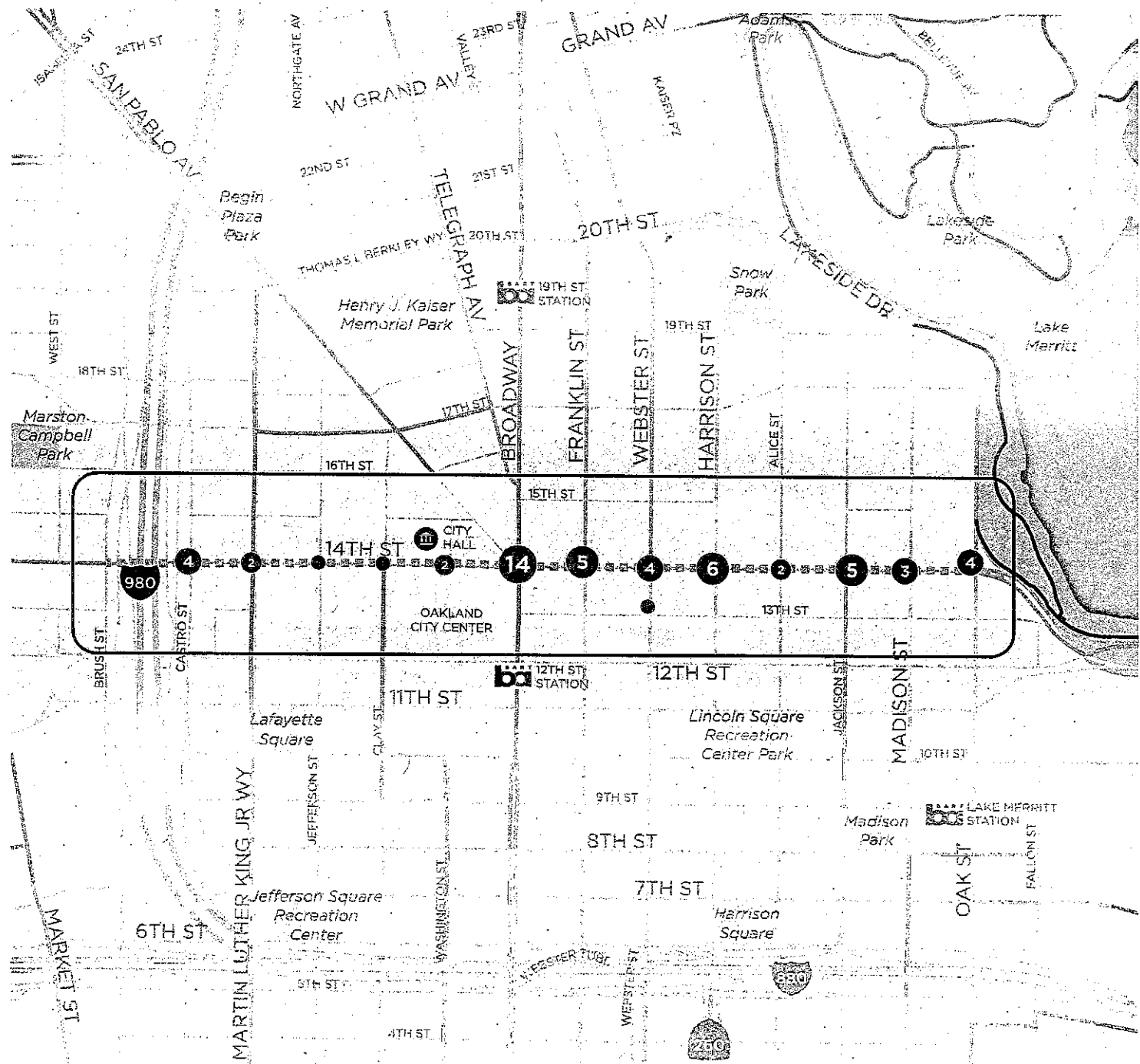
PROPOSED PROJECT



EXISTING BIKEWAYS



Map produced June 2016



OBJECTID	CASEID	POINT_X	POINT_Y	YEAR	LOCATION
1	5089428	-122.26765	37.80294	2011	109
2	5100985	-122.26882	37.80339	2011	109
3	5187235	-122.2723049	37.80476824	2011	109
4	5198687	-122.27118	37.80431	2011	109
5	5213273	-122.26765	37.80294	2011	109
6	5221192	-122.2760443	37.80623707	2011	109
7	5266740	-122.2711887	37.80432246	2011	109
8	5266792	-122.26882	37.80339	2011	109
9	5272723	-122.2711736	37.80430942	2011	109
10	5347366	-122.27716	37.80667	2011	109
11	6052094	-122.2700131	37.8038649	2013	109
12	5996967	-122.2676631	37.80294494	2013	109
13	5976885	-122.2641032	37.80154487	2013	109
14	5927748	-122.2630955	37.80114023	2012	109
15	5904588	-122.2711932	37.80431491	2012	109
16	5873699	-122.2700131	37.8038649	2012	109
17	5868719	-122.2760131	37.80622494	2012	109
18	5848897	-122.2699239	37.80401378	2012	109
19	5813039	-122.2641032	37.80154487	2012	109
20	5813027	-122.2771731	37.80667488	2012	109
21	5790547	-122.265285	37.80202707	2012	109
22	5737894	-122.2700131	37.8038649	2012	109
23	5668273	-122.2700131	37.8038649	2012	109
24	5600533	-122.2652931	37.80201487	2012	109
25	5585795	-122.2711932	37.80431491	2012	109
26	5546542	-122.271224	37.80432751	2012	109
27	5537703	-122.2687584	37.8033662	2012	109
28	5482111	-122.2711932	37.80431491	2012	109
29	5455606	-122.2711932	37.80431491	2012	109
30	6089327	-122.2711784	37.80433981	2013	109
31	6102251	-122.2676631	37.80294494	2013	109
32	6104618	-122.2688332	37.8033949	2013	109
33	6165732	-122.2649554	37.80188153	2013	109
34	6212670	-122.2711932	37.80431491	2013	109
35	6270120	-122.2652931	37.80201487	2013	109
36	6313169	-122.2711711	37.80435223	2013	109
37	6317553	-122.2627214	37.80142	2013	109
38	6354426	-122.2629431	37.80107493	2013	109
39	6443689	-122.2642272	37.80159392	2014	109
40	6572040	-122.2711932	37.80431491	2014	109
41	6575296	-122.2711342	37.80441436	2014	109
42	6628158	-122.269177	37.8028383	2014	109
43	6780817	-122.2664513	37.80246432	2014	109
44	6782111	-122.2736331	37.80530491	2014	109
45	6859114	-122.2748031	37.80576487	2014	109
46	6908171	-122.2771731	37.80667488	2015	109
47	6966640	-122.2712086	37.80432123	2015	109
48	7035803	-122.2663884	37.8024414	2015	109
49	7103994	-122.2652931	37.80201487	2015	109
50	7107444	-122.2630346	37.80111412	2015	109
51	7123130	-122.2727335	37.80494191	2015	109
52	7138583	-122.277158	37.80669963	2015	109
53	7208081	-122.2676631	37.80294494	2015	109
54	7211943	-122.2676631	37.80294494	2015	109

ATP CYCLE 3 APPLICATION FORM

DLA-001 (NEW 4/2016)

v1.3



4-Oakland-4

14th Street: Safe Routes in the City

B. Safety Countermeasures (15 points max)

Describe how the project/program/plan will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities (only); Countermeasures must directly address the underlying factors that are contributing to the occurrence of pedestrian and/or bicyclist collisions.

1. Reduces speed or volume of motor vehicles in the proximity of non-motorized users?☒ Yes ☐ No**a. Current speed and/or volume: (Max of 100 Words)****Words Remaining:** 87

Current traffic signals are set to accommodate an average speed of 17 mph.

b. Anticipated speed and/or volume after project completion : (Max of 100 Words)**Words Remaining:** 61

Lowered vehicle speeds on 14th Street will be engineered through traffic signals set to a 13mph flow. Vehicle speeds will also likely decrease due to bus operations using the sole travel lane for in-lane stopping at bus islands.

2. Improves sight distance and visibility between motorized and non-motorized users?☒ Yes ☐ No**a. Current sight distance and/or visibility issue: (Max of 100 Words)****Words Remaining:** 59

FHWA guidance identifies that without careful design, separated bike lanes may introduce a potential crash risk. In particular, driveways that intersect with separated bike lanes create a potential crash risk due to the conflict between turning motor vehicles and through bicyclists.

b. Anticipated sight distance and/or visibility issue resolution: (Max of 100 Words)**Words Remaining:** 36

Following FHWA guidance, specific measures have been taken to ensure the proposed design addresses these anticipated issues. Parking is prohibited at least 20 ft from the edge of driveways, and concrete curb extensions are included to ensure that the area remains clear. Additionally, pavement marking treatments are proposed to improve visibility of the separated bike lane and reinforce the expected bicyclist behaviors to motorists.

3. Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users?☒ Yes ☐ No**a. Current conflict point description: (Max of 100 Words)****Words Remaining:** 35

Bicyclists currently share a travel lane with vehicles and in doing so, typically ride in the door zone of the curbside parking lane. Bicyclists on 14th Street also share the right-most travel lane with buses, which creates conflicts at pull-in bus stops. Additionally, right-turning vehicles create right hook hazards for bicyclists and have been at fault for pedestrian right-of-way violations.

b. Improvement that addresses conflict point: (Max of 100 Words)**Words Remaining:** 0

The project introduces curb-protected bike lanes to ensure separation between moving vehicles and bicyclists. A 3-4' curb buffer ensures adequate buffer between passenger side doors and bicyclists in the protected, curbside lane. Floating bus islands separate bicycles from bus operations, eliminating conflicts at stops and eliminating "leapfrogging" which improves cyclist comfort and bus operating speeds. The project also introduces split phase right turns at intersections with significant right turning volumes. At intersections with lower right turning volumes, intersection approaches are designed with 3-4' pedestrian noses to create a wider field of vision for drivers making right turns.

4. Improves compliance with local traffic laws for both motorized and non-motorized users?☒ Yes ☐ No**a. Which Law: Other**If Other, please explain Bicycling on the sidewalk**b. How will the project improve compliance: (Max of 100 Words)****Words Remaining:** 49

Separated bike lanes can reduce the number of bicyclists riding on the sidewalk, thereby reducing pedestrian/bicyclist conflicts. Portland State University's 2014 study of separated bike lanes and data collected from facilities in New York City have both found a reduction in sidewalk riding following installation of separated bike lanes.

5. Addresses inadequate vehicular traffic control devices?☐ Yes ☒ No

ATP CYCLE 3 APPLICATION FORM

DLA-001 (NEW 4/2016)

v1.3



4-Oakland-4

14th Street: Safe Routes in the City

6. Addresses inadequate or unsafe bicycle facilities, trails, crosswalks and/or sidewalks?☒ Yes ☐ No

- a. List bicycle facilities, trails, crosswalks and/or sidewalks that are inadequate: (Max of 100 Words)

Words Remaining: 98

Not applicable

- b. How are they inadequate? (Max of 100 Words)

Words Remaining: 98

Not applicable

- c. How does the project address the inadequacies? (Max of 100 Words)

Words Remaining: 100

The Class IV protected bicycle lanes are placed between the parked cars and sidewalk for maximum protection. A 3-4' curb buffer ensures adequate buffer between passenger side doors and bicyclists in the protected, curbside lane. Floating bus islands separate bicycles from bus operations. The improved pedestrian facilities, including bulb-outs, marked crossings, retimed signals, storm drain rain gardens and transit islands, reduce crossing distances and provide increased protection from moving vehicles. A four-to-two lane reduction also reduces crossing distances and potential threats from red-light violations.

7. Eliminates or reduces behaviors that lead to collisions involving non-motorized users?☒ Yes ☐ No

- a. List of behaviors: (Max of 100 Words)

Words Remaining: 100

Left-turning bicyclists who are not comfortable taking the lane in left turn pockets often resort to behavior that can lead to collisions, including riding on sidewalks, riding in crosswalks, or otherwise making unpredictable movements.

- b. How will the project will eliminate or reduce these behaviors? (Max of 100 Words)

Words Remaining: 100

The project introduces facilitated left turns through bike boxes at Franklin and Webster, and a "protected" intersection at Oak/Lakeside Drive. Franklin, Webster, and Oak are existing bikeway routes with dedicated bicycle facilities and are likely left turn locations for bicyclists. The project would facilitate a two-stage left turn by providing a small queuing area on the far side of these intersections for left-turning bicyclists, and a separate "crossbike" striped crossing for bicyclists, apart from the pedestrian crosswalk, for bicyclists to use in crossing on the second stage.

Attach a map to show how these hazards relate to the crashes documented in sub-questions "A". The map from sub-question "A" can be used or a new map can be created.

16-163_Oakland14thStATP_SafetyAnalysis.pdf

Plans

Describe how the plan will identify and plan to address hazards identified in the plan area, including the potential for mitigating safety hazards as a prioritization criterion, and/or including countermeasures that address safety hazards. (Max of 200 Words)

Words Remaining: 200

Non-Infrastructure

Describe how the program educates bicyclists, pedestrians, and/or drivers about safety hazards for pedestrians and bicyclists. Describe how the program encourages this safe behavior. If available, include documentation of effectiveness of similar programs in encouraging safe behavior. (Max of 200 Words)

Words Remaining: 200

Include, if applicable, a map identifying safety hazards and/or photos of safety hazards. Programs should address safety hazards that have been identified through police reports, collision history, field observations, and/or other verifiable source.



Part B: Narrative Questions

Detailed Instructions for Question #4

QUESTION #4

PUBLIC PARTICIPATION and PLANNING (0-10 POINTS)

Describe the community based public participation process that culminated in the project/program proposal or will be utilized as part of the development of a plan.

- A. What is/was the process of defining future policies, goals, investments and designs to prepare for future needs of users of this project? How did the applicant analyze the wide range of alternatives and impacts on the transportation system to influence beneficial outcomes? (3 points max) (Max of 200 words)

Words Remaining: 15

Implementing a bikeway and improved pedestrian facilities on 14th Street has been a policy directive since the City's 2002 Pedestrian Master Plan and 2007 Bicycle Master Plan. Less certain was the type of facility to implement, including whether the bikeway would be a dedicated lane or shared lane and whether a road diet was feasible to implement greater separation. Since 2007, several plans efforts have offered additional weight to the need for a bikeway and pedestrian improvements, and in 2016, the City of Oakland finally performed the much-needed operational analysis to ensure that implementing protected bike lanes through a 4:2 road diet and in-lane bus stops would be feasible on this high-profile downtown corridor. Importantly, this analysis employed progressive methodological parameters to assess "typical" conditions with the project and not just peak-of-the-peak. In the more granular intersection analysis, this project purposefully used 50th percentile queue lengths (as opposed to 90th) and current (not forecasted future) turn volumes to identify where turn pockets would be required, resulting in a design that prioritizes bikeway continuity and minimizes mixing zones.

- B. Who: Describe who was/will be engaged in the identification and development of this project/program/plan (for plans: who will be engaged) and how they were/will be engaged. Describe and provide documentation of the type, extent, and duration of outreach and engagement conducted to relevant stakeholders. (3 points max) (Max of 200 words)

Words Remaining: 15

The City of Oakland's 2007 Bicycle Master Plan, which first identified 14th Street as a bikeway gap, was the City's first Bicycle Master Plan. The Plan team coordinated an extensive program of community outreach and engagement, anchored by 3 major community meetings attended by more than 100 people. The Lake Merritt Station Area Plan, adopted in 2013, similarly engaged in an exhaustive community engagement effort, focused more narrowly on the neighborhoods surrounding the Lake Merritt BART Station, and again identified 14th Street as priority pedestrian street, a civic gateway between Lake Merritt and Downtown, a "Green Street," and a key bikeway gap. Most recently, the 14th Street corridor was the subject of a design charrette, focused on identifying feasible bikeway and pedestrian improvements, facilitated by the National Association of City Transportation Officials (NACTO) during a Cities for Cycling tour stop in Oakland. 14th Street has also been identified as a priority bikeway and cultural street within the ongoing Downtown Specific Plan; within that effort, the Downtown Specific Plan team led a walking and biking tour along the corridor to identify community-preferred treatments.

- C. What: Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project's overall effectiveness at meeting the purpose and goals of the ATP. (3 points max) (Max of 200 words)

Words Remaining: 89

The 14th Street bikeway recommended in the 2007 Bicycle Master Plan became not only a bicycle route but also a Green Street and a civic gateway connecting downtown to Lake Merritt in the Lake Merritt Station Area Plan. The NACTO Cities for Cycling design charrette and Downtown Specific Plan community engagement led the push to evaluate protected bikeway designs on 14th Street. The current project, with protected bikeways, a gateway "protected" intersection at the entrance to Lake Merritt, and rain gardens that address both Oakland's stormwater mitigation requirement and the LMSAP "Green Streets" policy, incorporate the plans and policies of all the preceding community-led planning efforts for the corridor.

- D. Describe how stakeholders will continue to be engaged in the implementation of the project/program/plan. (1 point max) (Max of 200 words)

Words Remaining: 54

As part of the funding for PS&E and construction requested through the ATP grant, additional stakeholder outreach will be completed as part of the design process, which is anticipated to be an inclusive process focused on continuing to work with major property owners, Bike East Bay, Walk Oakland Bike Oakland, AC Transit, and BART.

Learning from the success of the Telegraph Complete Streets Phase I implementation, which introduced the City of Oakland's first parking-protected bike lanes, the City plans to again partner with local bicycle and walking advocacy groups, major property owners, and corridor business improvement districts to organize a similar "street team" during project construction of the 14th Street: Safe Routes in the City project. This outreach is essential to providing advance notification of the project implementation and post-implementation education, particularly given the dramatic roadway configuration changes planned for 14th Street.



Part B: Narrative Questions

Detailed Instructions for Question #5

QUESTION #5

IMPROVED PUBLIC HEALTH (0-10 POINTS)

- **NOTE:** Applicants applying for the disadvantaged community set aside must respond to the below questions with health data specific to the disadvantaged communities. All applicants must cite information specific to project location and targeted users. Failure to do so will result in lost points.

- A. Describe the health status of the targeted users of the project/program/plan. Describe how you considered health benefits when developing this project or program (for plans: how will you consider health throughout the plan). (5 points max) (Max of 200 words)**

Words Remaining: 53

UCLA's California Health Interview Survey (CHIS) estimates that 15.5% of the adults residing in the project zip code (94607) have fair or poor health. Additionally, the Bay Area Air Quality Management District provides public health data regarding mortality rates, total morbidity costs, pollutant mortality rates, pollutant morbidity costs, cancer risk per million, and pollution vulnerability information. Based on the BAAQMD methodology, 94612 is in the top 15% of Pollution-Vulnerability and within the top 25% of the Emission index also noted in the BAAQMD report. These indicators emphasize health disparity along the project corridor and the larger downtown Oakland neighborhood. While acknowledging that the freeways surrounding downtown Oakland contribute significantly to this disparity in health outcomes, reducing localized vehicular emissions and increasing opportunities for active transportation on 14th Street was integral to the City's decision to develop such a transformative project in this neighborhood.

- B. Describe how you expect your project/proposal/plan to promote healthy communities and provide outreach to the targeted users. (5 points max) (Max of 200 words)**

Words Remaining: 10

The 14th Street: Safe Routes in the City project will promote a healthier Oakland by removing substantial safety barriers that exist along the 1-mile corridor. The implementation of a curb-protected bikeway and pedestrian refuges will create a safer traveling environment for pedestrians and bicyclists. An improved streetscape along such a significant corridor will foster a local shift towards more active travel for both commuting residents and visitors. The long-lasting benefits of the 14th Street improvement are two-fold: new trips made by active modes will reduce local pollutant levels caused by vehicular travel, as well as enhance outdoor recreation for the community. 14th Street improvements will also provide new mobility options for lower-income community members, ensuring that key downtown destinations can be reached safely without the need for a vehicle. Furthermore, the project will pay dividends when Oakland's bike-share program begins, as bike share stations are planned along the corridor. Overall, the 14th Street protected bikeway will increase travel options and enhance the city's active transportation initiatives for all income levels. These interwoven initiatives will create a cleaner, healthier, and more equitable city.



Part B: Narrative Questions

Detailed Instructions for Question #6

QUESTION #6

COST EFFECTIVENESS (0-5 POINTS)

A project's cost effectiveness is considered to be the relative costs of the project in comparison to the project's benefits as defined by the purpose and goals of the ATP. This includes the consideration of the safety and mobility benefit in relation to both the total project cost and the funds provided.

Explain why the project is considered to have the highest Benefit to Cost Ratio (B/C) with respect to the ATP purpose and goals of "increased use of active modes of transportation". (5 points max.) (Max of 200 words)

Words Remaining: 23

The Project is located within the densest part of downtown, will benefit the most disadvantaged pedestrians and bicyclists, closes a significant gap in Oakland's bicycle network, wholly incorporates policies of preceding plans, produces the highest ped-bike safety and comfort benefits with the most cost-effective design, and puts forward a conceptual design least prone to order-of-magnitude changes during final design.

Implementing a cost-effective project narrowed the design approach. A two-way bikeway would have required multiple bike signals, increasing cost without additional safety benefits. Sidewalk-level cycle tracks would have required structural surveys and likely retrofits of ubiquitous sidewalk vaults along the corridor, adding both significant cost and untenable schedule uncertainty. Striped buffers, although generally cheaper than concrete curb buffers, would have required corridor-wide replacement of the current 6' gutter pans in order to produce a comfortable biking facility and still would not have protected against encroaching parked cars like hardscape curbs. Finally, the project addresses Oakland's stormwater mitigation requirements by implementing rain gardens that double as pedestrian refuges.



Part B: Narrative Questions

Detailed Instructions for Question #7

QUESTION #7

LEVERAGING OF NON-ATP FUNDS (0-5 POINTS)

A. The application funding plan will show all federal, state and local funding for the project: (5 points max.)

Based on the project funding information provided earlier in the application, the following Leveraging and Matching amounts are designated for this project. Applicants must review and verify these values meet the following criteria:

Leveraging Funds

Non-ATP funds; either already expended by the applicant or funds to be programmed for use on elements within the requested ATP project. This non-ATP funding can only be considered "Leveraging" funding if it goes towards ATP eligible costs.

Matching Funds

The portion of the Leveraging funding that can be used as the local match if Federal ATP funding is programmed. These must be non-federal funds not yet expended and provided by the applicant in a specific project phase.

If these numbers do not match this criteria and/or the applicant's expectations, the numbers inputted earlier need to be revised.

Funding in \$1,000s

PA&ED Phase Project Delivery Costs:

Leveraging Funding: \$650
Match Funding: \$0

Designate the Funding Type: CIP funds

Designate the Funding Type:

PS&E Phase Project Delivery Costs:

Leveraging Funding: \$0
Match Funding: \$0

Designate the Funding Type:

Designate the Funding Type:

Right of Way Phase Project Delivery Costs:

Leveraging Funding: \$0
Match Funding: \$0

Designate the Funding Type:

Designate the Funding Type:

Construction Phase Project Delivery Costs:

Leveraging Funding: \$0
Match Funding: \$0

Designate the Funding Type:

Designate the Funding Type:

NON-INFRASTRUCTURE (NI) AND "PLAN" PROJECTS:

Leveraging Funding: \$0
Match Funding: \$0

Designate the Funding Type:

Designate the Funding Type:

OVERALL TOTALS FOR PROJECT/APPLICATION:

Total Project Costs: \$13,939

Leveraging Funding: \$650

% of Total Project Cost:

4.66 %

Match Funding: \$0

% of Total Project Cost:

0.00 %

Total Points received for "leveraging funding": (Auto-calculated)

Optional: If desired, clarifications can be added to explain the leveraging funding and its intended use on the ATP project.
(Max of 100 Words)

Words Remaining:

--



Part B: Narrative Questions

Detailed Instructions for Question #8

QUESTION #8

USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS (0 or -5 POINTS)

☐ Applicant has not coordinated with both corps, or Tribal Corps (if applicable) (-5 points)

☐ Applicant contacted the corps; but does not intend to partner with any corps (-5 points)

Step 1: The applicant must submit the following information via email concurrently to both the CCC AND certified community conservation corps at least 5 days prior to application submittal to Caltrans. The CCC and certified community conservation corps will respond within five (5) business days from receipt of the information.

- Project Title
- Project Description
- Detailed Estimate
- Project Schedule
- Project Map
- Preliminary Plan

Click on the following links for the California Conservation Corps and community conservation corps Representative ATP contact information:

<http://calocalcorps.org/active-transportation-program/>

<http://www.ccc.ca.gov/work/programs/ATP/Pages/ATP%20home.aspx>

The applicant must also attach any email correspondence from the CCC and certified community conservation corps or Tribal corps (if applicable) to the application verifying communication/participation. Failure to attach their email responses will result in a loss of 5 points.

Attach submittal email, response email and any attachment(s) from the CCC:

CCC - 14th Street Safe Routes to the City.pdf

Attach submittal email, response email and any attachment(s) from the certified community conservation corps:

Civicorps - 14th Street Safe Routes to the City.pdf

Attach submittal email, response email and any attachment(s) from the Tribal corps (If applicable):

Step 2: The applicant has coordinated with the CCC AND with the certified community conservation corps, or the Tribal corps and determined the following: (check appropriate box)

- ☒ Applicant intends to utilize the CCC, certified community conservation corps, or the Tribal corps on the following items listed below. (0 points) (Max of 50 Words)

Words Remaining:

Civicorp has expressed an interest in participating in the landscaping portions of the project. Oakland will work with Civicorp to ensure that their participation is possible.

☐ No corps can participate in the project. (0 points)

☐ At the time that the application was submitted, the applicant had not received a response from the following corps: (0 points)

☐ the CCC ☐ the community conservation corps ☐ the Tribal corps (if applicable)

From: [Wallace, Melanie@CCC](mailto:Wallace.Melanie@CCC) on behalf of ATP@CCC
To: Williams, Bruce
Subject: FW: ATP application for Oakland - 14th Street: Safe Routes to the City
Date: Tuesday, June 07, 2016 2:54:01 PM

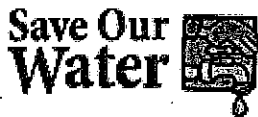
Hi Bruce,

The CCC is unable to participate in this ATP project. Please include a copy of this email with your application.

Thank you,

Melanie Wallace
Chief Deputy Analyst
California Conservation Corps
1719 24th Street
Sacramento, CA 95816
O (916)341-3153
M (916)508-1167
F (877)315-5085
melanie.wallace@ccc.ca.gov

Every Californian should conserve water. Find out how at:



SaveOurWater.com · Drought.CA.gov

From: Williams, Bruce [<mailto:BWilliams@oaklandnet.com>]
Sent: Friday, June 03, 2016 5:41 PM
To: inquiry@atpcommunitycorps.org; ATP@CCC <ATP@CCC.CA.GOV>
Subject: RE: ATP application for Oakland - 14th Street: Safe Routes to the City

The City of Oakland is applying for an ATP grant for the 14th Street: Safe Routes to the City project. The project will improve conditions for bicyclists and pedestrians through the heart of downtown Oakland. The project will include construct of a protected bike lanes along 14th Street between Brush Street and Lake Merritt, and work will include new concrete and asphalt work, striping, signage, new landscaping, and irrigation.

I am attaching a map of the project area, draft detailed budget, and the preliminary project plan.

This work will be scheduled for the two funding years, with PS&E to be allocated in FY 19/20, and CON to be allocated in 20/21. The construction period is estimated to be between Jan 2022 and Jun 2023.

Please confirm that this information is sufficient to analyze the project for your purposes. We are glad to provide further detail.

Thank you so much.

Bruce Williams

Funding Program Manager

Transportation Planning and Funding Division

Department of Engineering & Construction

City of Oakland

250 Frank Ogawa Plaza, Suite 4344

(510) 238-7229

bwiliams@oaklandnet.com

From: [Active Transportation Program](#)
To: [Williams, Bruce](#)
Cc: atp@ccc.ca.gov
Subject: Re: ATP application for Oakland - 14th Street: Safe Routes to the City
Date: Monday, June 06, 2016 4:15:05 PM

Hello Bruce,

Tessa from Civicorps has responded that they are able to assist with the 14th Street: Safe Routes in the City Project if it receives funding. Please include this email with your application as proof that you reached out to the Local Conservation Corps.

Civicorps can assist with the landscaping aspects of this project.

Additionally, please feel free to contact Tessa Nicholas (tessa.nicholas@cvcorps.org) directly if your project receives funding.

Thank you,

Dominique

On Fri, Jun 3, 2016 at 5:40 PM, Williams, Bruce <BWilliams@oaklandnet.com> wrote:

The City of Oakland is applying for an ATP grant for the 14th Street: Safe Routes to the City project. The project will improve conditions for bicyclists and pedestrians through the heart of downtown Oakland. The project will include construct of a protected bike lanes along 14th Street between Brush Street and Lake Merritt, and work will include new concrete and asphalt work, striping, signage, new landscaping, and irrigation.

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Thank you so much.

Bruce Williams

Funding Program Manager

Transportation Planning and Funding Division

Department of Engineering & Construction

City of Oakland

250 Frank Ogawa Plaza, Suite 4344

(510) 238-7229

bwiliams@oaklandnet.com

--
Dominique Lofton | Program Assistant
Environmental & Energy Consulting
1121 L Street, Suite 400
Sacramento, CA 95814
916.426.9170 | inquiry@atpcommunitycorps.org





Part B: Narrative Questions

Detailed Instructions for Question #9

QUESTION #9

APPLICANT'S PERFORMANCE ON PAST ATP FUNDED PROJECTS (0 - 10 points)

For Caltrans use only.



Part C: Application Attachments

Applicants must ensure all data in this part of the application is fully consistent with the other parts of the application. See the Application Instructions and Guidance document for more information and requirements related to Part C.

List of Application Attachments

The following attachment names and order must be maintained for all applications. Depending on the Project Type (I, NI or Plans) some attachments will be intentionally left blank. All non-blank attachments must be identified in hard-copy applications using "tabs" with appropriate letter designations

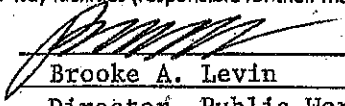
Application Signature Page (Required for all applications)	Attachment A
Att_A_sig.pdf	
Engineer's Checklist (Required for Infrastructure & Combo Projects)	Attachment B
14thstreet_engineerschecklist.pdf	
Project Location Map (Required for all applications)	Attachment C
14thStreet_LocationMap.pdf	
Project Map/Plans showing existing and proposed conditions (Required for all Infrastructure Projects; Optional for 'Non-Infrastructure' and 'Plan' Projects)	Attachment D
14th_Street_ATP_Final_Plans.pdf	
Photos of Existing Conditions (Required for all applications)	Attachment E
14th Street Existing Conditions Photos.pdf	
Project Estimate (Required for all Infrastructure Projects)	Attachment F
2016_0614 - EngrEstimate-(Attachment F)-5-12-16.pdf	
Non-Infrastructure Work Plan (Form 22-R) (Required for all projects with Non-Infrastructure Elements)	Attachment G
Letters of Support (10 maximum) (Required or recommended for all projects as designated in the instructions) (All letters must be scanned into one document.)	Attachment H
letters.pdf	
Exhibit 22-F State Funding	Attachment I
Additional Attachments (Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.) (All additional attachments must be scanned into one document.)	Attachment J
14Street_AttachmentJ_additional.pdf	

Part C: Attachments

Attachment A: Signature Page

IMPORTANT: Applications will not be accepted without all required signatures.

Implementing Agency: Chief Executive Officer, Public Works Director, or other officer authorized by the governing board
The undersigned affirms that their agency will be the "Implementing Agency" for the project if funded with ATP funds and they are the Chief Executive Officer, Public Works Director or other officer authorized by their governing board with the authority to commit the agency's resources and funds. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge. For infrastructure projects, the undersigned affirms that they are the manager of the public right-of-way facilities (responsible for their maintenance and operation) or they have authority over this position.

Signature:  Date: June 14-2016
Name: Brooke A. Levin Phone: 510-238-4470
Title: Director, Public Works e-mail: blevin@oaklandnet.com

For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board
(For use only when appropriate)

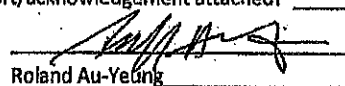
The undersigned affirms that their agency is committed to partner with the "Implementing Agency" and agrees to assume the responsibility for the ongoing operations and maintenance of the facility upon completion by the implementing agency and they intend to document such agreement per the CTC guidelines. The undersigned also affirms that they are the Chief Executive Officer or other officer authorized by their governing board with the authority to commit the agency's resources and funds. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge.

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

For projects with encroachments on the State right-of-way: Caltrans District Traffic Operations Office Approval*
(For use only when appropriate)

If the application's project proposes improvements within a freeway or state highway right-of-way, whether it affects the safety or operations of the facility or not, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support/acknowledgement from the traffic operations office be attached or the signature of the traffic manager be secured in the application. The Caltrans letter and/or signature does not imply approval of the project, but instead is only an acknowledgement that Caltrans District staff is aware of the proposed project; and upon initial review, the project appears to be reasonable and acceptable.

Is a letter of support/acknowledgement attached? ☐ If yes, no signature is required. If no, the following signature is required.

Signature:  Date: 6/6/2016
Name: Roland Au-Yeung Phone: 510-286-4560
Title: Chief, Office of Traffic District 4 e-mail: roland_au-yeung@dot.ca.gov

* Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at <http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm>

14th Street Bike Plan - Oakland

ATP Engineer's Checklist for Infrastructure Projects

Required for "Infrastructure" applications ONLY

This application checklist is to be used by the engineer in "responsible charge" of the preparation of this ATP application to ensure all of the primary elements of the application are included as necessary to meet the CTC's requirements for a PSR-Equivalent document (per CTC's ATP Guidelines and CTC's Adoption of PSR Guidelines - Resolution G-99-33) and to ensure the application is free of critical errors and omissions; allowing the application to be accurately ranked in the statewide and regional ATP selection processes.

Special Considerations for Engineers before they Sign and Stamp this document attesting to the accuracy of the application:

Chapter 7; Article 3; Section 6735 of the Professional Engineer's Act of the State of California requires engineering calculation(s) or report(s) be either prepared by or under the responsible charge of a licensed civil engineer. Since the corresponding ATP Infrastructure-application defines the scope of work of a future civil construction project and requires complex engineering principles and calculations which are based on the best data available at the time of the application, the application must be signed and stamped by a licensed civil engineer.

By signing and stamping this document, the engineer is attesting to this application's technical information and engineering data upon which local agency's recommendations, conclusions, and decisions are made. This action is governed by the Professional Engineer's Act and the corresponding Code of Professional Conduct, under Sections 6775 and 6735.

The following checklist is to be completed by the engineer in "responsible charge" of defining the project's Scope, Cost and Schedule per the expectations of the CTC's PSR Equivalent. The checklist is expected to be used during the preparation of the documents, but not initialed and stamped by the engineer until the final application and application attachments are complete and ready for submission to Caltrans.

1. Vicinity map /Location map

Engineer's Initials: WU

- a. The project limits must be clearly depicted in relationship to the overall agency boundary

2. Project layout-plan/map showing existing and proposed conditions must:

Engineer's Initials: WU

- a. Be to a scale which allows the visual verification of the overall project "construction" limits and limits of each primary element of the project. Scale must be shown on the plan/map
- b. Show the full scope of the proposed project, including any non-participating construction items
- c. Show all changes to existing motorized/non-motorized lane and shoulder widths. Label the proposed widths
- d. Show agency's right of way (ROW) lines when permanent or temporary ROW impacts are possible. (As appropriate, also show Caltrans', Railroad, and all other government agencies ROW lines)

3. Typical cross-section(s) showing existing and proposed conditions.

Engineer's Initials: WU

(Include cross-section for each controlling configuration that varies significantly from the typical)

- a. Show and dimension: changes in lane widths, ROW lines, side slopes, etc.

4. Detailed Engineer's Estimate

Engineer's Initials: WU

- a. The Caltrans Project Estimate (Attachment F) must be filled out per the instructions and attached to the application, in the appropriate location.
- b. Each of the main project elements are broken out into separate construction items. The costs for each item are based on calculated quantities and appropriate corresponding unit costs
- c. All non-participating costs in relation to the ATP funding are clearly identified and accounted for separately from the eligible costs. The non-participating (or ineligible) costs must be consistent with Caltrans guidelines as shown in Local Assistance Program Guidelines chapter 22.6
- d. All project elements the applicant intends to utilize the CCC, certified community conservation corps, or tribal corps on need to be clearly identified and accounted for
- e. All project development costs to be funded by the ATP need to be accounted for in the total project cost

5. Crash/Safety Data, Collision maps and Countermeasures:Engineer's Initials: WV

- a. Confirmation that crash data shown is depicted accurately, is shown to scale, and occurred within influence area of proposed improvements.

6. Project Schedule and Requested programming of ATP fundingEngineer's Initials: WV

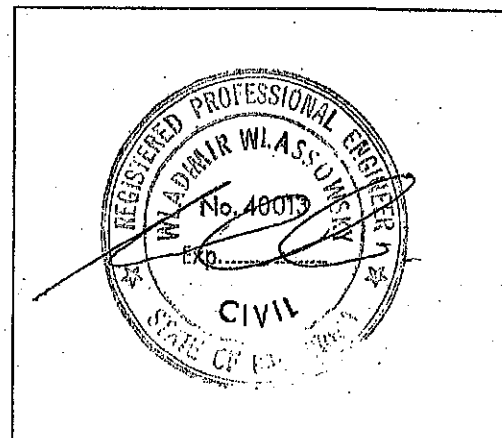
- a. All applicants must anticipate receiving federal ATP funding for the project and therefore the project schedules and programming included in the application must account for all applicable federal requirements and timeframes.
- b. "Completed Dates" for project Milestone Dates shown in the application have been reviewed and verified
- c. "Expected Dates" for project Milestone Dates shown in the application account for all reasonable project timetables, including: Interagency MOUs, Caltrans agreements, CTC allocations, FHWA authorizations, federal environmental studies and approvals, federal right-of-way acquisitions, federal consultant selections, project permits, etc.
- d. The fiscal year and funding amounts shown in the PPR must be consistent with Implementing Agency's expected project milestone dates and available matching funds.

7. Warrant studies/guidance (Check if not applicable)Engineer's Initials: WV☐ N/A

- a. For new Traffic Control Signals – an engineering study that includes analysis of Signal Warrants 1- 9 (CA MUTCD) must be submitted. For ATP funding, warrants 4, 5 or 7 should be met but the final decision to install a signal must be made by the engineer. The engineering study (and any additional documentation of the engineering judgment supporting the Traffic Control Signal, if needed) must include the name and license number of the responsible engineer and must be attached to the application in the "Additional Attachments" section.

8. Additional narration and documentation:Engineer's Initials: WV

- a. The text in the "Narrative Questions" in the application is consistent with and supports the engineering logic and calculations used in the development of the plans/maps and estimate
- b. When needed to clarify non-standard ATP project elements (i.e. vehicular roadway widening necessary for the construction of the primary ATP elements); appropriate documentation is attached to the application to document the engineering decisions and calculations requiring the inclusion of these non-standard elements.

Licensed Engineer:Name (Last, First): Wlassowsky, WladimirTitle: City of Oakland Traffic EngineerEngineer License Number: C40013Signature: [Signature]Date: 6/13/2016Email: Phone: **Engineer's Stamp:**

14th St. Safe Routes in the City

14th Street, Brush Street to Oak Street

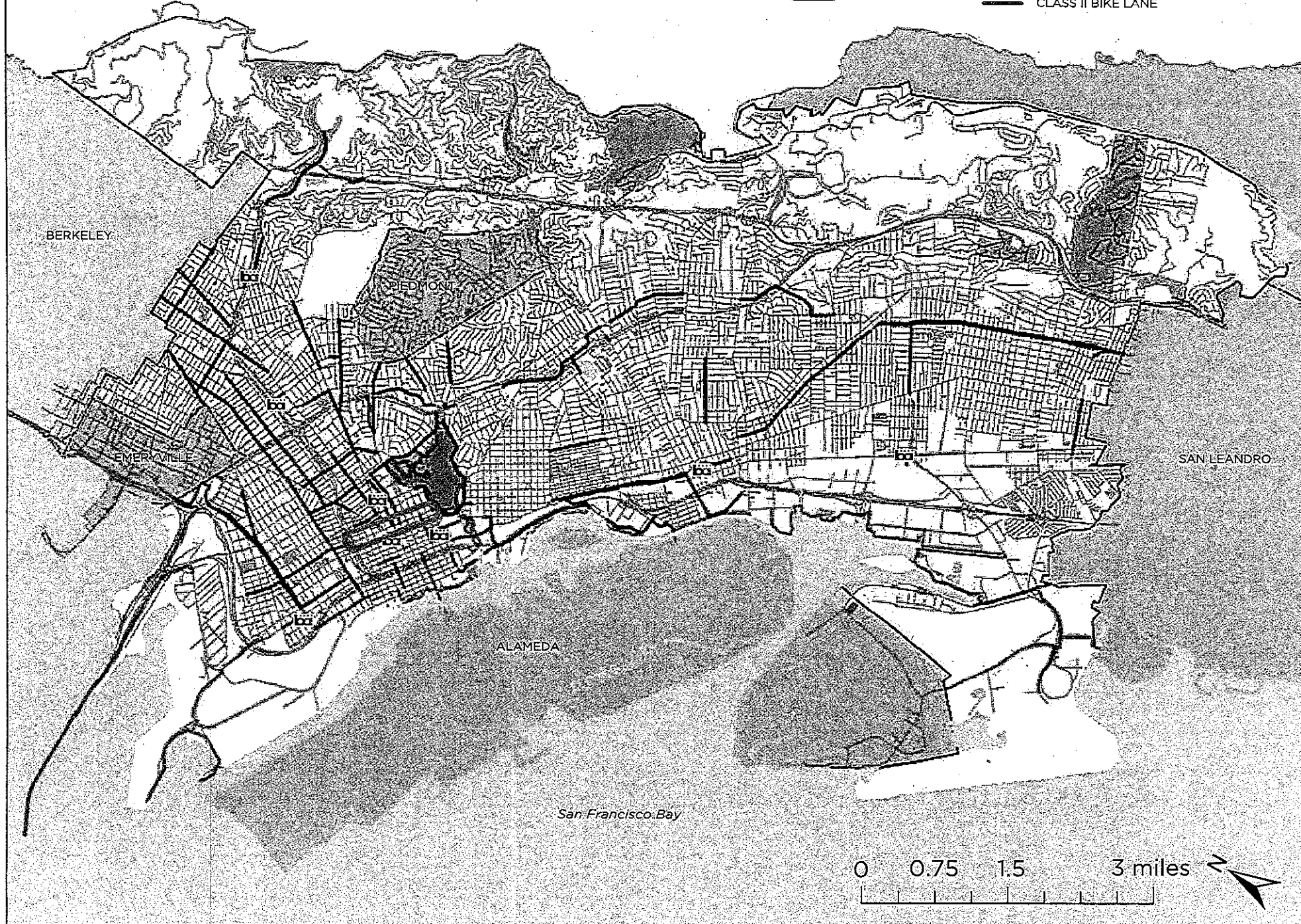
PROPOSED PROJECT

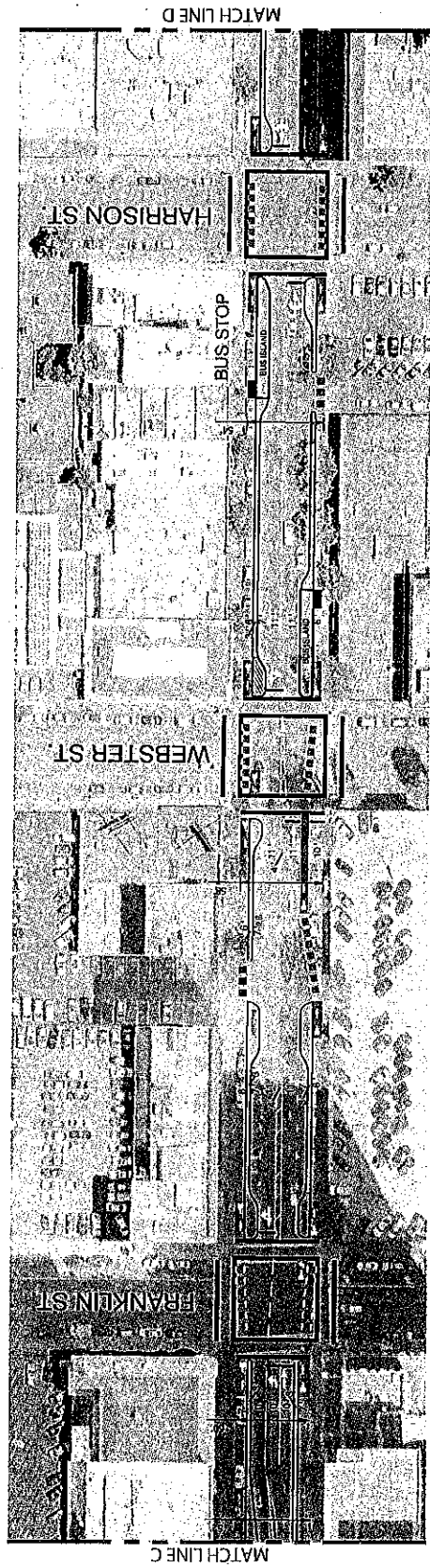
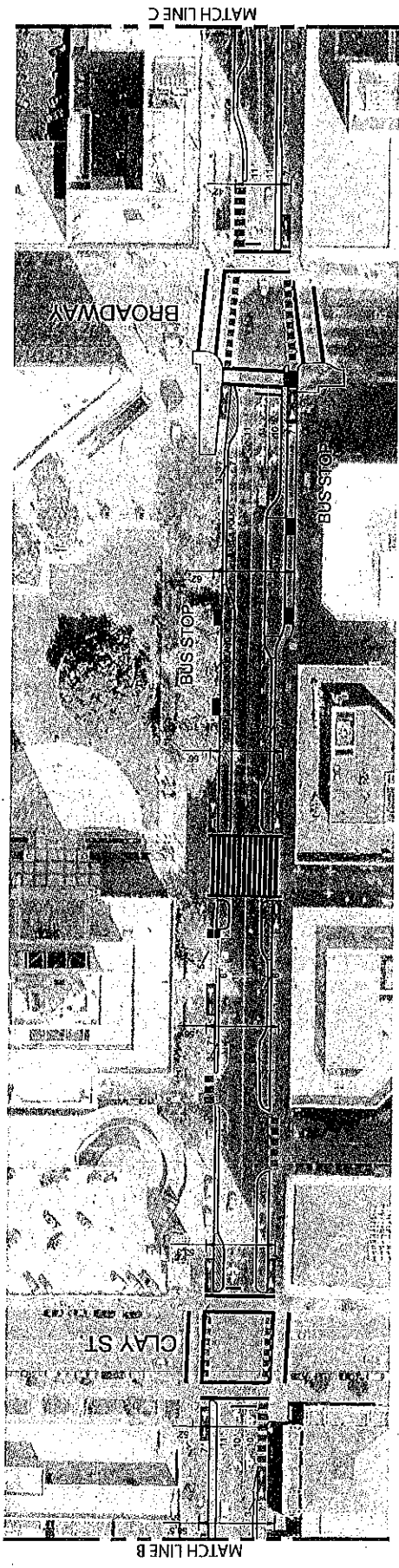
PROJECT AREA

EXISTING BIKEWAYS

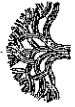
CLASS I PATH

CLASS II BIKE LANE

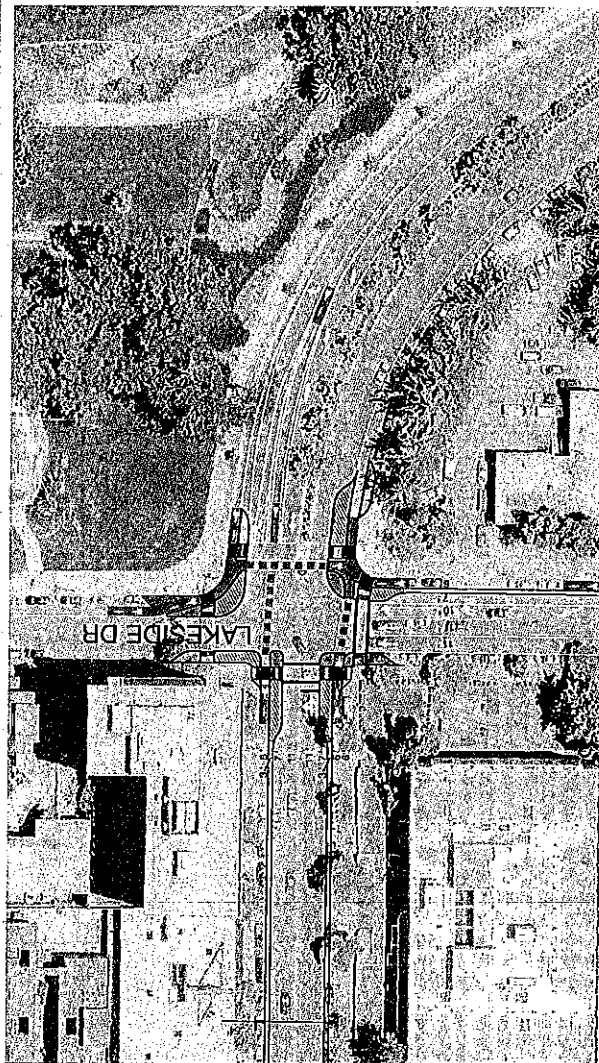
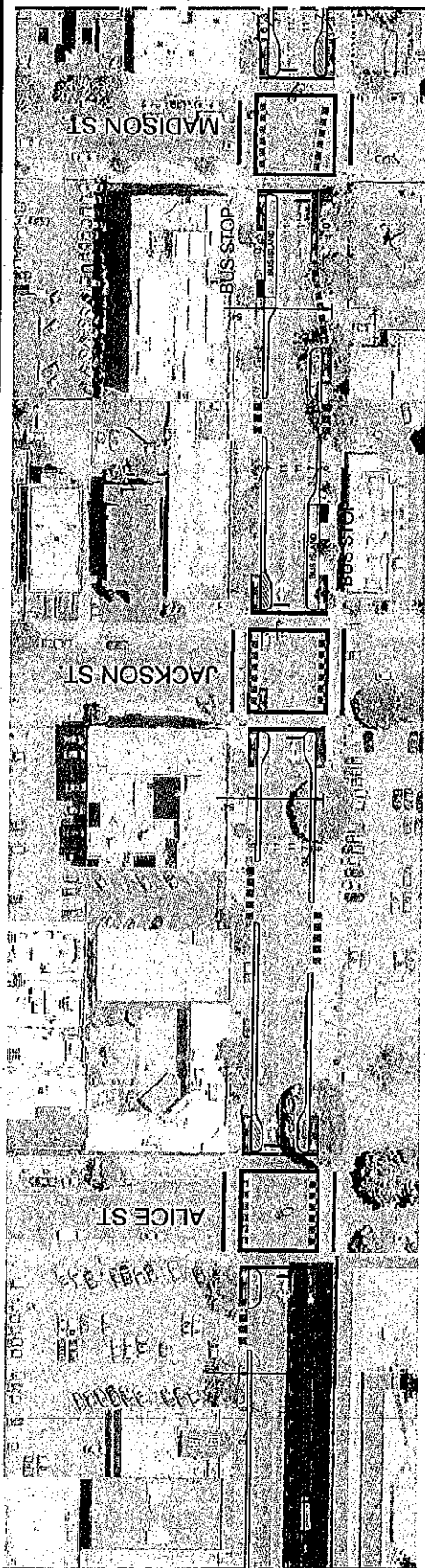




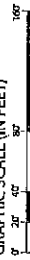
GRAPHIC SCALE (IN FEET)
 0 20 40 60 80 100

 CITY OF OAKLAND DEPARTMENT OF ENGINEERING AND CONSTRUCTION 200 HANCOCK SQUARE, OAKLAND, CA 94612 (415) 774-3100	 alta PLANNING + DESIGN www.altdesign.com	 City & County of San Francisco OFFICE OF THE CITY CLERK	14th Street: Safe Routes in the City Brush St to Oak St				DRAWN BY DESIGNED BY CHECKED BY NO.	DATE BY REFERENCE	DESIGN CONCEPT PLAN June 1, 2016	PROJECT NO. TBD	SHEET NO. 2 of 3
			DATE: 6/1/16								

PROJECT NO. TBD
 SHEET NO. 2 OF 3
 DATE: 6/1/16



GRAPHIC SCALE (IN FEET)



CITY OF OAKLAND
DEPARTMENT OF ENGINEERING AND CONSTRUCTION
250 HAVEN DRIVE, SUITE 200 - OAKLAND, CA 94612
(510) 375-3000 FAX (510) 375-3001



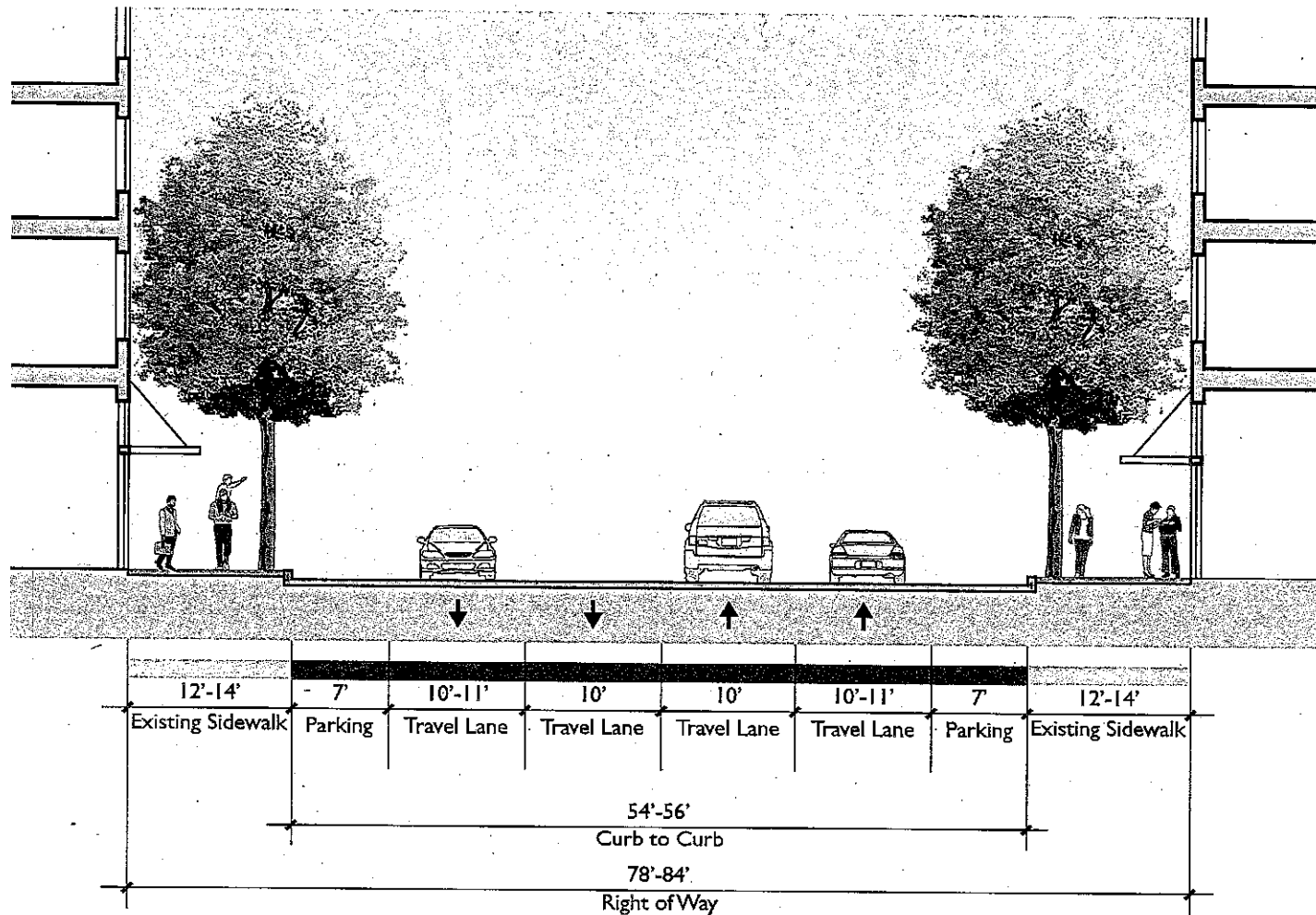
**14th Street:
Safe Routes in the City
Brush St to Oak St**

REVIEWED BY	DATE	BY	REFERENCE
XX			
XX			
XX			

DESIGN CONCEPT PLAN
June 1, 2016

PROJECT NO.
TBD

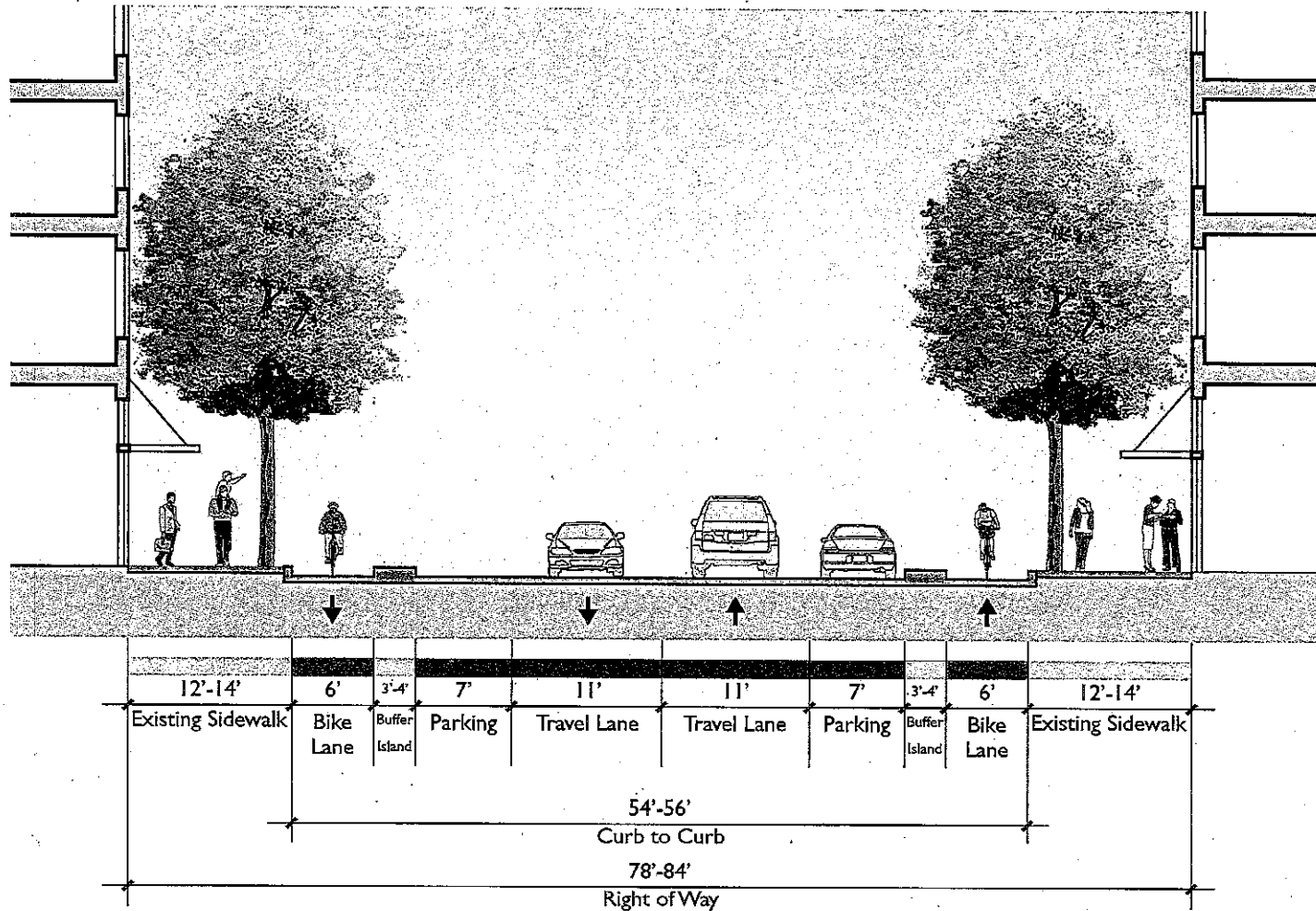
DATE	SHEET NO.
4/22/14	3 of 3



Note: There are other specific conditions along the street.

14th Street: Safe Routes in the City Project

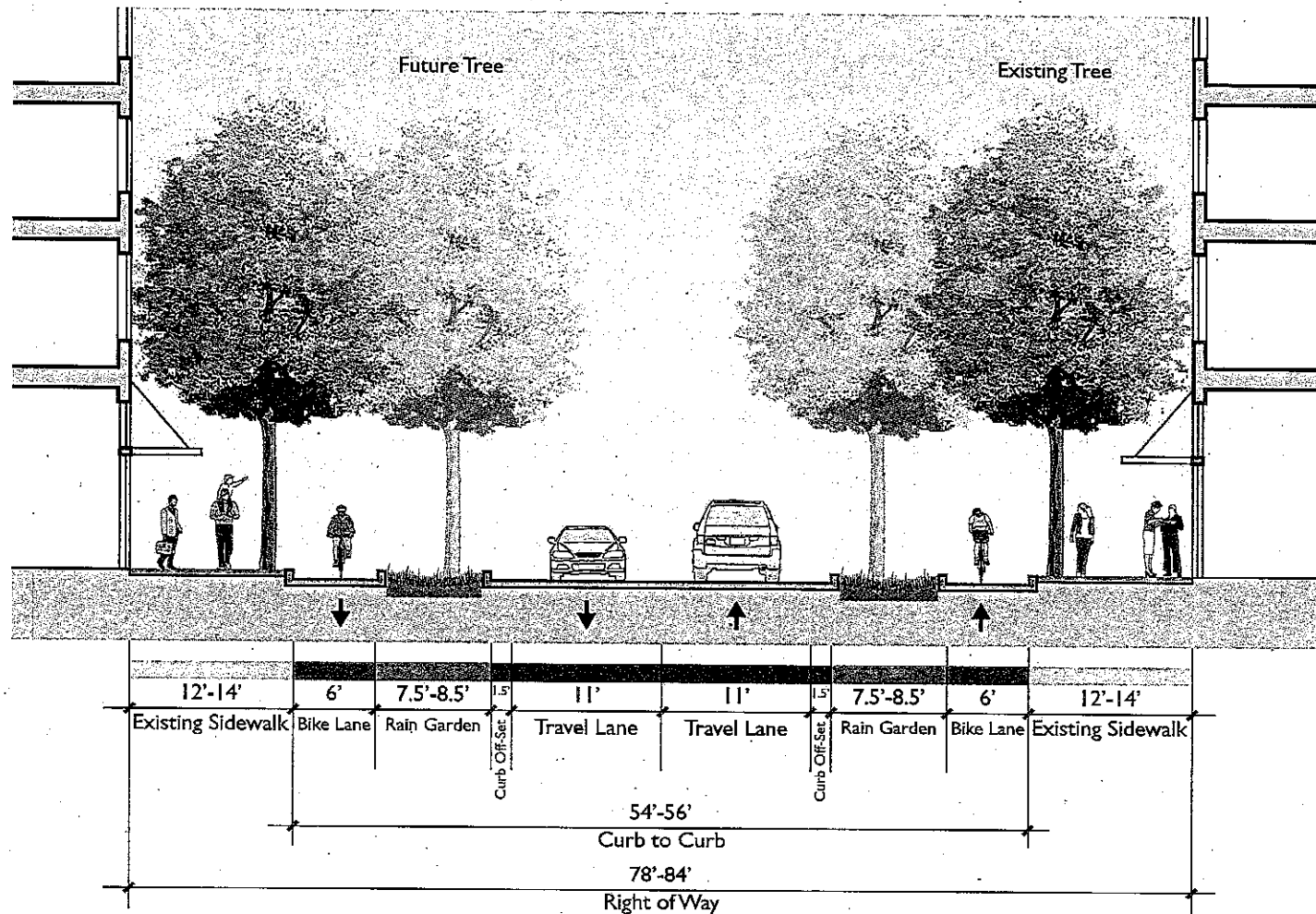
Typical Exiting Conditions



Note: There are other specific conditions along the street, see plan drawings.

14th Street: Safe Routes in the City Project

Typical Intersection Section with Buffered Bike Lanes



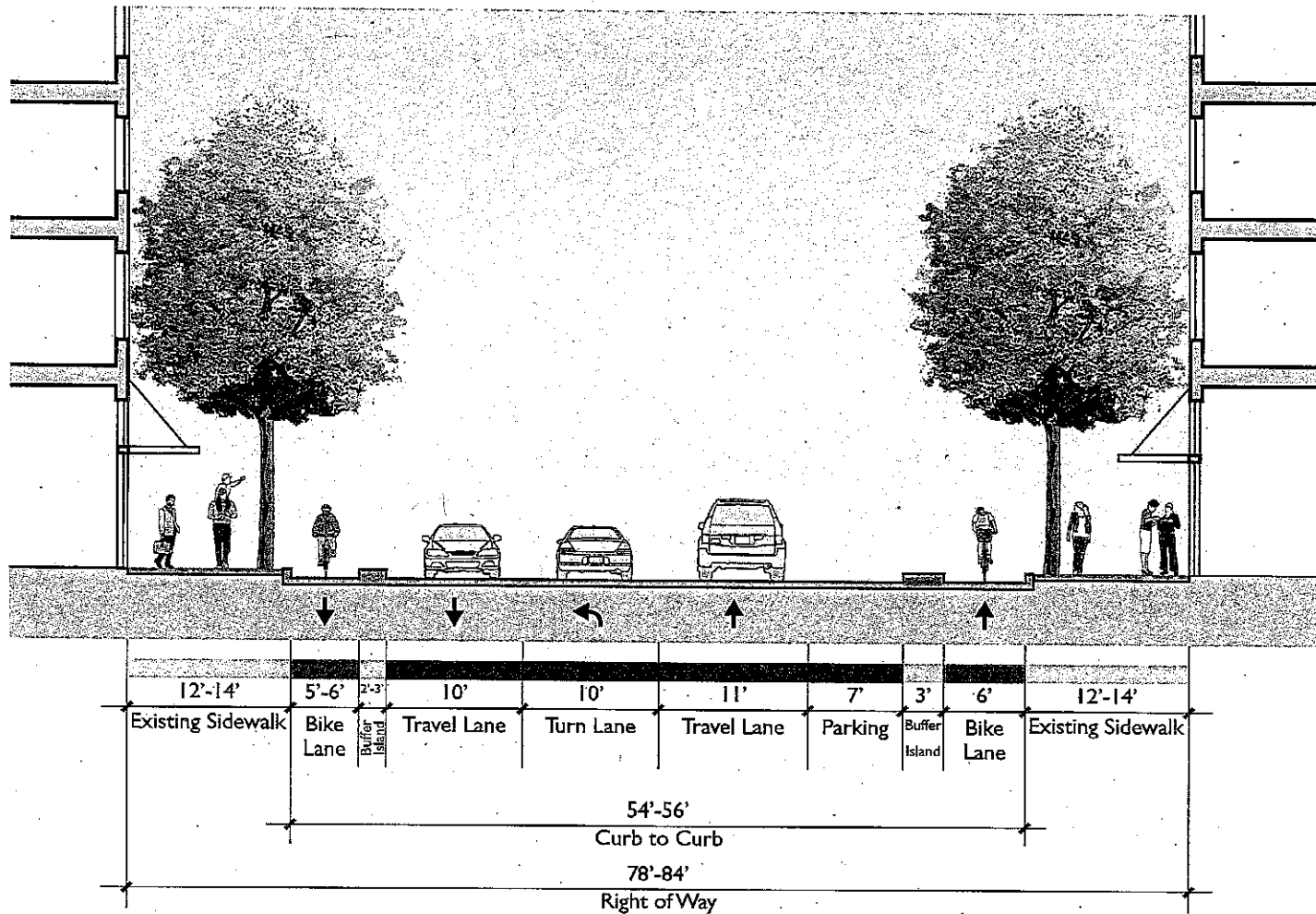
Note: There are other specific conditions along the street, see plan drawings.

14th Street: Safe Routes in the City Project

Typical Intersection Section with Rain Garden



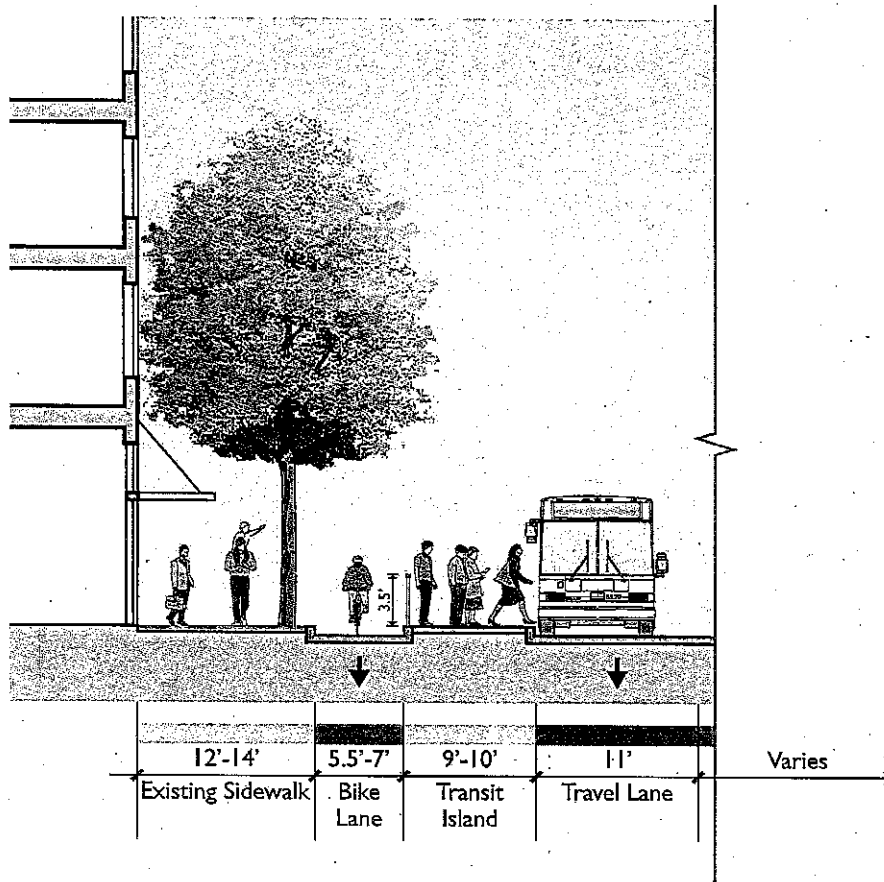
6/1/2016 0 5 10 FEET



Note: There are other specific conditions along the street, see plan drawings.

14th Street: Safe Routes in the City Project

Typical Intersection Section with Left Turn Pocket - Option 1



Note: There are other specific conditions along the street, see plan drawings.

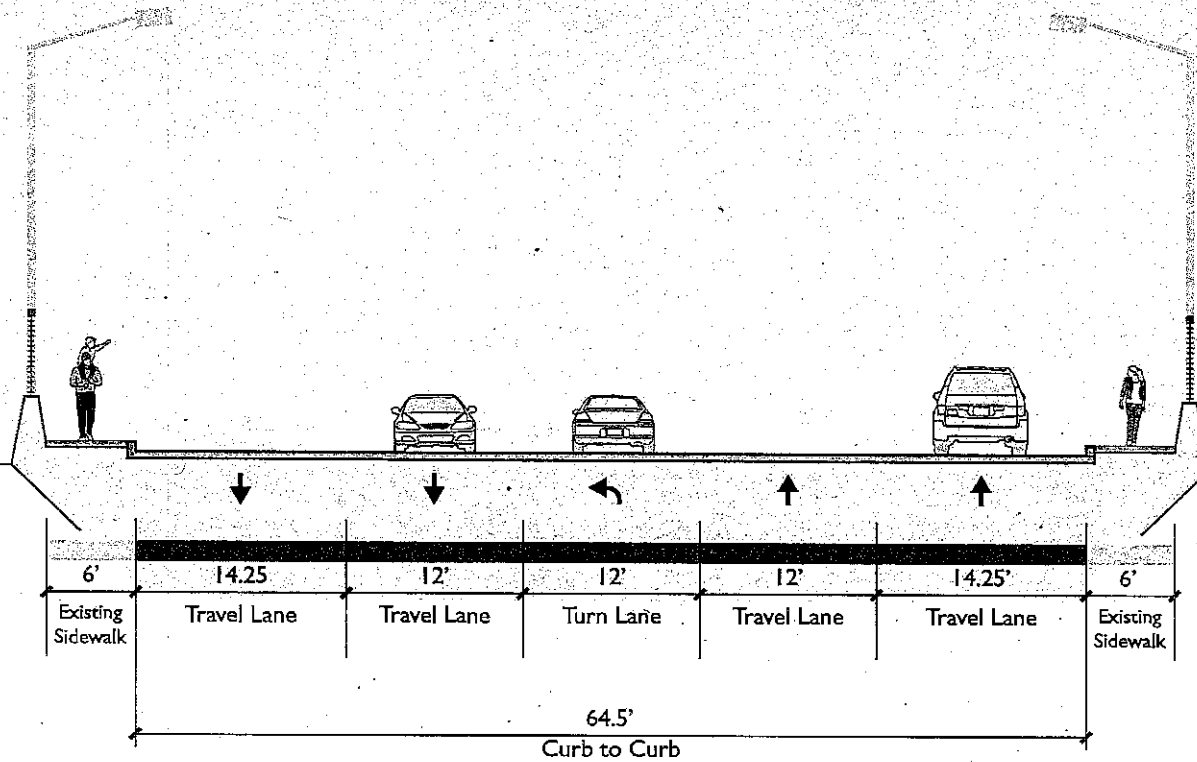
14th Street: Safe Routes in the City Project

Typical Transit Island

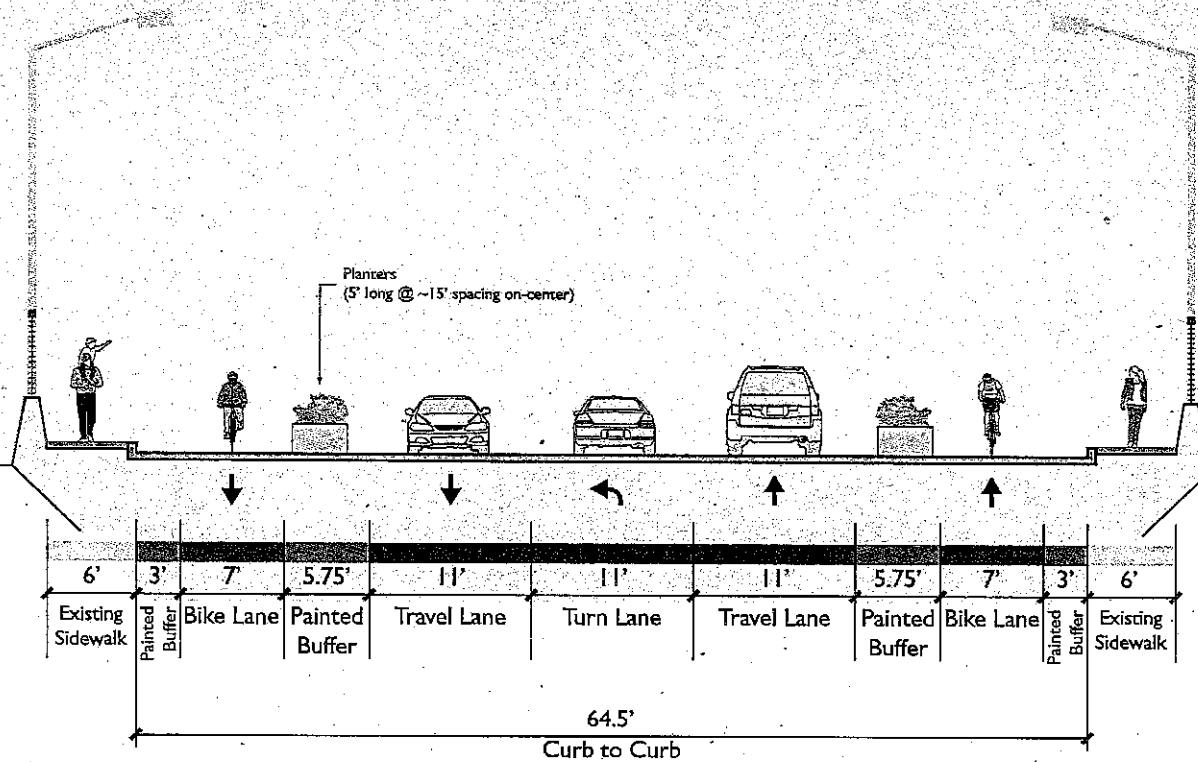


City of Oakland

6/1/2016 0 5 10 FEET



14th Street: Safe Routes in the City Project Section at Interstate 980 Overpass - Existing Conditions

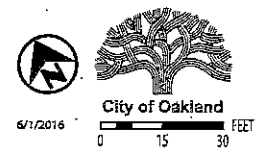


14th Street: Safe Routes in the City Project Section at Interstate 980 Overpass - With Protected Bike Lanes



14th Street: Safe Routes in the City Project

I-980 Overpass & Brush Street Intersection





14th Street: Safe Routes in the City Project Intersection at Oak Street/Lakeside Drive

14th Street: Safe Routes in the City

EXISTING CONDITIONS
1 of 2

PROPOSED PROJECT

ENHANCED BIKE LANE

PROJECT AREA

EXISTING BIKEWAYS

CLASS I PATH

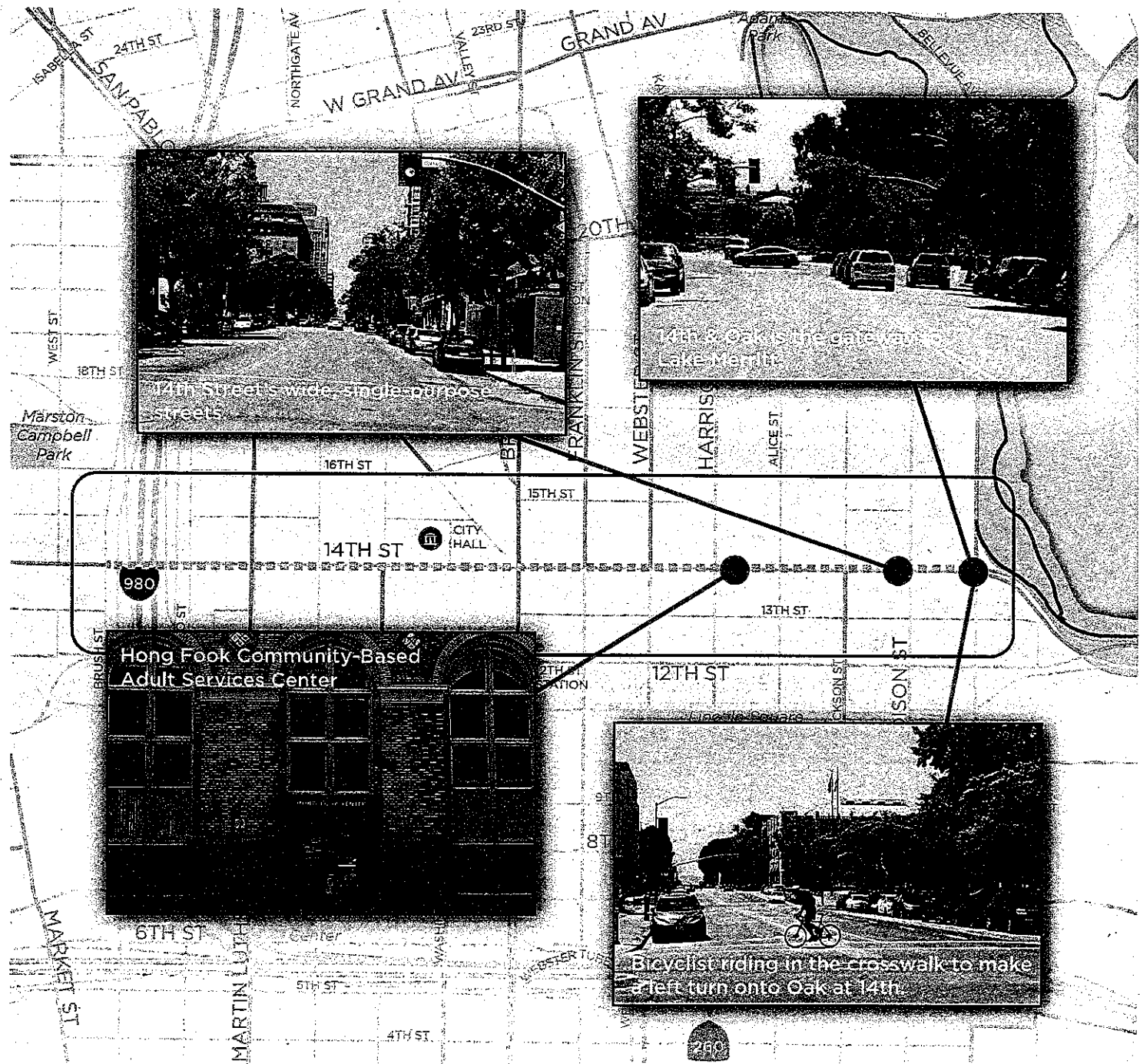
CLASS II BIKE LANE

CLASS III BIKE ROUTE

0 500 1,000 Feet



Map produced June 2016



14th Street: Safe Routes in the City

EXISTING CONDITIONS
2 of 2

PROPOSED PROJECT

ENHANCED BIKE LANE

PROJECT AREA

EXISTING BIKEWAYS

CLASS I PATH

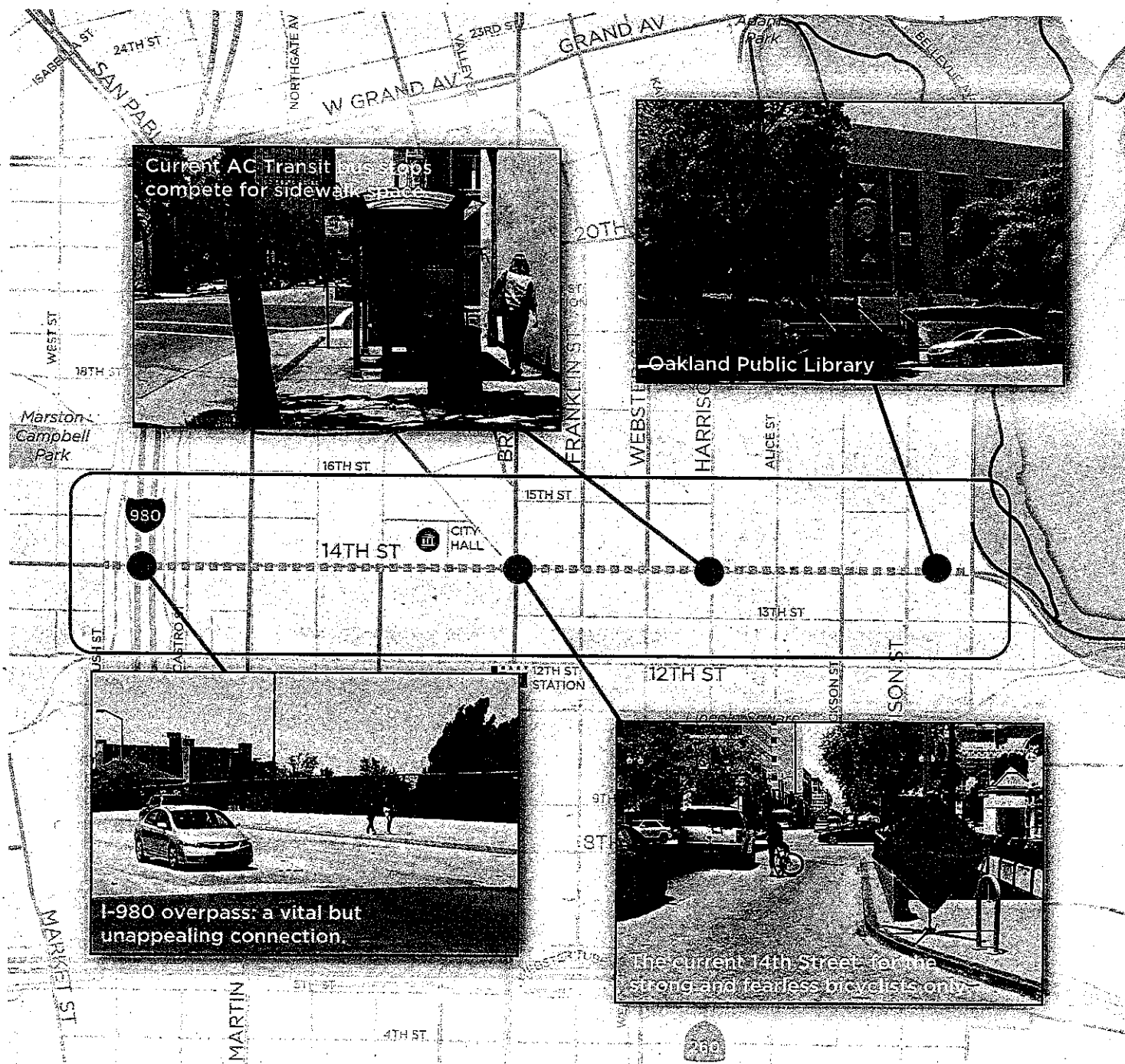
CLASS II BIKE LANE

CLASS III BIKE ROUTE

0 500 1,000 Feet



Map produced June 2016



Detailed Engineer's Estimate and Total Project Costs- Cycle 3												
Important! Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).												
Project Information:												
Agency: City of Oakland							Date: 14-Jun-16					
Project Description: 14th Street												
Project Location: 14th Street, between West Street and Lakeside Drive/Oak Street												
Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate: Wlad Wlassovsky License #: C40013												
Engineer's Estimate and Cost Breakdown:												
Engineer's Estimate (for Construction Items Only)							Cost Breakdown					
Item No.	Item	F, D or M	Quantity	Units	Unit Cost	Total Item Cost	ATP Eligible Costs/Items		ATP Ineligible Costs/Items		Corps/CCC to construct	
							%	\$	%	\$	%	\$
General Overhead-Related Construction Items												
1	Mobilization		1	LS	\$720,720.00	\$720,720	81%	\$580,595	19%	\$140,125		
2	Traffic Control		1	LS	\$360,360.00	\$360,360	81%	\$290,298	19%	\$70,062		
3	Stormwater Protection Plan		1	LS	\$35,000.00	\$35,000	81%	\$28,195	19%	\$6,805		
4	Survey - Benchmarks/Corner Records		1	LS	\$50,000.00	\$50,000	81%	\$40,279	19%	\$9,721		
5	Fees - Allowance		1	LS	\$150,000.00	\$150,000	81%	\$120,837	19%	\$29,163		
6									100%			
7									100%			
General Construction Items (non-decorative only)												
8									100%			
9	Remove Existing Roadway Paving for Paved Side Medians/Bulbouts		15000	CY	\$70.00	\$1,050,000	100%	\$1,050,000				
10	Remove existing curb and 6-Foot Gutter Pan and replace it with new curb and 18-inch gutter (only between Harrison and Oak).		2600	LF	\$70.00	\$182,000	100%	\$182,000				
11	Remove Existing Roadway Paving for Bus Islands		250	CY	\$70.00	\$17,500	50%	\$8,750	50%	\$8,750		
12	Remove Existing Roadway Paving for Green Infrastructure Planters		600	CY	\$70.00	\$42,000	100%	\$42,000				
13									100%			
14	Crack Seal		3100	SY	\$4.00	\$12,400	40%	\$4,960	60%	\$7,440		
15	Micro-Seal		3100	SY	\$4.00	\$12,400	40%	\$4,960	60%	\$7,440		
16	2" Full Width Mill AC		6400	SY	\$4.00	\$25,600	40%	\$10,240	60%	\$15,360		
17	Asphalt Concrete Overlay		715	TON	\$110.00	\$78,650	40%	\$31,460	60%	\$47,190		
18									100%			
19	Concrete Curb & Gutter (at bulbouts and other new features in locations where gutter is needed)		150	LF	\$35.00	\$5,250	100%	\$5,250				
20	Concrete Sidewalk		1000	SF	\$15.00	\$15,000	100%	\$15,000				
21	Curb Ramp		92	BA	\$3,200.00	\$294,400	100%	\$294,400				
22	Truncated Dome Strip (3"x10") at edges of cycletrack at Intersections		2	BA	\$1,000.00	\$2,000	100%	\$2,000				
23	Concrete Curb & Gutter (around paved islands at intersections)		300	LF	\$35.00	\$10,500	100%	\$10,500				
24	Concrete Curb & Gutter (Side Median)		5800	LF	\$35.00	\$203,000	100%	\$203,000				
25	Concrete Curb & Gutter with thru curb drain (Side Median)		2000	LF	\$50.00	\$100,000	100%	\$100,000				
26	Concrete Paving at side medians		22000	SF	\$12.00	\$264,000	100%	\$264,000				
27	Median Curb & gutter at New Bus Islands		1800	LF	\$35.00	\$63,000	50%	\$31,500	50%	\$31,500		
28	Bus Island Paving		6000	SF	\$20.00	\$120,000	50%	\$60,000	50%	\$60,000		
29	Curb Ramp to Bus Island		10	BA	\$3,500.00	\$35,000	100%	\$35,000				
30	Reset new drain lets along Cycle Track, including bicycle friendly grate		20	EA	\$7,500.00	\$150,000	100%	\$150,000				
31	Trash Capture Devices (Per inlet)		20	EA	\$3,000.00	\$60,000	100%	\$60,000				
32	Relocation of existing street sweeping and other signs		72	EA	\$250.00	\$18,000	100%	\$18,000				
33	Striping Removal		13	Block	\$4,000.00	\$52,000	40%	\$20,800	60%	\$31,200		
34	Thermoplastic Pavement Striping (dashed and solid white stripes)		7900	LF	\$1.50	\$11,850	20%	\$2,370	80%	\$9,480		
35	Pavement Arrows / Legends (Thermo) @ 15 to 100 Sq. Ft each depending on type		1000	SF	\$8.00	\$8,000	100%	\$8,000				
36	Yellow Line Center Stripes (Thermoplastic) assumes 2 stripes		5500	LF	\$2.00	\$11,000			100%	\$11,000		
37	Green Thermoplastic		18000	SF	\$8.00	\$144,000	100%	\$144,000				
38	Bike Lane Symbols		64	BA	\$112.00	\$7,168	100%	\$7,168				
39	12" Limit Line/Crosswalk and Zebra Striping		5900	LF	\$7.00	\$41,300			100%	\$41,300		
40	Parking Ts (white Thermoplastic)		205	SF	\$8.00	\$1,640			100%	\$1,640		
41	Curb Striping		13	Block	\$1,000.00	\$13,000	100%	\$13,000				
42	Traffic Signal Modification (at Castro and 2 other locations)		3	LS	\$300,000.00	\$900,000	100%	\$900,000				
43	Mast Arm Extensions		26	BA	\$15,000.00	\$390,000	100%	\$390,000				
44									100%			
45	New Pedestrian Lighting on Bus Islands		16	EA	\$10,000.00	\$160,000			100%	\$160,000		
46									100%			

Detailed Engineer's Estimate and Total Project Costs- Cycle 3											
Important! Read the instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).											
Project Information:											
Agency: City of Oakland								Date: 14-Jun-16			
Project Description: 14th Street											
Project Location: 14th Street, between West Street and Lakeside Drive/Oak Street											
Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate: Wlad Wlaskowsky								License #: C40013			
47	Utility Adjustment/Relocation Allowance		1	LS	\$600,000.00	\$600,000		100%	\$600,000		
48								100%			
49								100%			
50								100%			
Decorative & Landscaping-related Items (Label items as "F" for Functional, "D" for Decorative, or "M" for a mix of Decorative and Functional)											
51								100%			
52	Green Infrastructure Landscaping	F	7030	SF	\$35.00	\$246,050		100%	\$246,050		
53	Green Infrastructure Overflow	F	22	BA	\$3,000.00	\$66,000		100%	\$66,000		
54	Deep Curb around Green Infrastructure Planters	F	5500	LF	\$40.00	\$220,000		100%	\$220,000		
55	Connections from Green Infrastructure to Storm Drain System	F	4	BA	\$2,500.00	\$10,000		100%	\$10,000		
56	Green Infrastructure - Drainage, Pipe	F	1170	LF	\$150.00	\$175,500		100%	\$175,500		
57	Green Infrastructure - Drainage, MH	F	12	BA	\$3,500.00	\$42,000		100%	\$42,000		
58	Green Infrastructure - Irrigation	F	7000	SF	\$4.00	\$28,000		100%	\$28,000		
59	Green Infrastructure - Irrigation 6" Main (Assumed)	F	6000	LF	\$80.00	\$480,000		100%	\$480,000		
60	Green Infrastructure - Irrigation - Controller	F	2	EA	\$25,000.00	\$50,000		100%	\$50,000		
61	Green Infrastructure - Irrigation, Water Meter	F	2	EA	\$30,000.00	\$60,000		100%	\$60,000		
62	Green Infrastructure - Irrigation Backflow Preventer	F	2	BA	\$3,000.00	\$6,000		100%	\$6,000		
63								100%			
64	General Landscaping	M	2300	SF	\$15.00	\$34,500		100%	\$34,500		
65	Rectangular and Circular Planters (with plants) @ 1980 overcrossing and west of Brush Street	D	80	EA	\$1,000.00	\$80,000		100%	\$80,000		
66	Irrigation - general landscape	D	5800	SF	\$4.00	\$23,200		100%	\$23,200		
67								100%			
68	"Necklace of Light" from Lake Merritt (13th Street T-intersection) to 14th/Broadway intersection	D	9	Block	\$16,200.00	\$145,800		100%	\$145,800		
69								100%			
70								100%			
71								100%			
72								100%			
73								100%			
74								100%			
75								100%			
76								100%			
Subtotal of Construction Items:						\$8,083,788		\$6,512,111		\$1,571,677	
Construction Item Contingencies (% of Construction Items):						25.00%		\$2,020,947		\$1,628,028	
Total (Construction Items & Contingencies) cost:								\$8,140,139		\$1,964,596	
Project Delivery Costs:											
Type of Project Cost		Cost \$				ATP Eligible Costs		Non-participating Costs			
Preliminary Engineering (PE)											
Environmental Studies and Permits (PA&ED):				\$	807,200	\$807,200		\$156,918			
Plans, Specifications and Estimates (PS&E):				\$	1,513,500	\$1,513,500		\$294,260			
Total PE:				\$	2,320,700	\$1,369,502		\$451,198		*PE costs / *CON costs 23% / 25% Max	
Right of Way (RW)											
Right of Way Engineering:				\$	-						
Acquisitions and Utilities:				\$	-						
Total RW:				\$	-						
Construction Engineering (CE)											
Construction Engineering (CE):				\$	1,513,500	\$1,219,240		\$294,260		*CE costs / *CON costs 15% / 15% Max	
Total Project Delivery:				\$	\$3,834,200	\$2,588,742		\$745,458			
Total Construction Costs:				\$	\$11,961,235						
Total Project Cost:				\$	\$13,938,935	\$11,228,882		\$2,710,053			
Documentation of Ineligible (Non-Participating) Costs:											
The Engineer's logic and/or calculations for splitting costs between ATP-Eligible and Non-participating costs must be documented in this section of the Estimate form. Separate logic is required for each construction item listed above which is partly ineligible for ATP funding or is required for the construction of an ineligible item/element of the project.											
Item Number(s):		Description of Engineer's Logic: (See examples shown in the instructions)									



Service Development
1600 Franklin Street, Oakland CA 94612

June 9, 2016

Ms. Sabrina Landreth
City Administrator
Oakland City Hall
Oakland, CA, 94612

Re: Support for Oakland's Active Transportation Program Application for 14th Street: Safe Routes in the City

Dear Ms. Landreth:

I am writing to express support on behalf of AC Transit for the City of Oakland's Active Transportation Program (ATP) project application for the 14th Street: Safe Routes in the City project, an innovative complete streets project in the heart of downtown Oakland.

Currently, AC Transit operates the Route 26 service on 14th Street, serving approximately 700 daily passengers in the project extent. While the 26 is currently a minor neighborhood route, it is one of the few cross-town routes connecting key Oakland neighborhoods and a transfer route for passengers accessing our main transit spine on Broadway. It's also slated for a set of improvements through our Service Expansion Plan entitled AC Go.

In developing the concept for its 14th Street project, the City of Oakland consulted with our staff regarding the implementation of the Service Expansion Plan, including the upcoming operational changes planned for 14th Street. From this consultation, the City incorporated a universal proposal to change near-side bus stops on to far-side placement, increasing the transit performance for the new service planned on 14th by enabling our operators to clear the intersection before boarding passengers.

Learning that AC Transit plans to increase service to 15-minute frequencies during the peak on 14th Street, the City also incorporated in-lane, floating bus islands. We very much appreciate that these bus islands will both eliminate the safety hazard of bus-bike conflicts and reduce transit delay compared to the existing pull-out stop configuration.

Finally, additional guidance from our staff informed the City's proposal to relocate and consolidate bus stops. We appreciate the City of Oakland's accommodation—and even prioritization—of transit needs on this corridor.

AC Transit looks forward to working with the City of Oakland on this important project and its full implementation of transit, bike and ped enhancements simultaneously in

order to realize benefits for all three modes. Once again, we strongly support the City's application for the 14th Street: Safe Routes in the City grant.

Sincerely,

A handwritten signature in black ink, appearing to read "R. del Rosario", written in a cursive style.

Robert del Rosario
Director of Service Development
AC Transit



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2016

Tom Radulovich
PRESIDENT

Gail Murray
VICE PRESIDENT

Grace Crunican
GENERAL MANAGER

DIRECTORS

Gail Murray
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2ND DISTRICT

Rebecca Saltzman
3RD DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

John McPartland
5TH DISTRICT

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

Zachary Mallett, MCP
7TH DISTRICT

Nicholas Josefowitz
8TH DISTRICT

Tom Radulovich
9TH DISTRICT

June 9, 2016

Ms. Sabrina Landreth
City Administrator
Oakland City Hall
Oakland, CA, 94612

**Re: Support for Oakland's Active Transportation Program Application for 14th Street:
Safe Routes in the City**

Dear Ms Landreth,

On behalf of the San Francisco Bay Area Rapid Transit District (BART), I am writing to express support for the City of Oakland's Active Transportation Program (ATP) project application for the 14th Street: Safe Routes in the City project, an innovative complete streets project in the heart of downtown Oakland.

On June 9, 2016, the BART board adopted a new Station Access Policy. Among other goals, the Station Access policy seeks to promote safe access to BART, invest in active transportation modes to improve public health, prioritize sustainable access modes with the lowest GHG and pollutant emissions per trip, and to reduce the access mode share of the automobile by enhancing multi-modal access to and from BART stations in partnership with communities and access providers. This project supports the objectives outlined in the policy by improving a critical link in the City's bicycle network that facilitates bicycle access to and from the 12th Street BART Station, which has two entrances at 14th Street.

14th Street connects the West Oakland neighborhood, Oakland City Hall and Frank Ogawa Plaza, and Lake Merritt, with many assets along the way, including the Oakland Public Library, the African-American Museum and Library at Oakland, the Hong Fook Community-Based Adult Service Center, the Malonga Casquelourd Center for the Arts, numerous preschools and daycares, and retail, services, nightlife, and restaurants. Improvements to 14th Street will also benefit visitors to the Oakland Museum of California and students at Laney College, just a few blocks away, and serve up to 27,000 jobs within just one-tenth of a mile of 14th Street.

Currently, 14th Street has four vehicle travel lanes and two parking lanes, no dedicated bike facility, and no bulbouts or pedestrian refuges to reduce intersection crossing distances across the 56' wide street. This project would implement curb-protected bikeways, shortened pedestrian crossings, a protected intersection signaling the gateway between Lake Merritt and Downtown Oakland, and bus islands that separate

bicyclists and bus operations, creating the first of its kind in Oakland: a protected bikeway through the heart of downtown for bicyclists of all ages and abilities.

BART is pleased that the City is addressing multimodal access on this critical transportation corridor. We look forward to seeing Fruitvale Avenue transformed into a safe bicycle and pedestrian corridor. We also look forward to collaborating on design refinement of this important project. Please do not hesitate to contact me or Hannah Lindelof (HLindel@bart.gov), BART Senior Planner, at (510) 464-6426 if you have any questions about this letter. Once again, we strongly support the City's application for the 14th Street Safe Routes in the City Project ATP grant.

Sincerely,

A handwritten signature in black ink, appearing to read "Val Menotti", with a long horizontal flourish extending to the right.

Val Joseph Menotti
Chief Planning & Development Officer
BART Planning, Development & Construction



June 8, 2016

Ms Sabrina Landreth
City Administrator
Oakland City Hall
Oakland, CA, 94612

Re: Support for Oakland's Active Transportation Program Application for 14th Street: Safe Routes in the City

Dear Ms Landreth,

I am writing to express support on behalf of Bike East Bay and Walk Oakland Bike Oakland for the City of Oakland's Active Transportation Program (ATP) project application for the 14th Street: Safe Routes in the City project, an innovative complete streets project in the heart of downtown Oakland.

Calling 14th Street the civic spine of Oakland is no overstatement: it's the home of Oakland City Hall and Frank Ogawa Plaza. It's also the address of the Ronald V. Dellums Federal Building, numerous offices of Alameda County government, DeVry University and the Oakland Public Library. Additionally, 14th Street is a cultural and social destination, including the Oakland Public Library, the African-American Museum and Library at Oakland, the Hong Fook Community-Based Adult Service Center, the Malonga Casquelourd Center for the Arts, numerous preschools and daycares, and retail, services, nightlife, and restaurants. Improvements to 14th Street will also benefit visitors to the Oakland Museum of California and students at Laney College, just a few blocks away.

Equally important, 14th Street connects Lake Merritt to downtown Oakland and to its BART station, and from the west connects to the new bike ped path on the Oakland-San Francisco Bay Bridge, soon to touch down on to Yerba Buena island this September. Similarly, 14th Street's connection to Lake Merritt and its bikeways includes an estuary connection to the Bay Trail under development. Once complete, it is expected that 14th Street will become one of the busiest bikeways in Oakland, a top five city nationally for bike commuting.

PO Box 1736, Oakland, CA 94604
510 845 RIDE (7433) • info@bikeeastbay.org

The magnitude of regional employment connections on the corridor can't be overstated, either: by the latest estimate, there are 27,000 jobs within just one-tenth of a mile of 14th Street. Oaklanders biking and walking to BART can also access one of the two entrances to the 12th Street/Downtown Oakland BART Station located at the intersection of 14th & Broadway.

In short, 14th Street is a beautiful microcosm of Oakland. But while the transportation, cultural, civic, and social destinations on 14th Street reflect the diversity of Oakland, that diversity of uses doesn't extend to its street design. In downtown Oakland, 14th Street is a single-use street, with four vehicle travel lanes and two parking lanes, no dedicated bike facility, and no pedestrian amenities, such as bulbouts or refuges, to reduce intersection crossing distances across the 56' wide street.

This project would close a major gap in downtown Oakland, stitching together the 14th Street bike lanes that would otherwise stretch clear from a quiet neighborhood in West Oakland through downtown to Lake Merritt, the City's crown jewel. For some, that gap doesn't matter: 14th Street is already a common bicycling route for the "strong and fearless" bicyclists who are not deterred by the lack of a bicycle lane in downtown. But by implementing curb-protected bikeways, shortened pedestrian crossings, a protected intersection signaling the gateway between Lake Merritt and Downtown Oakland, and bus islands that separate bicyclists and bus operations, this complete streets project would create the first of its kind in Oakland: a protected bikeway through the heart of downtown for bicyclists of all ages and abilities.

Bike East Bay and Walk Oakland Bike Oakland look forward to working with the City of Oakland on this important project. Once again, we strongly support the City's application for 14th Street: Safe Routes in the City.

Sincerely,



Dave Campbell
Advocacy Director



436 14th Street, Suite 1001
Oakland, CA 94612
wobo.org

June 7, 2016

Ms. Sabrina Landreth
City Administrator
Oakland City Hall
Oakland, CA, 94612

Re: Support for Oakland's Active Transportation Program Application for '14th Street: Safe Routes in the City' Project

I am writing on behalf of Walk Oakland Bike Oakland (WOBO) to voice our strong support for the City of Oakland's Active Transportation Program (ATP) application for 14th Street, which would deliver a protected bicycle facility and Complete Street into and through the heart of downtown Oakland.

14th Street is a cultural and social destination, including the Oakland Public Library, the African-American Museum and Library at Oakland, the Hong Fook Community-Based Adult Service Center, the Malonga Casquelourd Center for the Arts, numerous preschools and daycares, WOBO's own office building, and many retail, service, nightlife, and restaurant destinations. It is host to one of the busiest BART stations in the entire Bay Area, and contains roughly 27,000 jobs within one-tenth of a mile of the corridor.

Throughout the recent Downtown Specific Plan development process, WOBO has loudly and clearly prioritized 14th Street as one of, if not the most critical streets in downtown to "right size" and make complete for all users. Despite an unfriendly four-lane cross-section and truly horrible connection across Interstate 980 into West Oakland, many of our supporters bike this route daily given its prime location. Thousands of others walk through its intersections daily on the way to work, transit, and other downtown destinations.

By implementing curb-protected bikeways, shortened pedestrian crossings, a protected intersection signaling the gateway between Lake Merritt and Downtown Oakland, and bus islands that separate bicyclists and bus operations, this complete streets project would create the first of its kind in Oakland: a protected bikeway through the heart of downtown for bicyclists and users of all ages and abilities.

We applaud the City of Oakland for listening to its constituents and advancing the design of this critical corridor, and strongly encourage the Active Transportation Program to fully fund this application for construction of the 14th Street Complete Street Project.

Sincerely,

Chris Hwang
WOBO Board President

Board Officers

Chris Hwang
President

Dave Campbell
Vice Chair

Lola Dvorak
**Vice
Chair/Secretary**

Rebecca Pollon
Treasurer

Board of Directors

Liza Baskir
Casey Hildreth
Meryl Stein

Support Team

Kate Herr
Fellow



14th Street - Safe Routes Through the City

Detail of Proposed Bulb-out, Protected Cycle Track and Green Infrastructure

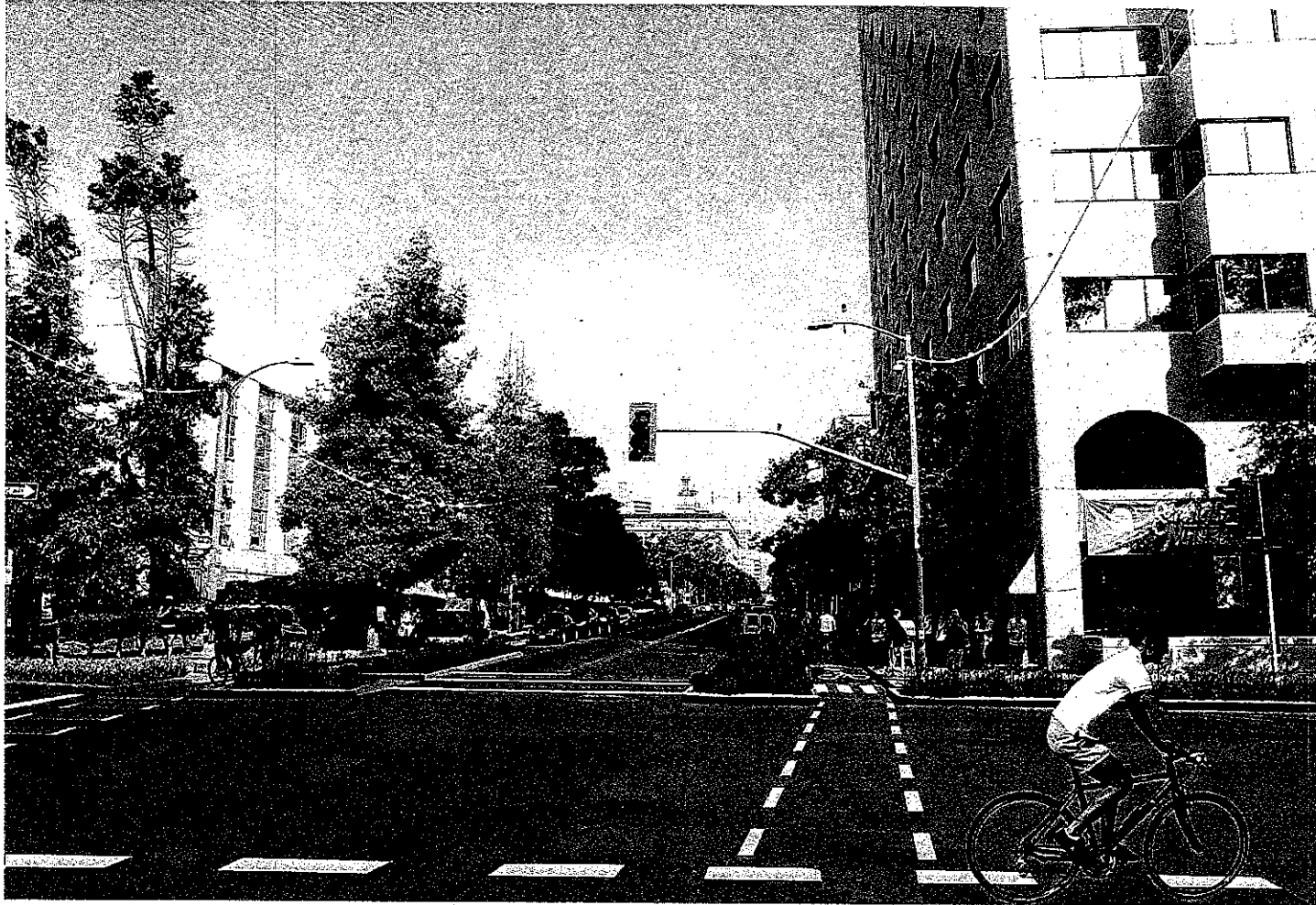


Above: Image of 14th Street looking west across Broadway as it appears today.

Left: Photosimulation of what the proposed protected 7-foot wide cycle track and pedestrian environment will look near City Hall and Frank Ogawa Plaza. Curbed side medians at this location have varying widths and accommodate bus stop amenities and potential green infrastructure landscaping as well as pedestrian refuges.

14th Street - Safe Routes Through the City

Proposed Bicycle and Pedestrian Improvements on 14th Street at Broadway



14th Street - Safe Routes Through the City

Detail of Proposed Protected Cycle Track and Green Infrastructure

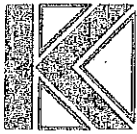


Above: Image of 14th Street looking west across Oak Street as it appears today.

Photosimulation of what the proposed 6-foot wide protected cycle track and pedestrian environment will look near Lake Merritt and the Oakland Public Library. At the intersection curbed side medians between parking and cycle track widen out to 8 feet and include potential green infrastructure landscaping and pedestrian refuges.

14th Street - Safe Routes Through the City

Proposed Bicycle and Pedestrian Improvements on 14th Street at Oak Street



KITTELSON & ASSOCIATES, INC.

TRANSPORTATION ENGINEERING / PLANNING

155 Grand Avenue, Suite 900, Oakland, CA 94612 P 510.839.1742 F 510.839.0871

MEMORANDUM

Date: June 2, 2016

Project #:
20198

To: Sarah Fine
City of Oakland, CA
Department of Transportation

CC: Phil Erickson, Community Design + Architecture

From: Erin M. Ferguson, P.E.; Aaron C. Elias, P.E.; Jesse Boudart

Project: 14th Street: Safe Routes in the City

Subject: 14th Street Operations Analysis

Kittelison & Associates, Inc. (KAI) conducted a traffic operations analysis to inform the 14th Street: Safe Routes in the City project. This work was conducted to support conceptual design work performed by Community Design + Architecture, Alta Planning + Design and City of Oakland staff.

The 14th Street: Safe Routes in the City project presents proposed improvements for 14th Street between Brush Street and Lakeside Drive – Oak Street. The proposed improvements include reducing the number of vehicle lanes to allocate additional space to bicyclists, pedestrians, and transit vehicles. The traffic operations analysis KAI conducted evaluated the impact, to motor vehicles, of converting 14th Street from a four-lane, two-way undivided street to a two-lane, two-way undivided street. KAI evaluated the weekday AM and PM peak hour conditions.

A key motivation for conducting the traffic operations analysis was to help inform where exclusive turn lanes could be needed at intersections along 14th Street. While turn lanes can provide operational benefits and in some instances help manage conflicts between modes, they also can make it challenging to provide a continuous separated bicycle facility along a street. Therefore, the traffic operations analysis helped to identify the specific locations where including an exclusive turn lane would support the broader success of the proposed project.

The traffic operations analysis results indicated the following.

- Study intersections along 14th Street will continue to operate well below capacity with the proposed reduction in vehicle lanes. Volume-to-capacity (v/c) ratios are expected to be 0.68 or lower in the weekday AM and PM peak hours, indicating approximately 30% or more of unused capacity at each study intersection.

- The majority of the approaches to the eight study intersections do not need exclusive left-turn or right-turn vehicle lanes to accommodate existing weekday AM and PM peak hour vehicle volumes; however, exclusive turn lanes are included at eight specific locations in the proposed project for the purpose of managing conflicts between modes and/or managing estimated queue lengths:
 - Eastbound left-turn only lanes are included at the 14th Street/Castro Street, 14th Street/Clay Street, and 14th Street/Franklin Street intersections due to the vehicle turning movement volumes and pedestrian crossing volumes creating undesirably long 95th percentile queue estimates in the AM and PM peak hour;
 - A westbound right-turn only lane is included at the 14th Street/Castro Street intersection for the purpose of separating the westbound right-turning vehicles from westbound through bicyclists and managing the westbound 95th percentile queue in the weekday PM peak hour;
 - An eastbound right-turn only lane and a westbound left-turn only lane are included at the 14th Street/Brush Street intersection for the purpose of facilitating access to the I-980 on-ramp located south of the intersection;
 - An eastbound right-turn only lane is included at the 14th Street/Broadway intersection for managing movements between right-turning vehicles, pedestrians crossing Broadway, and transit access; and
 - A westbound right-turn only lane is included at the 14th Street-Lake Merritt Boulevard/Oak Street-Lakeside Drive intersection to separate out the right-turning volume and also facilitate the transition from a four-lane to two-lane cross-section, on 14th Street.
- In addition the eight locations above, the City may choose to provide an eastbound right-turn lane at the 14th Street/Madison Street intersection for lane alignment purposes. West of the 14th Street/Madison Street intersection (i.e., on the eastbound approach), 14th Street widens to the south creating a challenge of properly aligning the through vehicle lane in the eastbound and westbound direction. Providing an eastbound right-turn lane as part of the proposed project may help avoid creating an offset of the through lanes at the intersection. The eastbound right-turn lane is not needed from an operations perspective and was therefore not included in the traffic operations analysis.

The following sections present additional information regarding the operations analysis.

Study Intersections and Methodology

KAI conducted traffic operations analysis for the following study intersections:

- 14th Street/Brush Street
- 14th Street/Castro Street
- 14th Street/Clay Street
- 14th Street/Broadway
- 14th Street/Franklin Street
- 14th Street/Webster Street
- 14th Street/Harrison Street
- 14th Street/Madison Street
- 14th Street – Lake Merritt Boulevard/Oak Street-Lakeside Drive

Weekday AM and PM counts were collected from 7-9am and 4-6pm on Tuesday, May 3, 2016. The counts included motor vehicles as well as bicyclists and pedestrians at each intersection. City staff provided the signal timing information for the study intersections. *Appendix A* contains the collected traffic counts for the study intersections.

Traffic operations analyses were conducted for the AM peak hour and the PM peak hour. KAI used Synchro 8 software to implement the Highway Capacity Manual (HCM) methodology for calculating the following performance measures:

- Average Intersection Control Delay (delay per vehicle)
- Intersection Level-of-Service (based on the Average Intersection Control Delay)
- Approach Delay (average delay per vehicle on each intersection approach)
- Intersection Volume-to-Capacity Ratio
- Approach Volume-to-Capacity Ratio
- 95th Percentile Queues per Approach
- 50th Percentile Queues per Approach

The analysis takes into account the effect of on-street parking maneuvers as well as bus loading/unloading activities; this includes the in-lane bus loading/unloading operations that are part of the proposed project.

Assumptions within the analysis:

1. The frequency of on-street parking maneuvers is assumed to be the same in the existing and proposed project condition;

2. Bus service on 14th Street under the build condition will occur at 15-minute headways in the weekday AM and PM peak hours;
3. Buses will load and unload passengers while stopped in the through lane on 14th Street;
4. Vehicles will not divert to alternative routes (i.e., the turning movement volumes at each intersection will be the same under the build condition as they currently are under existing conditions); and
5. The City will modify traffic signal timing along the corridor at the same time the proposed project is implemented to optimize operations for motor vehicles and bicyclists traveling along the corridor while balancing time needed for pedestrians to cross the corridor and cross streets.

Assumption 4 above was made to estimate the worst case scenario for motor vehicle traffic operations along 14th Street.

Results

The study intersections along 14th Street will continue to operate well below capacity with the proposed reduction in vehicle lanes. Volume-to-capacity (v/c) ratios are expected to be 0.68 or lower in the weekday AM and PM peak hours, indicating approximately 30% or more of unused capacity at each study intersection. Furthermore, with the proposed vehicle lane reduction, the level of service (LOS) for the study intersections are estimated as LOS C or better in the weekday AM and PM peak hours indicating minimal average delay to motor vehicles.

Table 1 and Table 2 summarize the v/c ratios, average delay and LOS per study intersection in the weekday AM and PM peak hour, respectively.

Table 1: AM Peak Hour Results - Summary of V/C Ratios, Delay, and Level-of-Service

Intersection	Intersection V/C Ratio		Delay (seconds/veh)		Level of Service	
	Existing Conditions	Proposed Project	Existing Conditions	Proposed Project	Existing Conditions	Proposed Project
Brush St/14 th St	0.49	0.60	12.2	14.5	B	B
Castro St/14 th St	0.43	0.55	6.7	7.3	A	A
Clay St/14 th St	0.37	0.51	10.0	15.2	B	B
Broadway/14 th St	0.35	0.54	19.6	14.9	B	B
Franklin St/14 th St	0.24	0.45	5.6	12.0	A	B
Webster St/14 th St	0.37	0.58	9.3	12.0	A	B

Intersection	Intersection V/C Ratio		Delay (seconds/veh)		Level of Service	
	Existing Conditions	Proposed Project	Existing Conditions	Proposed Project	Existing Conditions	Proposed Project
Harrison St/14 th St	0.42	0.66	10.9	13.6	B	B
Madison St/14 th St	0.37	0.63	12.1	17.1	B	B
Oak St/14 th St	0.44	0.59	19.2	18.8	B	B

Table 2: PM Peak Hour Results – Summary of V/C Ratios, Delay, and Level-of-Service

Intersection	Intersection V/C Ratio		Delay (seconds/veh)		Level of Service	
	Existing Conditions	Proposed Project	Existing Conditions	Proposed Project	Existing Conditions	Proposed Project
Brush St/14 th St	0.28	0.42	11.6	11.7	B	B
Castro St/14 th St	0.40	0.50	8.6	11.9	A	B
Clay St/14 th St	0.32	0.50	11.9	11.1	B	B
Broadway/14 th St	0.43	0.62	16.4	16.5	B	B
Franklin St/14 th St	0.28	0.40	7.2	13.3	A	B
Webster St/14 th St	0.34	0.49	10.4	14.3	B	B
Harrison St/14 th St	0.38	0.58	15.0	18.5	B	B
Madison St/14 th St	0.35	0.54	18.1	23.0	B	C
Oak St/14 th St	0.44	0.67	18.8	19.4	B	B

A key motivation for conducting the traffic operations analysis was to help inform where exclusive turn lanes could be needed at intersections along the study corridor. The intent is to provide exclusive turn lanes on 14th Street where they are needed to help manage queue lengths and/or separate conflicts between turning vehicles and pedestrians and bicyclists traveling along 14th Street. The drawback to providing exclusive turn lanes is that they can create design challenges in providing a continuous separated bicycle facility on 14th Street.

Previous estimates of the 95th Percentile and 50th Percentile queues along with information regarding turning movement volumes and pedestrian crossing volumes led the project team (consultant team and City staff) to include the following exclusive turn-lanes as part of the proposed project:

- Eastbound left-turn only lanes at:
 - 14th Street/Castro Street, 14th Street/Clay Street, and 14th Street/Franklin Street intersections to help manage the 95th percentile queue lengths resulting from the vehicle turning movement volumes and pedestrian crossing volumes.
- Westbound right-turn lanes at:
 - 14th Street/Castro Street intersection for the purpose of separating the westbound right-turning vehicles from westbound through bicyclists and managing the westbound 95th percentile queue in the weekday PM peak hour; and
 - 14th Street-Lake Merritt Boulevard/Oak Street-Lakeside Drive intersection to separate out the right-turning volume and also facilitate the transition from a four-lane to a two-lane cross-section on 14th Street.
- Eastbound right-turn only lanes at:
 - 14th Street/Brush Street intersection to facilitate the transition from a four-lane to a two-lane cross-section on 14th Street; and
 - 14th Street/Broadway intersection to manage movements between right-turning vehicles, pedestrians crossing Broadway, and transit access.
- Westbound left-turn only lane at:
 - 14th Street/Brush Street intersection for the purpose of facilitating access to the I-980 on-ramp located south of the intersection.

Figures 1 through 4 illustrate the 95th percentile queue lengths estimated for the study intersections under existing and proposed project conditions. Figures 5 through 8 illustrate the 50th percentile queue lengths estimated for the study intersections under existing and proposed project conditions. The queue lengths shown in Figures 1 through 8 reflect analysis results that include the exclusive turn lanes described above.

The 95th Percentile queue lengths reflect the realistic longest expected queues per approach during their respective peak hours. The 50th Percentile queue lengths reflect the average during their respective peak hours. The 14th Street/Madison Street intersection is the only study intersection at which one of the 95th percentile queues is estimated to potentially extend into an adjacent intersection. The 95th percentile westbound queue at the 14th Street/Madison Street intersection is estimated to potentially extend into the 14th Street-Lake Merritt Boulevard/Oak Street-Lakeside Drive intersection in the weekday AM peak hour. This is expected to be a rare occurrence (i.e., during 95% of the AM peak hour the queue is expected to be less than the 350 feet shown in Figure 4). If the City finds there is an issue with westbound vehicles extending into the intersection, the signal timing at the 14th Street-Lake Merritt Boulevard/Oak Street-Lakeside Drive intersection could be adjusted to shift the queue of traffic to occur east of the intersection on Lake Merritt Boulevard where there is adequate storage space for vehicles passing through the area in the peak hour.

In addition the eight locations for exclusive turn lanes noted above, the City may choose to provide an eastbound right-turn lane at the 14th Street/Madison Street intersection for lane alignment purposes. West of the 14th Street/Madison Street intersection (i.e., on the eastbound approach), 14th Street widens to the south creating a challenge of properly aligning the through vehicle lane in the eastbound and westbound direction. Providing an eastbound right-turn lane as part of the proposed project may help avoid creating an offset of the through lanes at the intersection. The eastbound right-turn lane is not needed from an operations perspective and was therefore not included in the traffic operations analysis.

Appendix B contains the Synchro 8 output worksheets containing additional detail regarding the analysis inputs and results. Appendix C contains a table summary of the intersections where turning movement volumes and pedestrian crossing volumes were 100 or greater during the peak hour; the consultant team and City staff used this information to help identify locations for exclusive turn lanes.

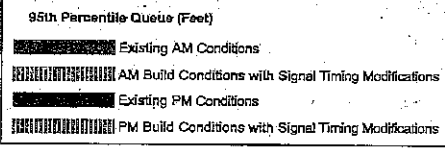
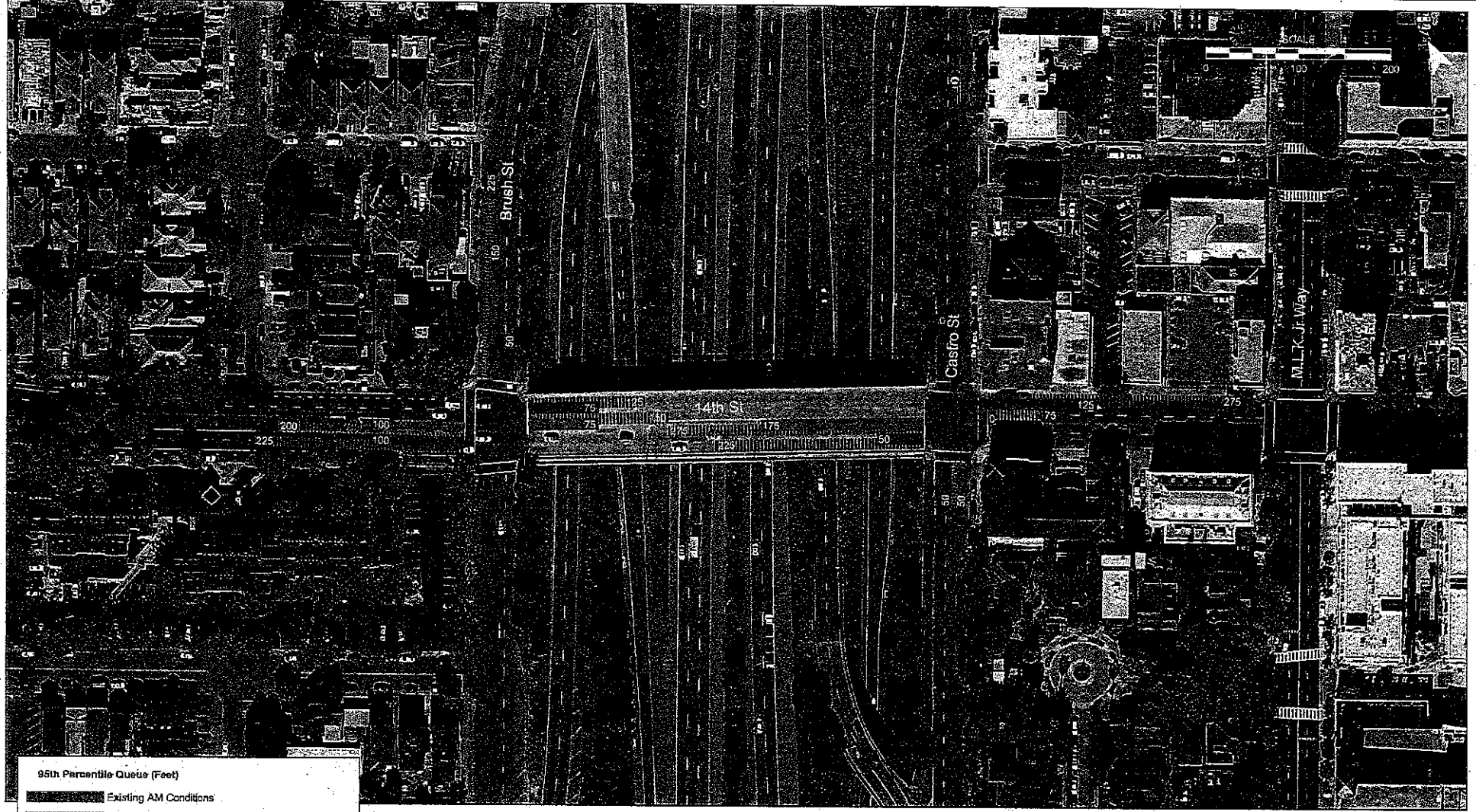
Summary

The traffic operations analysis for the proposed 14th Street project between Brush Street and Oak Street – Lakeside Drive indicates 14th Street can be converted from a two-way, four-lane undivided street to a two-way, two-lane undivided street while:

- Maintaining sufficient capacity for motor vehicles and resulting in minimal delay to motor vehicles during the weekday AM and PM peak hours; and
- Successfully managing vehicle queue lengths through the use of signal timing adjustments and including exclusive left-turn or right-turn lanes at eight specific locations within the project area.

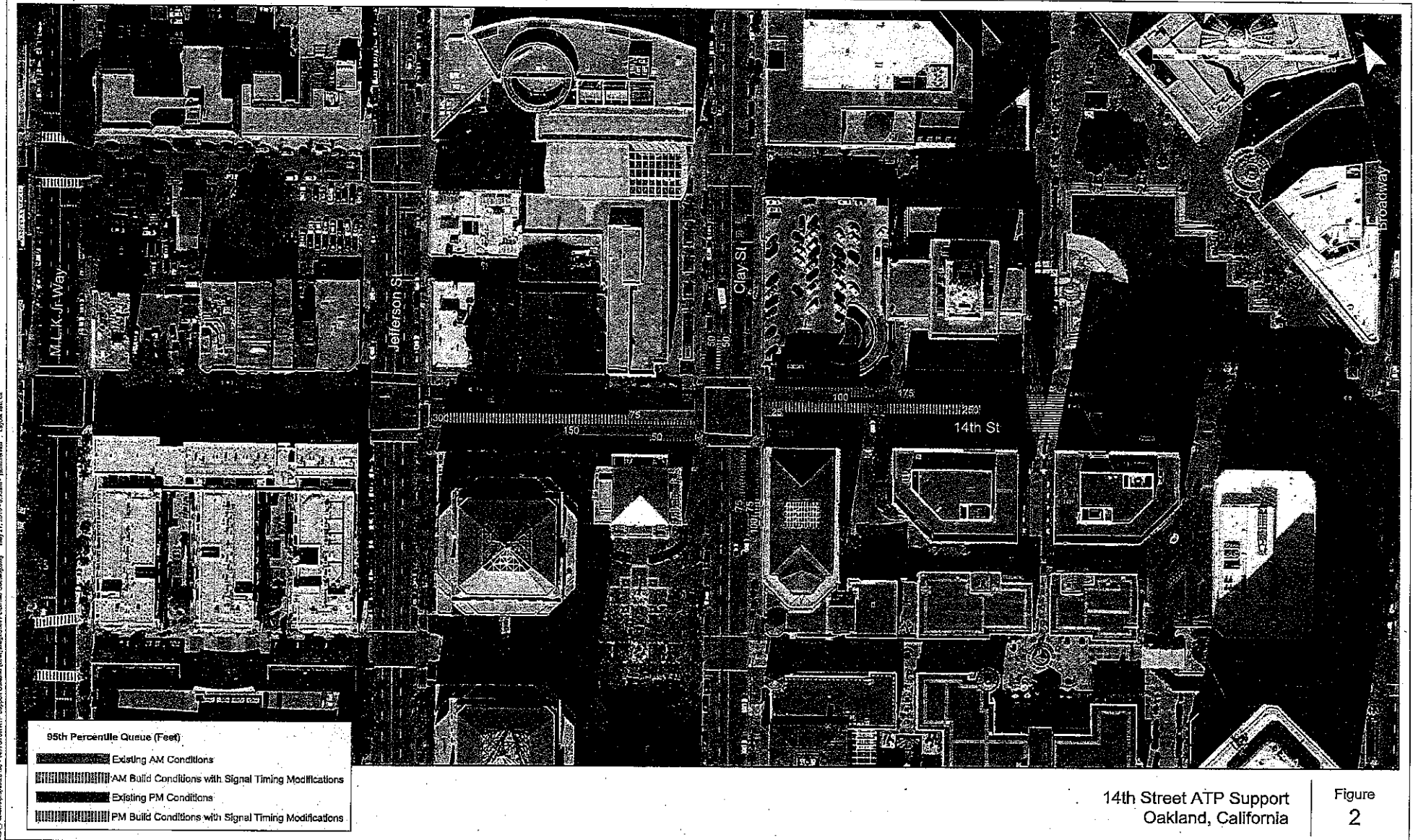
The analysis was conducted using Synchro 8 software implementing the HCM methodology. It assumes vehicles will not divert to alternative routes. Therefore, the results discussed above reflect a worst case scenario from the motorists' perspective.

K:\ATP\14th Street ATP Support Oakland\14th Street ATP Support Oakland\14th Street ATP Support Oakland.dwg May 27, 2016, 5:00pm, jennaweb Layout 1/16/16



14th Street ATP Support
Oakland, California

Figure
1



14th Street ATP Support
Oakland, California

Figure
2



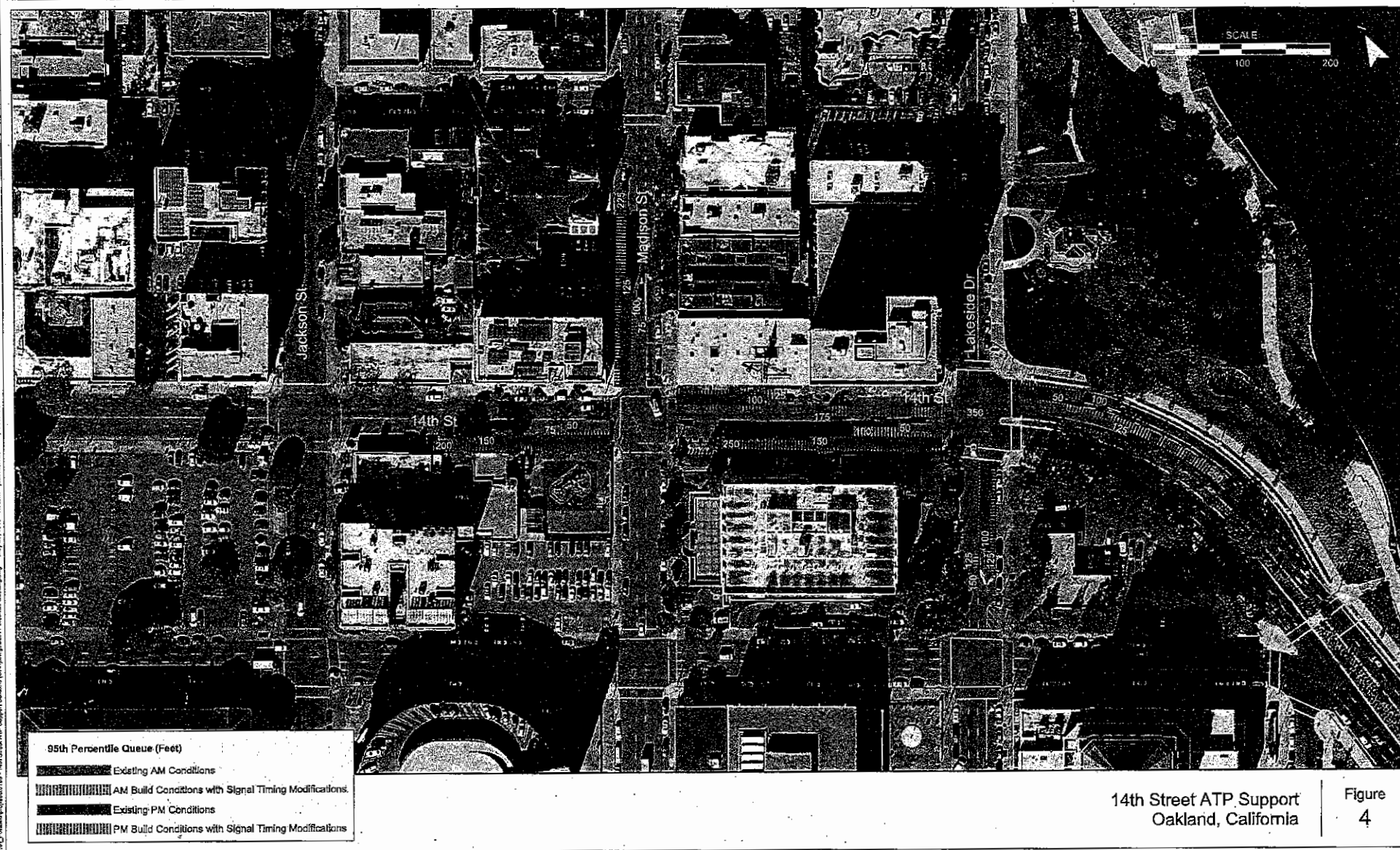


Figure
4

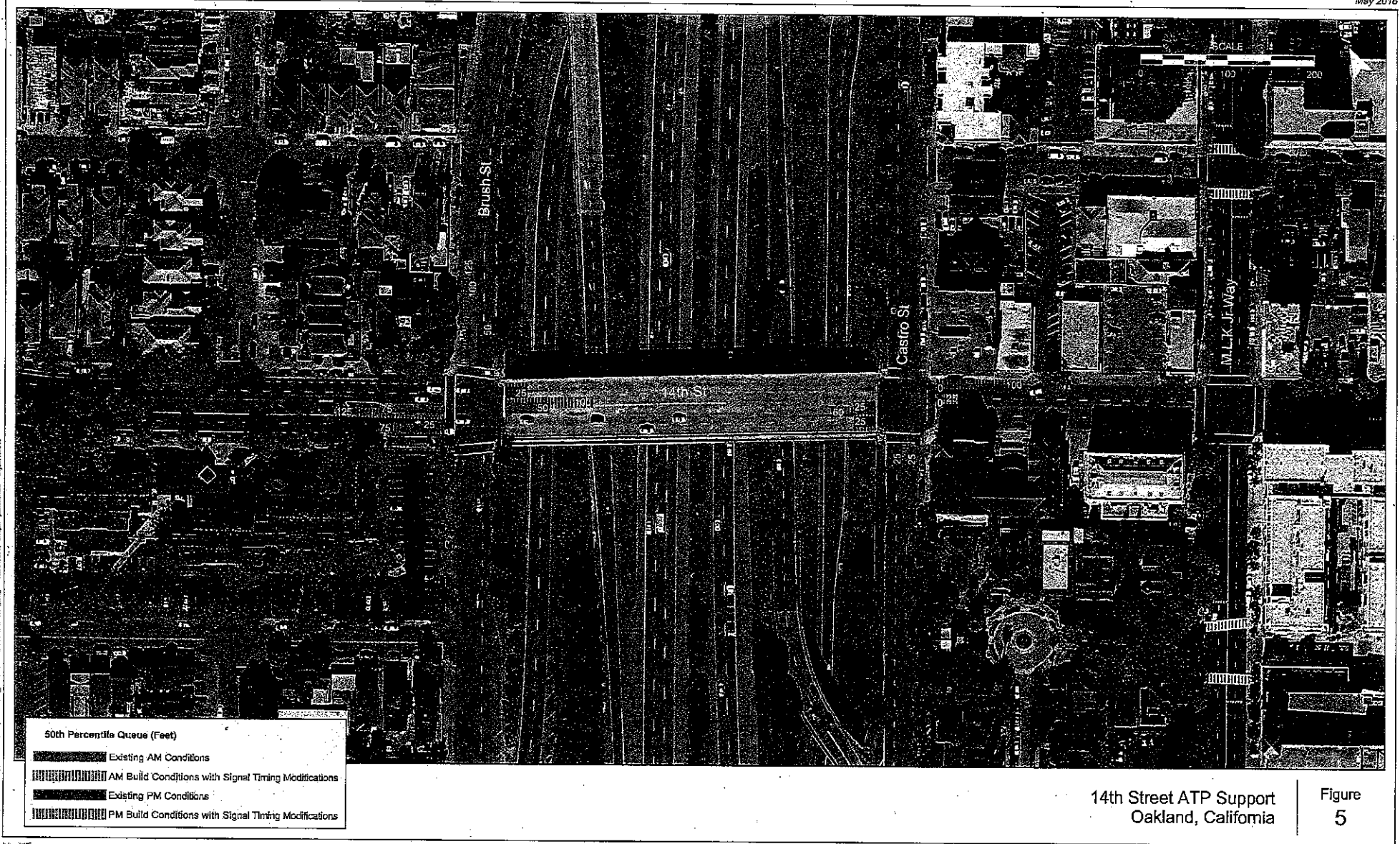
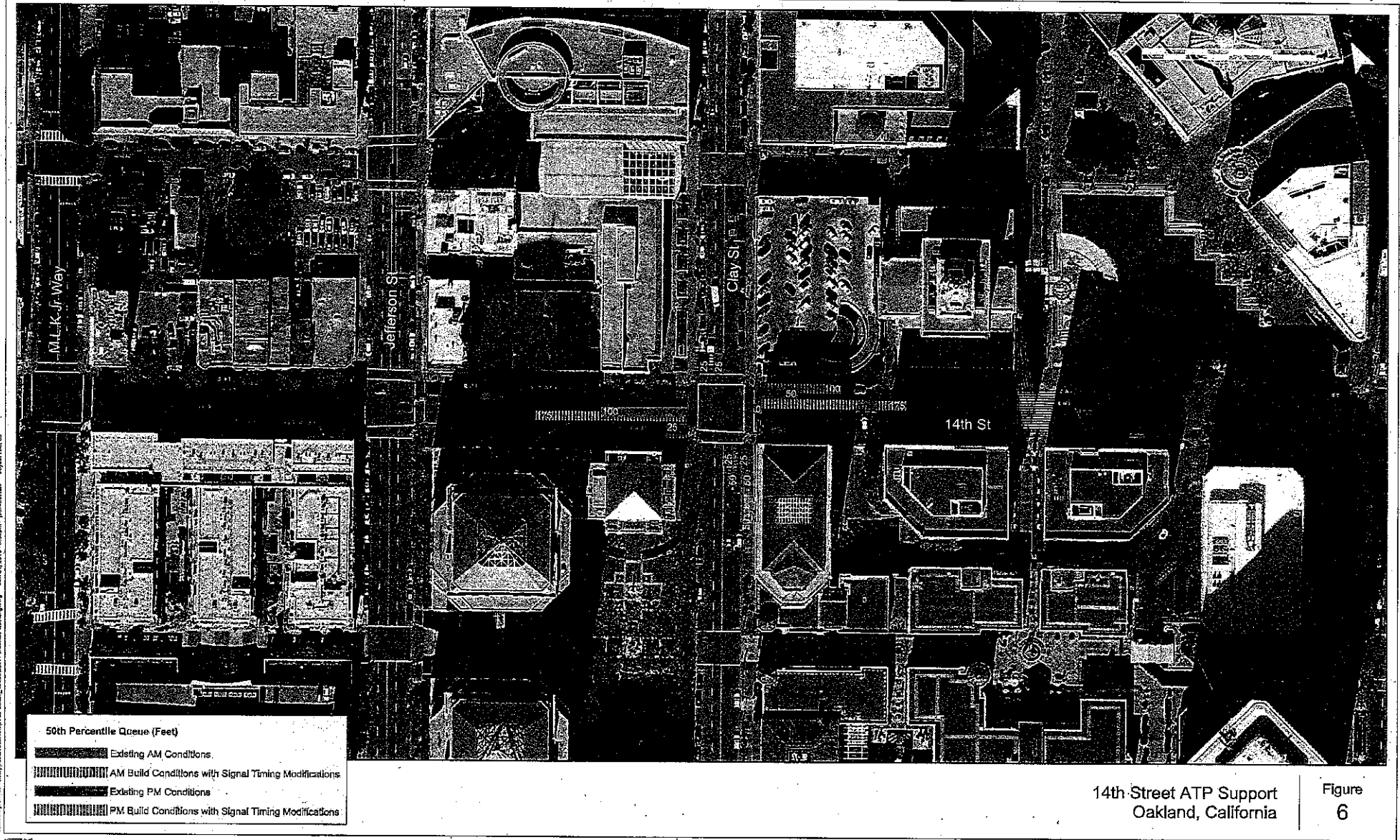


Figure
5



14th Street ATP Support
Oakland, California

Figure
6

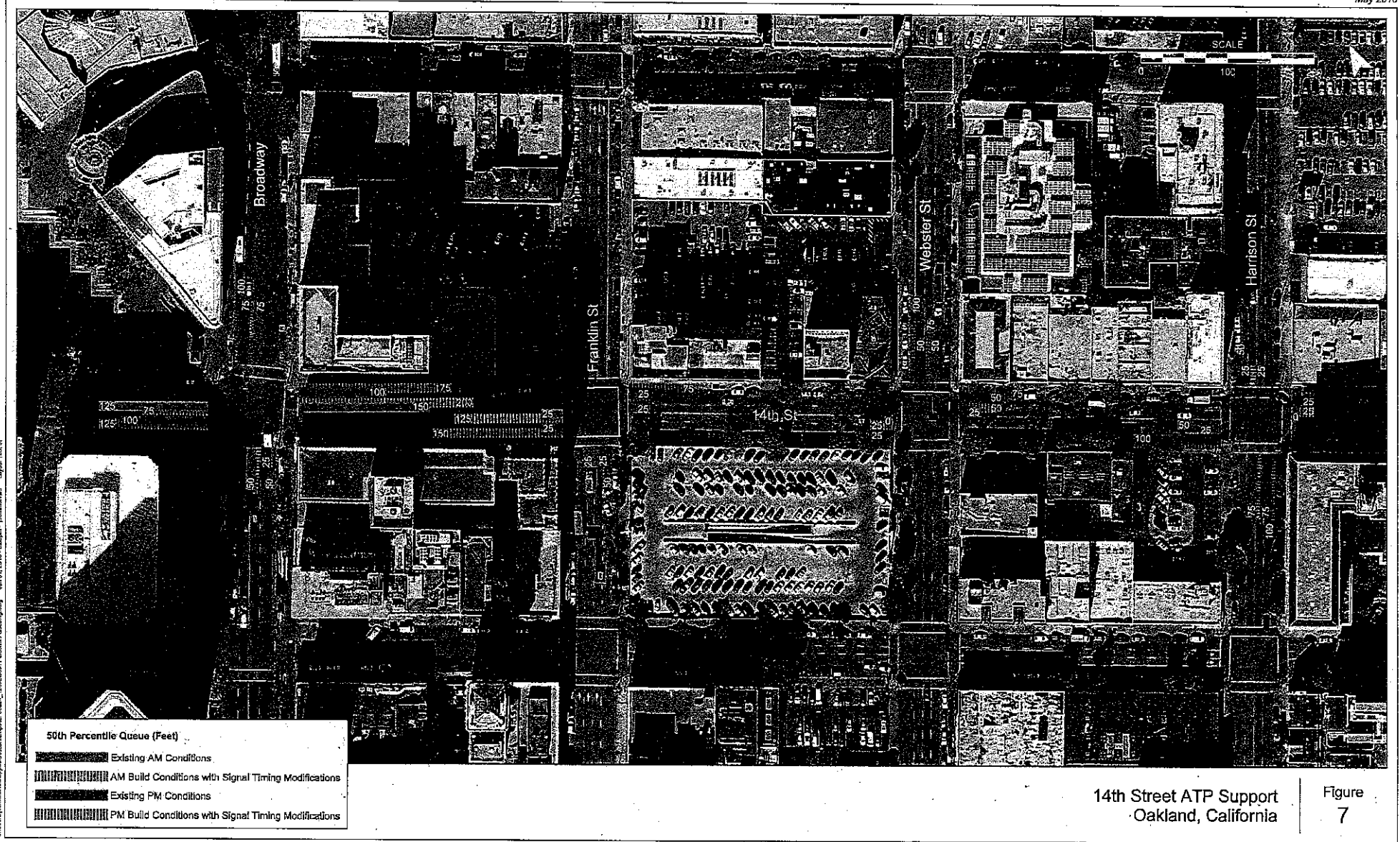


Figure
7



Figure
8

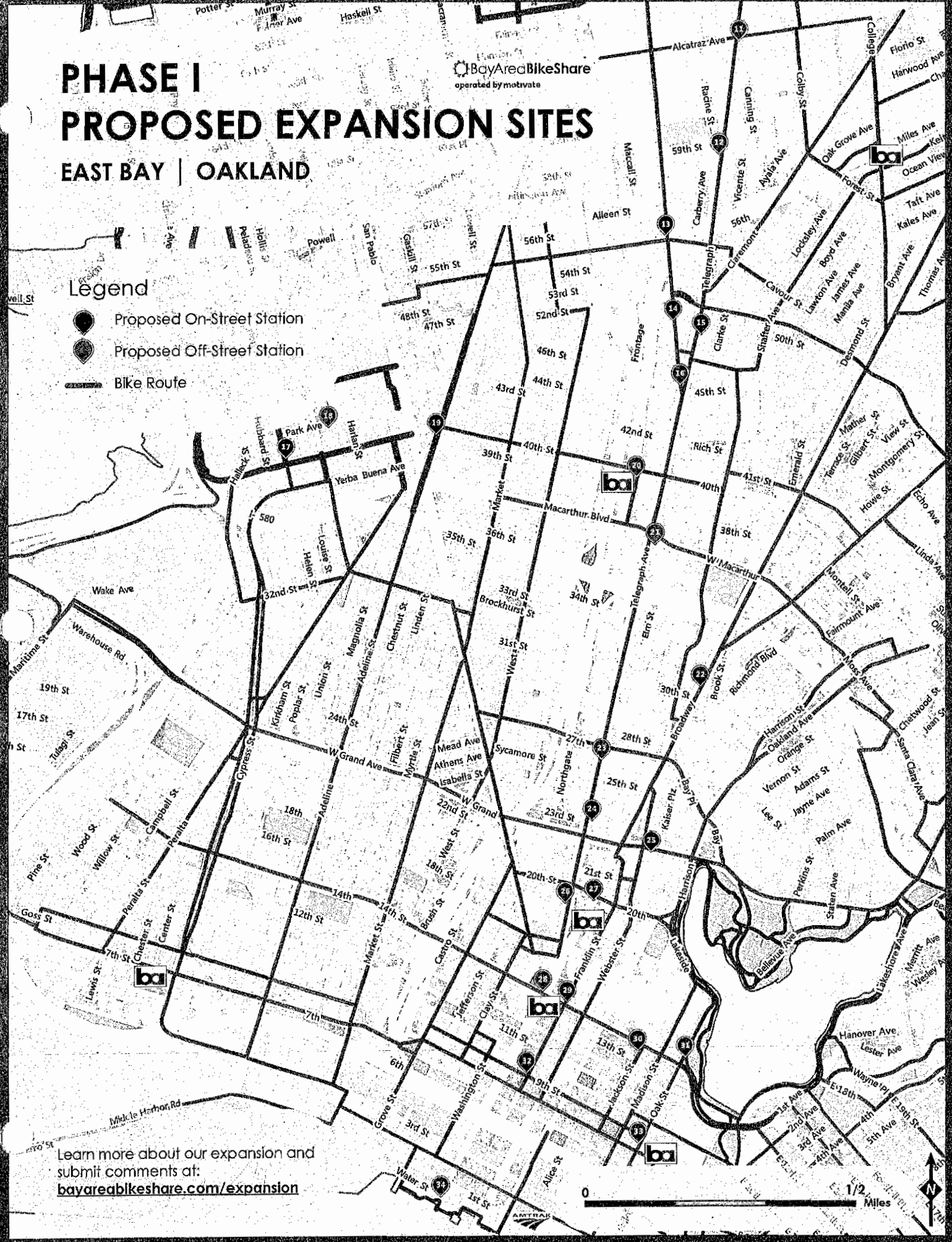
PHASE I PROPOSED EXPANSION SITES

EAST BAY | OAKLAND

BayAreaBikeShare
operated by motivate

Legend

-  Proposed On-Street Station
-  Proposed Off-Street Station
-  Bike Route



Learn more about our expansion and
submit comments at:
bayareabikeshare.com/expansion

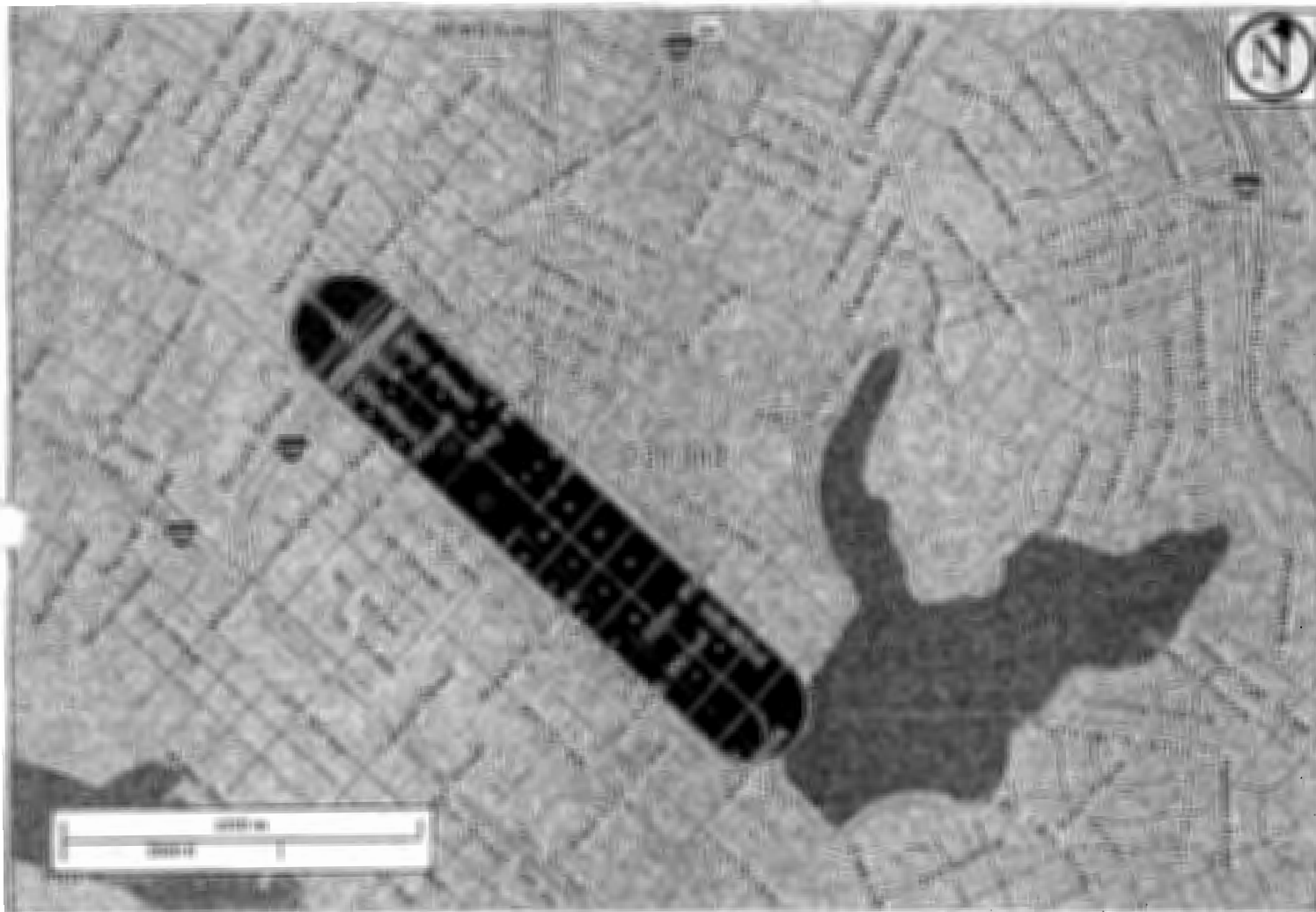
Work Area Profile Report

All Jobs for All Workers in 2014

Created by the U.S. Census Bureau's OnTheMap <http://onthemap.ces.census.gov> on 05/31/2016

Counts and Density of All Jobs in Work Selection Area in 2014

All Workers



Map Legend

Job Density [Jobs/Sq. Mile]

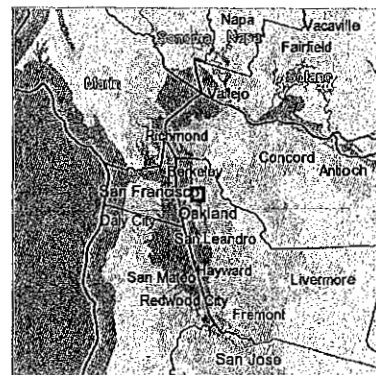
- 5 - 1,886
- 1,887 - 7,532
- 7,533 - 16,941
- 16,942 - 30,114
- 30,115 - 47,051

Job Count [Jobs/Census Block]

- 1 - 13
- 14 - 199
- 200 - 1,007
- 1,008 - 3,180
- 3,181 - 7,764

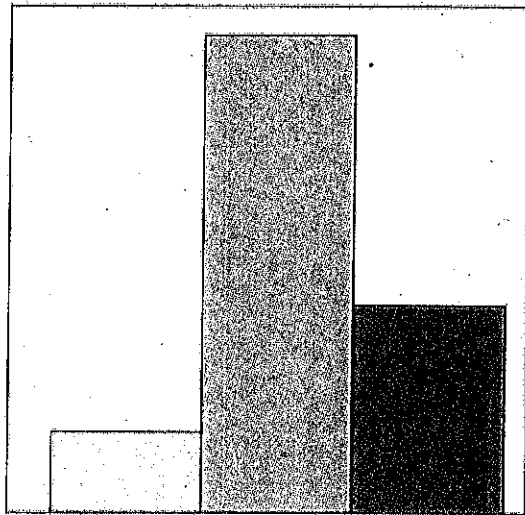
Selection Areas

- ✧ Analysis Selection

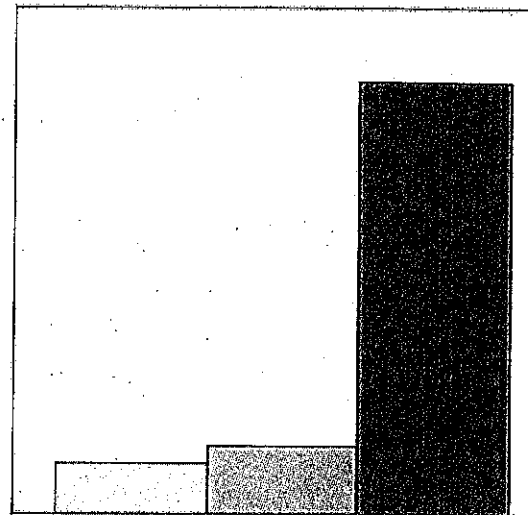


All Jobs for All Workers by Total in 2014

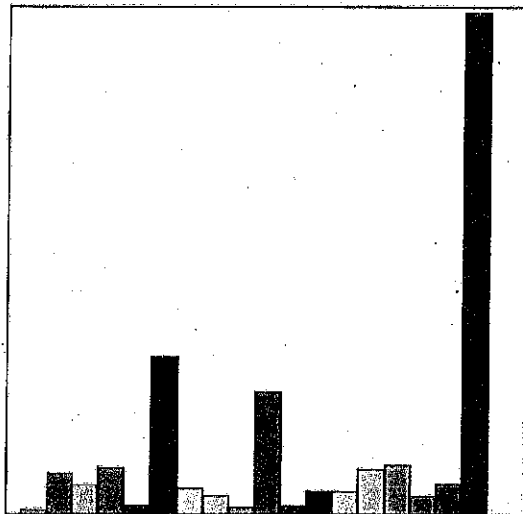
Employed in Selection Area



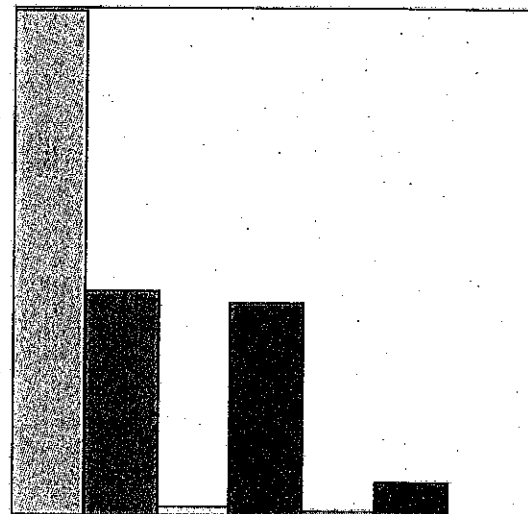
Age



Earnings



Industry Sector



Race

All Jobs for All Workers by Total in 2014

Employed in Selection Area

Total	2014	
	Count	Share
Total All Jobs	27,153	100.0

Total	2014	
	Count	Share
Total All Jobs	27,153	100.0

Additional Information

Analysis Settings

Analysis Type	Area Profile
Selection area as	Work
Year(s)	2014
Job Type	All Jobs
Labor Market Segment	All Workers
Selection Area	Selection Area Freehand Drawing buffered 0.09 miles
Selected Census Blocks	73
Analysis Generation Date	05/31/2016 15:55 - OnTheMap 6.5
Code Revision	27fb9bc4fbd09322b53aa80fc41c8d9604925f1a
LODES Data Version	20160219

Data Sources

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2014).

Notes

1. Race, Ethnicity, Educational Attainment, and Sex statistics are beta release results and are not available before 2009.
2. Educational Attainment is only produced for workers aged 30 and over.
3. Firm Age and Firm Size statistics are beta release results for All Private jobs and are not available before 2011.

Active Transportation Program
Benefits Form

Project Information

Project Title:	14th St. Safe Route in the City	Date: 7/01/19
Project Identifier (EA, PPNO, etc):	PPNO: 2307 ATPL-5012(154) Proj ID: ATP03A-04-016S	

Contact Information

Nominating Agency:	City of Oakland	Agency Completing Form: City of Oakland
Contact Person: Chris Diano	Phone: 510-238-7266	Contact Person: Chris Diano Phone: 510-238-7266
Email Address: Cdiano@Oaklandca.gov	Email Address: Cdiano@Oaklandca.gov	

ATP Indicator	Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Counts	Bicycle Counts (Pedestrian)*	Each	8,093	11,871	6/1/2023
	Pedestrian Counts (Bicycle)*	Each	719	1,746	6/1/2023

In the space below, qualitatively explain the assumptions and methodologies used for the proposed outcomes.

Turning movement counts are collected for bicyclists and motor vehicles, and pedestrian counts collected by crossing leg. The counts include pedestrians crossing within fifty feet of the intersection. Bicyclists are counted by the number of people, not the number of bicycles. Counts are completed on a Tuesday, Wednesday, or Thursday. Saturday counts are collected for locations of primarily recreational use. Weekday counts are collected from 4:00-6:00pm. Saturday counts are collected from 10:00am-12:00pm. Oakland has collected traffic counts for decades. Over the last several years, volunteers have created an online interactive map showing intersection locations with available counts (bicyclist, pedestrian and/or vehicle) and a summary of the count data: www.oaklandbikemaps.info/counts. The most recent counts, conducted in early 2015, were two-hour peak period counts taken at 14th and Clay Street. These peak-period counts were then extrapolated to daily volumes, based on the National Bicycle and Pedestrian Database (NBPD) daily extrapolation factors.

* Correction made by Gary Gutierrez 8/13/19. see pg 16 of 27 of ATP cycle 3 application (question #2)

***ENVIRONMENTAL DECLARATION**

(CALIFORNIA FISH AND GAME CODE SECTION 711.4)

LEAD AGENCY NAME AND ADDRESS

City of Oakland
Department of Transportation
250 Frank H. Ogawa Plaza, Suite 4314
Oakland, CA 94612

FOR COUNTY CLERK USE ONLY

**ENDORSED
FILED
ALAMEDA COUNTY**

MAR 08 2019

FILE NO: 19-130 By MELISSA WILK, County Clerk
Deputy

CLASSIFICATION OF ENVIRONMENTAL DOCUMENT:

(PLEASE MARK ONLY ONE CLASSIFICATION)

1. NOTICE OF EXEMPTION / STATEMENT OF EXEMPTION

☒ A - STATUTORILY OR CATEGORICALLY EXEMPT

\$ 50.00 - COUNTY CLERK HANDLING FEE

2. NOTICE OF DETERMINATION (NOD)

☐ A - NEGATIVE DECLARATION (OR MITIGATED NEG. DEC.)

\$ 2,354.75 - STATE FILING FEE

\$ 50.00 - COUNTY CLERK HANDLING FEE

☐ B - ENVIRONMENTAL IMPACT REPORT (EIR)

\$ 3,271.00 - STATE FILING FEE

\$ 50.00 - COUNTY CLERK HANDLING FEE

3. OTHER:

A COPY OF THIS FORM MUST BE COMPLETED AND SUBMITTED WITH EACH COPY OF AN ENVIRONMENTAL DECLARATION BEING FILED WITH THE ALAMEDA COUNTY CLERK.

BY MAIL FILINGS:

PLEASE INCLUDE FIVE (5) COPIES OF ALL NECESSARY DOCUMENTS AND TWO (2) SELF-ADDRESSED ENVELOPES.

IN PERSON FILINGS:

PLEASE INCLUDE FIVE (5) COPIES OF ALL NECESSARY DOCUMENTS AND ONE (1) SELF-ADDRESSED ENVELOPES.

ALL APPLICABLE FEES MUST BE PAID AT THE TIME OF FILING.

FEES ARE EFFECTIVE JANUARY 1, 2019

MAKE CHECKS PAYABLE TO: ALAMEDA COUNTY CLERK

NOTICE OF EXEMPTION

TO: Alameda County Clerk
1106 Madison Street
Oakland, CA 94612

FROM: City of Oakland
Planning and Building Department
250 Frank H. Ogawa Plaza, Suite 3315
Oakland, CA 94612
Contact: Joan Kwong-238-7997

**ENDORSED
FILED
ALAMEDA COUNTY**

MAR 08 2019

MELISSA WILK, County Clerk
By Deputy

Project Title: 14th Street Safe Route in the City (1003959)

Project Applicant: City of Oakland (Chris Diano, PM)

Project Location: 14th Street (between Market St. and Fallon St.)

Project Description: Reduce travel lanes from four (4) to two (2); add Class 4 protected bike lanes separated from vehicle traffic by curbs and parked cars; pave bike lane; implement transit boarding island; improve pedestrian facilities including pedestrian refuges, marked crossings, retimed traffic signals; install traffic signal poles & pedestrian lights; pavement resurfacing; and implement storm drain rain gardens.

Exempt Status: (check All that apply)

Statutory Exemptions

{Article 18:Section 21080;15260}

- ☐ Ministerial {Sec.15268}
- ☐ Feasibility/Planning Study {Sec.15262}
- ☐ Emergency Project {Sec.15269}
- ☐ General Rule {Sec.15061(b)(3)}
- ☐ Other: {Sec. 15183 _____}

Categorical Exemptions

{Article 19:Section 21084;15300}

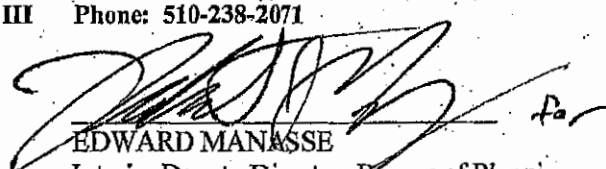
- ☒ Existing Facilities {Sec.15301}
- ☒ Replacement or Reconstruction {Sec.15302}
- ☒ Small Structures {Sec.15303}
- ☐ Minor Alterations {Sec.15304}
- ☐ Minor Subdivisions {Sec.15315}
- ☐ Infill Projects {Sec.15332}
- ☐ Other {Sec. _____}

Reasons why project is exempt: Reducing traffic lanes; install Class 4 bike lanes, curbs and transit islands; pave bike lane; improve pedestrian facilities including pavement markings; retime traffic signals; install traffic signal poles and pedestrian lights; pavement resurfacing; and install storm drain rain gardens will not have significant effect on the environment.

Lead Agency: City of Oakland, Department of Planning and Building, 250 Frank H. Ogawa Plaza, Suite 3315, Oakland, CA 94612.

Lead Agency Contact: Aubrey Rose AICP, Planner III Phone: 510-238-2071

Date: 3/7/19


EDWARD MANASSE
Interim Deputy Director, Bureau of Planning
Planning and Building Department
Environmental Review Officer

Pursuant to Section 711.4(d)(1) of the California Fish and Game Code, statutory and categorical exemptions are also exempt from Department of Fish & Game fees.