

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

Bancroft Avenue Greenway Project

Resolution ATP-P-2425-05B
(to 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) effective on March 20, 2025 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, City of Oakland, and the Implementing Agency, City of Oakland, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.1 Whereas at its 5/17/2023 meeting the Commission approved the Active Transportation Program and included in this program of projects the Bancroft Avenue Greenway Project, 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**, the Project Report attached hereto as **Exhibit B**, the Performance Metrics Form, if applicable, attached hereto as **Exhibit C**, as the baseline for project monitoring by the Commission.
- 3.2 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-23-37, "Adoption of Program of Projects for the Active Transportation Program", dated 5/17/2023
- ☐ Resolution , "Adoption of Program of Projects for the Local Partnership Program", dated
- ☐ Resolution , "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated
- ☐ Resolution , "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated
- ☐ Resolution , "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated

- 4.3 All signatories agree to adhere to the Commission's 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 City of Oakland agrees to secure funds for any additional costs of the project.
- 4.6 City of Oakland agrees to report to Caltrans on a quarterly basis; on the progress made toward the implementation of the project including scope, cost, schedule, and anticipated benefits/performance metric outcomes.
- 4.7 Caltrans agrees to prepare program progress reports 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 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 City of Oakland agrees to submit a timely Project Performance Analysis as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.10 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 and performance metric outcomes during the course of the project, and retain those records for six years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.11 The 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 six 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 Performance Metrics

See Performance Metrics Form, if applicable, attached as Exhibit C.

5.4 Additional Provisions and Conditions *(Please attach an additional page if additional space is needed.)*



Attachments:

Exhibit A: Project Programming Request Form

Exhibit B: Project Report

Exhibit C: Performance Metrics Form *(if applicable)*

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Project Name **Bancroft Avenue Greenway Project**
Resolution **ATP-P-2425-05B**

(to be completed by CTC)



Director, DOT
City of Oakland
Project Applicant
12/10/24
Date



Director, DOT
City of Oakland
Implementing Agency
12/10/24
Date



Dina El-Tawansy
District Director
California Department of Transportation
01/27/2025
Date



Tony Tavares
Director
California Department of Transportation
03/13/2025
Date



Tanisha Taylor
Executive Director
California Transportation Commission
05/21/2025
Date

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST
 LAPG -25I (Revised 28 Feb 2022 v1.01)

General Instructions

Amendment (Existing Project) Y/N					Date:	1/15/25
District	EA	Project ID	PPNO	MPO ID		
04		ATP6-04-007M	2367	MTC		
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
ALA				City of Oakland		
				MPO	Element	
				MTC	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Chris Diano		510-238-7266		cdiano@oaklandca.gov		
Project Title						
Bancroft Avenue Greenway Project						
Location (Project Limits), Description (Scope of Work)						
Project Limits: On Bancroft Avenue between 73rd Avenue to 103rd Avenue. The project will construct a two-mile, low-stress, multi-use path in the center of the Bancroft Avenue median. The city will place landscaping, benches, trees and lighting and places for residents on and around the corridor to gather, meet and play. All of the crossings along the median will be improved with traffic signal modifications, high visibility crosswalks, rapid flashing beacons, curb ramps, bike crossing and transit stop improvements. Where possible, crossing of cars through the median will be closed to improve safety.						
Component		Implementing Agency				
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						
Provides a two-way, low-stress, separated multi-use path that enhances alternate, affordable and safer mobility to East Oaklanders of all ages to essential places such as schools, parks, food markets and critical services. This project will promote health, improve air quality, and reduce greenhouse gases.						
Purpose and Need						
The project was requested by the community and is needed for safe access to essential places. The facilities are unsafe and unattractive for pedestrians and bicyclists.						
Category		Outputs			Unit	Total
Active Transportation		Pedestrian/Bicycle facilities miles constructed			Miles	2
ADA Improvements		New curb ramp installed			EA	112
ADA Improvements		New crosswalk			EA	16
Active Transportation		# Signs, lights, greenway, safety/beautification			Miles	2
NHS Improvements	No	Roadway Class		Reversible Lane analysis	No	
Inc. Sustainable Communities Strategy Goals		Yes	Reduces Greenhouse Gas Emissions		Yes	
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase					10/16/23	10/16/23
Circulate Draft Environmental Document			Document Type	CE		
Draft Project Report						
End Environmental Phase (PA&ED Milestone)					10/10/24	10/10/24
Begin Design (PS&E) Phase					03/11/25	03/11/25
End Design Phase (Ready to List for Advertisement Milestone)					04/30/27	04/30/27
Begin Right of Way Phase					03/11/25	03/11/25
End Right of Way Phase (Right of Way Certification Milestone)					04/30/27	04/30/27
Begin Construction Phase (Contract Award Milestone)					06/29/27	06/29/27
End Construction Phase (Construction Contract Acceptance Milestone)					08/17/29	08/17/29
Begin Closeout Phase						
End Closeout Phase (Closeout Report)						



For training, resources, and technical assistance that can help with an ATP application, please visit the Active Transportation Resource Center (ATRC) at: <http://caatpresources.org/>

ACTIVE TRANSPORTATION PROGRAM

IMPLEMENTING AGENCY:

Oakland, City of

PROJECT TYPE:

Infrastructure - Large



PROJECT APPLICATION NO.: 4-Oakland, City of-1

PROJECT NAME:

Bancroft Avenue Greenway

PROJECT DESCRIPTION:

The project will install a 2 mile multiuse path, trees, lighting, benches, wayfinding signage, and places to meet along the existing Bancroft Ave median, benefitting a DAC.

PROJECT LOCATION:

Project is in East Oakland on Bancroft Avenue from 73rd Avenue to 103rd Avenue. The multi-use pathway will be constructed on the center median.

ATP FUNDED COMPONENTS

Infrastructure				Non-Infrastructure	Plan
PA&ED	PS&E	R/W	CON		
\$ -	\$ 5,446	\$ -	\$ 23,865	\$ -	\$ -
FY -	FY 24/25	FY -	FY 26/27	FY -	FY -

PROJECT FUNDING INFORMATION (1,000s)

Total Project \$	Total ATP \$	Total Non-ATP \$	Past ATP \$	Leveraging \$	Non-Participating \$	Future Local \$
34,675	29,311	5,364	-	5,205	159	-



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Active Transportation Resource Center (ATRC) at: <http://caatpresources.org/>

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Part A1: 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.

LOCODE:		IMPLEMENTING AGENCY'S NAME:	
5012		Oakland, City of	
IMPLEMENTING AGENCY'S ADDRESS		CITY	ZIP CODE
250 Frank Ogawa Plaza, 4th Floor		Oakland	CA 94612
IMPLEMENTING AGENCY'S CONTACT PERSON:		CONTACT PERSON'S TITLE:	
Craig Raphael		Funding Program Manager	
CONTACT PERSON'S PHONE NUMBER:		CONTACT PERSON'S EMAIL ADDRESS :	
510-238-7229		craphael@oaklandca.gov	

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.

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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 responsibilities 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, 3) ensure a copy of the Memorandum of Understanding or Interagency Agreement between the parties is submitted with the first request for allocation, and 4) if the implementing agency (delivering the project) is an agency other than the applicant or partnering agency, attach a letter of commitment to deliver specified phases of the project signed by all parties. 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



Part A2: General Project Information

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

Words Remaining: 7

Bancroft Avenue Greenway

PROJECT / APPLICATION NUMBER: 1

SUMMARY OF PROJECT SCOPE: (Max of 300 Words)

Words Remaining: 60

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

The Bancroft Avenue Greenway project will provide a two-mile, low-stress, separated multi-use path that enhances alternate, affordable and safer mobility to East Oaklanders of most ages to essential places such as schools, parks, food markets and critical services at the Eastmont Town Center. Most importantly, this proposed Class I Path will become a destination in of itself, a car-free corridor conceived by and to belong to existing disadvantaged communities (DAC), addressing deficiencies in the active transportation network, serving as the much-needed neighborhood connector to transit hubs, and meeting an important community need for aesthetically-pleasing, natured-filling open spaces for community building, affordable recreation and physical activity.

According to survey data collected for the 2019 Bike Plan, 79% of East Oaklanders find aggressive driving to be the main barrier to biking, a finding confirmed in corridor-specific engagement efforts. The project will utilize the existing Bancroft Avenue median and install new street trees, lighting, benches, and places to meet—key elements requested repeatedly by the surrounding DAC. This application would fund design and construction to realize all the access, place-keeping and safety goals articulated for this corridor in the East Oakland Neighborhood Initiative and East Oakland Mobility Action Plan. By creating an attractive, safe path to several nearby schools, this project will very likely increase walking and rolling to school by students and teachers, thus improving the physical and mental health of students, reducing transportation costs for families, and enhancing air quality for all.

OUTCOME/OUTPUT: (Max of 35 Words)

This outcome/output will appear on your vote boxes when you allocate for funds with the CTC. (Example: Construct 12 curb extensions, 26 crosswalks, 33 curb ramps, 255 feet of widened sidewalk, and 2 speed humps to provide added safety for pedestrians and/or bicyclists.)

Words Remaining: 2

Construct two miles of separated multi-use path, 112 ADA ramps, 60 wayfinding signs, 30 regulatory signs, 22 benches, 24 trash receptacles, pedestrian scale lighting throughout the corridor, 179 new trees, landscaping, and irrigation.

FTIP PROJECT DESCRIPTION: (Max of 180 Characters)

Characters Remaining: 8

The project will install a 2 mile multiuse path, trees, lighting, benches, wayfinding signage, and places to meet along the existing Bancroft Ave median, benefitting a DAC.

PROJECT LOCATION: (Max of 180 Characters)

Words Remaining: 36

Project is in East Oakland on Bancroft Avenue from 73rd Avenue to 103rd Avenue. The multi-use pathway will be constructed on the center median.

Is this project located within 500 feet of a freeway or roadway with a traffic volume over 125,000 annual average daily traffic (AADT)? Refer to the CA State Geoportal for traffic volumes found [here](#). ☐ Yes ☒ No

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

Bancroft_ATP_Project_Location.pdf

CITIES:

List all cities that this project will affect. All cities must be located within the State of California.

City Code: OAK

City Name: Oakland

PROJECT COORDINATES:

For stand-alone Infrastructure, NI or Plan project, only add one set of coordinates for those project types in the corresponding fields.

For Infrastructure + Non-Infrastructure (NI) project types, please add coordinates for both Infrastructure and NI.

Infrastructure Project Coordinates: (latitude/longitude in decimal format)

Lat. 37.75438 N / long. -122.16631 W

NI or Plan Project Coordinates: (latitude/longitude in decimal format)

Lat. N / long. W

Congressional District(s):

13



State Senate District(s): State Assembly District(s):

Caltrans District:

County:

MPO:

RTPA:

Urbanized Zone Area (UZA)
Population:

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 If yes, how many previous awards? 2

Project Number	Past Project Funding	Funded Amount \$	Project Type	Type of overlap/connection with past projects (select only one which matches the best)
H8-04-013	Highway Safety Improvement Program (HSIP) ^{SIP}	\$3,595,300	Infrastructure (I)	Overlapping limits and scope of work
	State – Safe Routes to School (SR2S)	\$136,000	Infrastructure (I)	Adjacent project limits with minor overlapping scope or limits of work ^{mit}



Part A3: Project Type

PROJECT TYPE: (Use the drop down menu to select.)

Infrastructure - Large

Will construction funds be requested for this project?

* Large Projects are not required to request construction funds

☒ Yes ☐ No

Explain when and what funds are proposed to fund the construction phase.

Funds are expected to fund the construction phase when will begin 6/29/2027 and will end 8/17/2029. A combination of ATP and local funds are proposed to fund the construction phase.

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 ☐ None

☒ Other plans that include Bicycle and/or Pedestrian Improvements East Oakland Mobility Action Plan

Is your project in a current Plan?

☒ Yes ☐ No

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

☒ **Bicycle Transportation** % of Project 50 %

☒ **Pedestrian Transportation** % of Project 50 %

☒ **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. For Safe Routes to School non-infrastructure, the program must benefit school students/parents and primarily be based at the school.

☒ **Safe Routes for Seniors**

Safe Routes for Seniors projects increase walking, biking, and safety among older adults and create routes that connect to activities that improve quality of life.

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

Do you feel a portion of your project is eligible for federal Recreational Trail funding?

☐ Yes ☒ No

Fill out the school information only if you selected the Safe Routes to school project sub-type option above.

How many schools does the project impact/serve: 3

For each school benefited by the project: 1) Fill in the school and student information; and 2) Include the required attachment information.



School Name: Frick United Academy of Language
School Address: 2845 64th Avenue, Oakland, CA 94605
District Name: Oakland Unified School District
District Address: 1000 Broadway, Ste. 300, Oakland, CA 94607
Co.-Dist.-School Code: 01-61259-6057020
School Type: 6 to 8
Project improvements maximum distance from school 0.54 mile

Total student enrollment: 246
Approximate # of students living along route proposed for improvement: 62
Percentage of students eligible for free or reduced meal programs** 94 %

**Refer to the California Department of Education website: <https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx>

NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

Attach the following: A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.

Frick Enrollment Map and LOS.pdf

School Name: Elmhurst United Middle School
School Address: 1800 98th Avenue, Oakland CA 94603
District Name: Oakland Unified School District
District Address: 1000 Broadway, Ste. 300, Oakland, CA 94607
Co.-Dist.-School Code: 01-61259-0112789
School Type: 6 to 8
Project improvements maximum distance from school 0.27 mile

Total student enrollment: 716
Approximate # of students living along route proposed for improvement: 179
Percentage of students eligible for free or reduced meal programs** 93 %

**Refer to the California Department of Education website: <https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx>

NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

Attach the following: A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.

Elmhurst Enrollment Map and LOS.pdf

**ATP APPLICATION FORM**

LAPG 25-U (REV 05/2022)

School Name: Greenleaf Elementary School
School Address: 6328 E 17th Street, Oakland CA 94621
District Name: Oakland Unified School District
District Address: 1000 Broadway, Ste. 300, Oakland, CA 94607
Co.-Dist.-School Code: 01-61259-0115618
School Type: to
Project improvements maximum distance from school 0.96 mile

Total student enrollment: 636
Approximate # of students living along route proposed for improvement: 30
Percentage of students eligible for free or reduced meal programs**: 88 %

**Refer to the California Department of Education website: <https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx>

NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

Attach the following: A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.

Greenleaf Enrollment Area and LOS.pdf



Part A4: Project Details

Indicate the project details included in the project/program/plan.

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? 0 %

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

New Bike Lanes/Routes:	Class 1: <u>10,560</u> Linear Feet	Class 2: <u>0</u> Linear Feet
	Class 3: <u>0</u> Linear Feet	Class 4: <u>0</u> Linear Feet
Signalized Intersections:	New Bike Boxes: <u>0</u> Number	Timing Improvements: <u>0</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: Wayfinding Signage #: <u>60</u>	#2: #: <u>0</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>0</u> Linear Feet	
ADA Ramp Improvements:	New Ramp (none exist): <u>89</u> Number	Reconstruct Ramp to Standard: <u>0</u> Number
Signalized Intersections:	New Crosswalk: <u>16</u> Number	Enhance Existing Crosswalk: <u>0</u> Number
	Ped-Heads: <u>0</u> Number	Shorten Crossing: <u>0</u> Number
	Timing Improvements: <u>5</u> Number	
Un-Signalized Intersections:	New Traffic Signal: <u>0</u> Number	Crossing-Surface Improvements: <u>0</u> Number
	New RRFB/Signal: <u>0</u> Number	
	Shorten Crossing: <u>0</u> Number	Crossing-Surface Improvements: <u>0</u> Number
Mid-Block Crossing:	New RRFB/Signal: <u>0</u> Number	Roadway Segments: <u>0</u> Linear Feet
Lighting:	Intersection: <u>0</u> Number	Trash Cans: <u>24</u> Number
Pedestrian Amenities:	Benches: <u>22</u> Number	Shade Tree Type: <u>Box Tree</u>
	Shade Trees: <u>179</u> Number	
Other Ped Improvements:	#1: Pedestrian Scale Lighting #: <u>90</u>	#2: #: <u>0</u>

☒ Multi-use Trail Improvements

Class 1 Trails:	New (8' or less wide): <u>0</u> Linear Feet	New (over 8' wide): <u>10,560</u> Linear Feet
	Widen/Reconstruct Existing: <u>0</u> Linear Feet	Bicycle/Pedestrian Bridge: <u>0</u> Number
Non-Class 1 Trails:	New: <u>0</u> Linear Feet	Widen/Reconstruct Existing: <u>0</u> Linear Feet
Other Trail Improvements:	#1: #: <u>0</u>	#2: #: <u>0</u>

☐ Vehicular-Roadway Traffic-Calming Improvements

☐ Non-Infrastructure Components

☐ Plan Type (only intended for Plans)



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

- ☒ Project is 100% within the Implementing Agency's R/W and/or is within their control at the time of this application submittal.
(This includes temporary construction easements)
- ☐ Project will likely require R/W in fee ownership, permanent easements and/or temporary construction easements from private owners and/or will require utility relocations from utility companies outside that implementing agency's governmental control.
- ☐ Project will likely encroach into Caltrans R/W requiring easements, encroachment permits and/or other approvals.
- ☐ Project will likely require R/W, Easements, encroachment and/or approval involving Governmental (excluding Caltrans - as Caltrans impacts are documented above), Environmental, or Railroad owner's property.
- ☐ Program/Plan will likely have an open street/demonstration on state highway.



Part A5: 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, 2023 and June 30, 2027 to be consistent with the available ATP funds for Cycle 6.

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:

10/16/2023

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

12 months (See note #2, above)

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

10/10/2024

* 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.

PS&E Project Delivery Phase:

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

Proposed CTC "PS&E Allocation" Date:

1/10/2025

Notice to Proceed with Federally Reimbursable ATP Work:

3/11/2025

Expected or Past Start Date for PS&E activities:

3/11/2025

Time to complete the final Plans, Specification & Estimate:

26 months

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

4/30/2027

* 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.

Right of Way Project Delivery Phase:

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

Expected or Past Start Date for R/W activities:

3/11/2025

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

26 months

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

4/30/2027

* 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.

Construction Project Delivery Phase:

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

Proposed CTC "CON Allocation" Date:

4/30/2027

Notice to Proceed with Federally Reimbursable ATP Work:

6/29/2027

Expected Start Date for Construction activities:

6/29/2027

Time to complete the Construction activities:

26 months

Expected or Past Completion Date for the CON Phase:

8/17/2029



Part A6: 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	Future Local Identified Funding
PA&ED	608	-		608	3	-	605	-
PS&E	5,471	5,446	24/25	25	25	-	-	-
R/W	633	-		633	3	-	630	-
CON	27,963	23,865	26/27	4,098	128	-	3,970	-
NI-CON/ PLAN	-	-		-	-	-	-	-
TOTAL	34,675	29,311		5,364	159	-	5,205	-

* 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)

ATP FUNDING TYPE REQUESTED:

Per the CTC Guidelines, all ATP projects over \$1M must be eligible to receive federal funding. 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. A request for State-Only funds does not guarantee it will be received.

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.



Amendment (Existing Project) Y ☐ N ☒						Date: 5/19/2022	
District	EA	Project ID		PPNO	MPO ID	Alt Project ID/prg.	
4						ATP	
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
ALA				Oakland, City of			
				MPO	Element		
				MTC	Capitol		
Project Manager/Contact		Phone		E-mail Address			
Craig Raphael		(510) 238-7229		craphael@oaklandca.gov			
Project Title							
Bancroft Avenue Greenway							
Location (Project Limits), Description (Scope of Work)							
Project is in East Oakland on Bancroft Avenue from 73rd Avenue to 103rd Avenue. The multi-use pathway will be constructed on the center median.							
Component		Implementing Agency					
PA&ED		Oakland, City of					
PS&E		Oakland, City of					
Right of Way		Oakland, City of					
Construction		Oakland, City of					
Legislative Districts							
Assembly:	18	Senate:	9	Congressional:	13		
Project Benefits (If more space is needed, use the Additional Information field on the next page.)							
Provides a two-mile, low-stress, separated multi-use path that enhances alternate, affordable and safer mobility to East Oaklanders of all ages to essential places such as schools, parks, food markets and critical services. This project will promote health, improve air quality, and reduce greenhouse gases.							
Purpose and Need							
The project was requested by the community and is needed to for safe access to essential places. The current facilities are unsafe and unattractive for pedestrians and bicyclists.							
Category		Outputs/Outcomes		Unit	Total		
Active Transportation		Pedestrian/Bicycle facilities miles constructed		Miles	2		
ADA Improvements		New curb ramp installed		Each	112		
ADA Improvements		New crosswalk		Each	16		
Active Transportation		# Signs, lights, greenway, safety/beautification		Miles	2		
NHS Improvements:No		Roadway Class:		Reversible Lane Analysis: No			
Inc. Sustainable Communities Strategy Goals:Yes				Reduces Greenhouse Gas Emissions: Yes			
Project Milestone				Existing	Proposed		
Project Study Report Approved							
Begin Environmental (PA&ED) Phase					10/16/2023		
Circulate Draft Environmental Document (Document Type)		CE					
Draft Project Report							
End Environmental Phase (PA&ED Milestone)					10/10/2024		
Begin Design (PS&E) Phase					3/11/2025		
End Design Phase (Ready to List for Advertisement Milestone)					4/30/2027		
Begin Right of Way Phase					3/11/2025		
End Right of Way Phase (Right of Way Certification Milestone)					4/30/2027		
Begin Construction Phase					6/29/2027		
End Construction Phase					8/17/2029		
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							



Additional Information

Date: 5/19/2022

Project Programming Request (PPR)

Date:	5/19/2022
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Project Information:

Project Title:		Bancroft Avenue Greenway			
District	County	Route	EA	Project ID	PPNO
4	Alameda	N/A			

Summary of Non-ATP Funding

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

Fund No. 2:	Measure KK Infrastructure Bond								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	22/23	23/24	24/25	25/26	26/27	27/28+	Total	Funding Agency
E&P (PA&ED)	0	608	0	0	0	0	0	608	Oakland, City of
PS&E	0	0	25	0	0	0	0	25	Notes:
R/W	0	0	633	0	0	0	0	633	
CON	0	0	0	0	4,098	0	0	4,098	
TOTAL	0	608	658	0	4,098	0	0	5,364	

Fund No. 3:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	22/23	23/24	24/25	25/26	26/27	27/28+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
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	

[illegible]

Fund No. 5:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	22/23	23/24	24/25	25/26	26/27	27/28+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
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	

Fund No. 6:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	22/23	23/24	24/25	25/26	26/27	27/28+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
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	

[illegible]



Part A7: 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

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.

Plan Bay Area 2050 highlights.pdf

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

3. Is the Implementing Agency Caltrans?

☐ Yes ☒ No



Part B: Narrative Questions

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.

DAC Access map.pdf

B. Identification of Disadvantaged Community: (0 points)

Select one of the following 5 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.
- Healthy Places Index
- Other

Select Option: Free or Reduced Priced School Meals

At least 75% of public school students in the project area are eligible to receive free or reduced-price meals under the National School Lunch Program. Data is available at: <https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx> (auto filled from Part A). Applicants using this measure must demonstrate how the project benefits the school students in the project area. Project must be located within two miles of the school(s) represented by this criteria.

NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

School Name	School Enrollment	% of Students Eligible for FRPM
Frick United Academy of Language	246	94 %
Elmhurst United Middle School	716	93 %
Greenleaf Elementary School	636	88 %

Highest percentage of students eligible from above (autofill): 94% (to be used for qualifying as benefiting a DAC only)

Percentage of students eligible for the Free or Reduced Price Meals Programs: 91%
(to be used for severity calculation only)

C. Direct Benefit: (0 - 4 points)

1. Explain how the project closes a gap, provides connections to, or addresses a deficiency in an active transportation network or meets an important community need. (Max of 500 Words)

Words Remaining: **17**

The project was requested by a predominantly low-income Black and Brown community and will address safety and comfort deficiencies to expand an all-ages and abilities network and improve access to transit and essential places. Through the 2018 East Oakland Planning for Paving (P4P), the 2019 Let's Bike Oakland (LBO) Plan, and the 2022 East Oakland Mobility Action Plan (EOMAP), Oakland developed a resident and community-based (CBO) organization-led design process to ensure that the conceptual designs and final recommendations for the active transportation network along Bancroft Avenue met and prioritized the mobility needs of East Oaklanders. As stated in EOMAP, the disproportionate impacts of COVID-19 on Black and Brown residents of East Oakland exacerbated existing health disparities and demonstrated the need to develop resilient mobility options, especially for essential workers.

At each engagement opportunity, community members shared safety concerns regarding speeding, aggressive behavior, and exposure to robbery and assault. The current Class II bike lanes do not meet community safety needs. Though only one travel lane in each direction, the speed limit is 35 MPH, indicating a Level of Traffic Stress of 3 (Mekuria, Furth, and Nixon method, 2016). LTS 3 is acceptable for "enthused and confident" riders, which represent only 14% of East Oaklanders (citywide survey, 2018). East Oakland community members shared that they did not want a Class IV protected bike lane or on-street bike improvements on Bancroft Avenue; instead, they stated their preference for walking and rolling in a high-quality median pathway. The Scraper Bike Team, a local CBO, and community youth shared that they prefer riding in the middle of the street. During the P4P workshop, participants also pointed out that there was a tendency for kids to bike in the middle of the roadway—the reasoning behind centers bikeways proposed/



implemented in East Oakland. The Class I path proposal and design are responsive to a specific community need and supports how local DAC residents want to walk and roll through their neighborhood, with a resulting LTS 1 score.

The project will provide a safe path for students to get to classes and extracurricular activities at five elementary schools and two middle schools within a quarter mile: Cox Academy, East Oakland Pride Elementary, Reach Academy, Markham Elementary, Aspire College Academy, and Elmhurst United. The path will also enhance connectivity to the largest and only bus hub in East Oakland managed by Alameda-Contra Costa Transit District (AC Transit)—The Eastmont Transit Center—serving 10 bus routes connecting to Downtown Oakland, including route 73, one of Oakland's high frequency transit routes on 73rd Avenue with 15-minute headways connecting to Coliseum BART and Amtrak, which provides access to jobs within Silicon Valley and the greater Northern California region, as well as educational and recreational opportunities to DAC residents. The project will also provide comfortable access to nearby employment and retail centers—the Eastmont Town Center and Foothill Square Shopping Center—and to medical services at the Eastmont Wellness Center.

2. Explain how the disadvantaged community residents will have physical access to the project.

(Max of 500 Words)

Words Remaining: 1

Disadvantaged community residents, many of whom are students, will have easy access to the project as the proposed Bancroft Avenue path is located in a low-income community with a median household income of \$50,471. This neighborhood has a standard street grid, making the Bancroft path physically convenient, safe, and accessible to everyone in the neighborhood. The proposed median path will be physically accessible for the community at 26 intersections. Six intersections are signalized, and the City has already secured an HSIP project that will fund five RRFBs and four PHBs at unsignalized intersections. High-visibility crosswalks have also been installed at uncontrolled access points along the corridor through recent repaving. The project is conveniently located along an existing arterial surrounded by primarily residential land uses to the east and west and commercial uses to the north and south. The project will also connect to existing bicycle facilities, including a Class II bike lane on 98th Avenue, a new median bikeway on 90th Avenue and the East Oakland Neighborhood Bike Lanes, connecting to Coliseum BART.

As the City learned through prior community engagement, personal safety issues on existing bike lanes and sidewalks and a general community preference for biking on paths are the primary drivers of the design. Because of these local preferences, the path provides the most comfortable, and safe route that residents will want to use to access a variety of services. Commercial centers, such as the Eastmont Town Center and the Foothill Square Shopping Center, are located at each end of the corridor. The Eastmont Town Center offers several community services, including fresh food groceries, the Eastmont Library, the Eastmont Wellness Center, an Alameda County Social Services office, and an Oakland Social Security Office. Arroyo Viejo Park is a large recreation center with an access point on Bancroft Avenue and 77th Avenue and offers baseball/softball fields, basketball courts, open space, playgrounds, and an indoor recreation center. This project connects the street grid to an enhanced green space.

The greenway will offer safe and convenient access to schools and transit hubs. The project lies within the enrollment boundary for 18 OUSD schools and would serve as a key safe route to school. The existing Oakland Department of Transportation Crossing Guard program that protects students as they get to school will further enhance the likelihood of students and parents using the path, given there are safe and supervised crossings once they leave the path. In addition, there is a planned Safe Routes to School project that will enhance crossing safety at Bancroft Avenue/81st Avenue, directly linking East Oakland Pride Elementary to the Bancroft Avenue Greenway. The greenway would also connect to the only bus hub in East Oakland, the Eastmont Transit Center, which is served by one of Oakland's high frequency transit routes, AC Transit's Route 73. This bus route provides 15 minutes headways and connects to Coliseum BART, Amtrak, and Oakland International Airport, which will increase affordable and multi-scale access for DAC residents to job, educational and recreation opportunities.

3. Illustrate and provide documentation for how the project was requested or supported by the disadvantaged community residents. Address any issues of displacement that may occur as a result of this project, if applicable. If displacement is not an issue, explain why it is not a concern for the community. (Max of 500 Words)

Words Remaining: 25

The planning process of this project is centered on racial equity, as reflected in "Let's Bike Oakland" Bike Plan (LBO, 2019), the 2018 East Oakland Planning for Paving project (P4P), and the East Oakland Mobility Action Plan (EOMAP). LBO had extensive engagement in East Oakland. In 2018, in-person events near the project included pop-ups at the Juneteenth Community Festival at Arroyo Viejo Park on June 16th (196 people engaged), the Eastmont Branch Library on July 28th (25 people engaged), and the Laurel Street Fest on MacArthur Boulevard/35th Avenue on August 11th (250 people engaged). The project's statistically significant survey on biking behavior found that 82% of Central East Oaklanders see aggressive drivers as a barrier to biking, indicating that the existing bike lanes do not work for DAC residents' comfort and safety needs. Nearly half of Central East Oaklanders identified themselves as "interested but concerned" riders and 64% said they would drive less if biking in Oakland was safer, suggesting a greater need for low stress bikeways. LBO recommended the Class I Path project based on this feedback to create an all-ages and abilities bikeway network.

Through the P4P outreach process, the City learned that many DAC residents found the existing bike lanes to be signals of displacement and gentrification. P4P aimed to build trust with DAC East Oaklanders, ensuring that the project reflected community desires and did not signal displacement. According to the Urban Displacement Project, this low-income, Black-Latinx community is either susceptible or at high risk of displacement, especially census tracts between 94th avenue and 103th avenue. As heard through LBO, the primary concerns residents voiced was vehicle speeding and "bad driving behavior" at intersections. Because community members often felt unsafe biking next to speeding vehicles on Bancroft Ave, DAC residents wanted to see bikeways fully protected from vehicles and located in the middle of the street. The Scraper Bike Team and local youth expressed their preference to ride in the middle of the street, where they can comfortably ride side-by-side. There was agreement among some community members that converting the center median to a shared use path would be a beautiful and elegant solution to address existing safety issues and respond to community preferences.

To honor what had already been heard through previous outreach, Bancroft Avenue engagement through the EOMAP focused on the design elements of the project using interactive boards and a facilitated short survey. Residents voiced the need for numerous median elements, including a multi-use path, benches, water fountains, shade, trash cans, and trees. Community members also highlighted



ATP APPLICATION FORM

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the need for safety improvements, such as pedestrian-scale lighting, more high visibility crosswalks, a cleaning/maintenance plan, and community patrols. Residents also see the path as an opportunity to honor community members through etched bricks, plaques, and signage, as well as an opportunity to provide educational signage about local destinations or historic events.

Attach Documentation

1C_Bancroft_DAC_Engagement_Documentation.pdf

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. (0-38 POINTS)

Safe Routes to School projects: 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
Frick United Academy of	246	62
Elmhurst United Middle School	716	179
Greenleaf Elementary School	636	30
Total	1,598	271

A. Statement of project need. Describe the community and the issue(s) that this project will address. How will the proposed project benefit the non-motorized users of all ages and varying abilities, including students, older adults, and persons with disabilities? What is the project's desired outcome and how will the project best deliver that outcome? **(0-19 points)**

Discuss:

- Destinations and key connectivity the project will achieve.
- How the project will increase walking and/or biking.
- The lack of mobility - if applicable - Does the population have limited access to cars, bikes, and transit?
 - Does the project have an unserved or underserved demand?
- The **local** health concerns responses should focus on:
 - Specific local public health concerns, health disparity, and/or conditions in the built and social environment that affect the project community and can be addressed through the proposed project. Please provide detailed and locally relevant answers instead of general descriptions of the health benefits of walking and biking (i.e. "walking and biking increase physical activity").
 - Local public health data demonstrating the above public health concern or health disparity. Data should be at the smallest geography available (state or national data is not sufficient). One potential source is the Healthy Places Index (HPI) (<http://healthyplacesindex.org>)
- For combined I/NI projects: Discuss need for an encouragement and education program.

(Max of 900 Words)

Words Remaining: 12

The Bancroft Avenue Greenway will provide a safe, attractive connection to schools and other key destinations in East Oakland, greatly benefitting students and low-income households. The project is located within 0.25 miles of five elementary schools—including Cox Academy, Markham, East Oakland Pride, Reach Academy, and Aspire College Academy—and two middle schools, including Elmhurst United and Alliance Academy. The project is also located 0.8 miles from Mills College—a liberal arts college for women and non-binary students. Adjacent to the project are two employment centers: the Eastmont Town Center to the north and the Foothill Square Shopping Center to the south. The Foothill Square Shopping Center is home to laundromats, clothing stores, and a T-Mobile location, which all provide shopping as well as employment opportunities for residents. The Eastmont Town Center also contains the Eastmont Wellness Center (offering medical services to Medi-Cal recipients), Total Infusion (health facility that offers outpatient infusion therapy for multiple sclerosis, lupus, and more), an Alameda County WIC Office, an Alameda County Social Services office, two senior living centers, and a CVS with a pharmacy. It is critical for the residents of the disadvantaged community to be connected to the Eastmont Town Center so that they can easily and conveniently access the healthcare, employment opportunities, and social services that might be needed. Additionally, many disadvantaged residents in Oakland and throughout the state live in "food deserts" where it is difficult to get access to fresh, healthy food. The Eastmont Town Center addresses this common issue for the DAC as it is home to Gazzali's Supermarket where residents can purchase fresh fruits and vegetables, meats, and culturally diverse foods. Finally, the project is near the Eastmont Transit Center and AC Transit Line 73 taking residents to the Coliseum BART Station and on to regional employment centers.

While the Bancroft Avenue corridor is located near dozens of key destinations, accessing these places is challenging without a vehicle. Engagement with DAC residents indicated that the existing Class II bikes lanes are not suitable for all ages and abilities, and poor walking conditions, including debris and cracked sidewalks, do not currently offer adequate active transportation solutions for residents. Based on the statistically significant survey issued through the 2019 Bike Plan, nearly half of Central East Oakland residents identify as "interested but concerned" riders and 64% said they would drive less if biking in Oakland was safer, suggesting a greater need for low-stress



bikeways. Although many trips are local (40% of East Oaklander trips are within East Oakland [Streetlight location-based data, 2018]), the walk commute share for the DAC impacted by this project is currently 1% and the bike commute share is 0.4%. The limited bicycle and pedestrian infrastructure in the vicinity of the project disproportionately impacts socially vulnerable groups, including low-income, carless households as well as children and students. In the project area, 26% of the 12,000 residents are K-12 students, and 10% are undergraduate or graduate students. This is significantly higher than the citywide student population rate of 23%. These census tracts have a higher proportion of households with children than all of Oakland and the proportion of single women heading these households is twice that of the rest of the city (29% versus 14%). Although 51% of working age adults commute by driving alone (similar to the citywide rate), a higher proportion of households do not have access to a vehicle (19% versus 15%). Additionally, the median household income for residents within the project area is nearly 40% lower than Oakland residents as a whole. These community statistics suggest a lack of safe and affordable transportation options that necessitates driving despite the financial burden it places on low-income households. Furthermore, the challenge of getting students to school via transit, biking, or walking becomes not only a logistical challenge, but also a safety concern. This burden falls primarily on the single parent/guardian households in the DAC. As detailed in Question #3 below, victims of bicycle and pedestrian collisions along the project corridor were disproportionately children.

The project area residents also experience health concerns that the project would serve to mitigate through physical activity. According to Healthy Alameda County (2019), all project census tracts are in the top 5-7% for obesity rates, high blood pressure rates, and adults who experienced a stroke compared to all census tracts (359) in the county. They also fall in the top 12% of county census tracts for rates of sedentary lifestyles. By providing safe, comfortable access to the path, residents will have convenient connection to this facility for physical activity and improved mental and physical health.

The project is expected to significantly increase walking and biking trips, particularly for students. Students will have safe access to the path through enhanced crossings and in conjunction with the existing Crossing Guard program which is located at schools near the project, including Reach, Aspire, and Cox Academy, and Markham and Pride Elementary. There are at least 3,100 K-12 students living in the project area, and the majority attend schools within 0.5 miles. By separating bicyclists and pedestrians from cars, this project would offer increased protection along Bancroft Avenue and provide a route that residents and schools have voiced support for. The path proposal is responsive to specific community requests and its unique design specifically supports how local DAC residents want to walk and roll through their neighborhood.

B. Describe how the proposed project will address the active transportation need: (0-19 points)

1. Closes a gap? ☐ Yes ☒ No
2. Creates new routes? ☒ Yes ☐ No

New route = Construction of a new facility that did not previously exist for non-motorized users that provides a course or way to get from one place to another.

- a. Must provide a map of the new route location.

Bancroft_Route_New_Location.pdf

- b. Describe the existing route(s) that currently connect the affected transportation-related and community-identified destinations and why the route(s) are not adequate. (Max of 150 Words)

Words Remaining: 2

The existing route consists of Class II bike lanes and narrow sidewalks with very little shade adjacent high-speed traffic. Bicyclists must simultaneously watch out for fast-moving vehicles on their left and parked vehicles—that could be pulling out or opening a door—on their right, in addition to vehicles entering/exiting driveways. This creates a dangerous situation for cyclists and discourages use of the Class II bike lanes by all but the most expert riders. Pedestrians must also watch out for vehicles entering/exiting driveways and traverse long blocks to cross at ADA compliant crossings. Because of the discomfort and safety concerns associated with the current facilities, they are not utilized and residents are either cut off from transit, employment, and essential services, or they must make the trip by vehicle instead. Among a population where there is often a lack of access to vehicles, the current route creates serious equity concerns.

- 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 150 Words)

Words Remaining: 8

The new route will provide a comfortable path to key destinations and become a destination in itself. Within 0.5 miles are three affordable housing developments (East Oakland Community Projects, MacArthur Apartments, and United Together Manor) and two commercial centers (Eastmont Town and Foothill Square Shopping Centers). Grocery stores (Foods Co. & Gazzali's Supermarket) and health/social services (the Public Health Department, the Eastmont Wellness Center, and the Lifelong Eastmont Health Center) are in each center. The Eastmont Town Transit Center connects with four AC Transit lines with frequencies of 15 minutes or less during the peak, including Routes 40, 73, NL, and NX3. Within 0.25 miles, there are three parks (Arroyo Viejo Creek and Recreation Center, McConnell Field, and Verdesse Carter Park), five elementary schools—Cox Academy, Markham, East Oakland Pride, Reach Academy, and Aspire College Academy—and two middle schools—Elmhurst United and Alliance Academy.



3. Removes barrier to mobility?

☒ Yes ☐ No

a. Type of barrier: Safety

b. Must provide a map identifying the barrier location and improvement.

Bancroft_Safety_Barrier.pdf

c. Describe the existing negative effects of the barrier to be removed and how the project addresses the existing barrier.
(Max of 150 Words)

Words Remaining: 2

Community members have shared safety concerns regarding speeding, as well as security concerns biking and walking next to traffic due to exposure to assault and robbery. The LTS is 3, which is acceptable only to the 14% of East Oaklanders who identify as "enthused and confident" riders (citywide survey, 2018). Given the speed and volume of the roadway, the FHWA Bikeway Selection Guide (2019) recommends a multi-use path or a separated bikeway. Community members have stated their preference for a high-quality median pathway. The path proposal is responsive to the community and results in a LTS 1 score. While the project does not propose to reduce the speed limit, the project will create a substantial distance between vehicles and path users. This will remove the barrier of safety by protecting pedestrians and bicyclists from the dangers associated with vehicle traffic (including speeding, drive-by assault, etc.) and parked vehicles.

d. 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 150 Words)

Words Remaining: 69

The Project will provide a comfortable path to key destinations for residents. In particular, the removal of safety as a barrier may benefit students and elderly when traveling to the Alameda Health System-Eastmont Wellness Center and the Lifelong Eastmont Health Center, Eastmont Town Transit Center, as well as Arroyo Viejo Creek and Recreation Center, McConnell Field, and Verdese Carter Park), five elementary schools—Cox Academy, Markham, East Oakland Pride, Reach Academy, and Aspire College Academy—and two middle schools—Elmhurst United and Alliance Academy.

4. Other improvements to existing routes?

☐ Yes ☒ No

5. Implements a non-infrastructure program?

☐ Yes ☒ No



Part B: Narrative Questions

Question #3

QUESTION #3

POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-20 POINTS)

- A. Describe the project location's history of pedestrian and bicycle collisions resulting in fatalities and injuries to non-motorized users, which this project will mitigate. (10 points max)**

Applicants are encouraged to use the UC Berkeley SafetREC TIMS tool, which was specifically designed for the ATP to produce these documents in an efficient manner. Applicants with access to alternative collision data tools and training can utilize their choice of methods/tools. Applicants must respond to question 1 or 2, and have the option to respond to both.

1. For applications using the TIMS ATP tool, attach the following:
 - a. **Collision Heat-map of the area surrounding the project limits - demonstrating the relative collision history of the project limits in relation to the overall jurisdiction/community's collision history**
 - b. **Project Area Collision Map - identifying the past crash locations within the project limits**
 - c. **Collision Summaries and collision lists/reports - demonstrating collision trends, collision types, and collision details**
 - d. **For a Combined I/NI project - If the NI project area is different than the infrastructure portion, the applicant may attach NI related heat-maps, etc. in Attachment J**

Combine the various maps/summaries into one PDF file and attach it in the field below.

Bancroft TIMS output summaries.pdf

2. Applications that do not have the collision data above OR that prefer to provide additional collision data and/or safety in a different format can provide this data below. (Examples include: Collision Rates, Community Observations, surveys, Street Story (<https://streetstory.berkeley.edu/>), Crowd Source, etc.)

The data and corresponding methodologies can be included in written/text form and/or via a separate attachment in the field below.

(Max of 200 Words) (optional)

Words Remaining: 199

N/A

Data and methodologies Attachment (optional)

3. From the project-area collision summaries/data provided in questions 1 and/or 2, enter the total reported pedestrian and/or bicycle collisions using the most recent 5 to 11 years of available data:

How many years of collision data were used in the Heat Maps and collision summaries:

5

# of Crashes	Pedestrian	Bicycle	Total	Average Per Year
Fatalities	0	0	0	0
Injuries	18	6	24	4.8
Total	18	6	24	4.8



4. Referencing the project-area collision summaries/data provided in questions 1 and/or 2, discuss the extent to which the proposed project limits represents one of the agency's top priorities for addressing ongoing safety and discuss how the proposed safety improvements correspond to the types and locations of the past collisions. Consider the safety concerns of students, older adults; and persons with disabilities in your response.

For Projects with Non-Infrastructure elements (Combined I/NI projects):

As appropriate, describe how the NI program elements:

- educates bicyclists, pedestrians, and/or drivers about safety hazards for pedestrians and bicyclists; and
- encourages safe behavior

(Max of 900 Words)

Words Remaining: 163

Based on TIMS collision data (2015-2019), a total of 24 pedestrian and bicycle injury collisions occurred along the corridor. The most extreme of these collisions were three pedestrian collisions resulting in a severe injury. The entire project is identified on the high injury network (HIN): one 0.8-mile segment from 73rd Avenue to Auseon Avenue is on the Pedestrian HIN (2017 Oakland Pedestrian Plan) and the other mile segment is on the Motor Vehicle HIN (2018 Vision Zero Plan). The Pedestrian Plan also identifies Bancroft Avenue/73rd Avenue as a High Injury Intersection, where four of the 24 injury collisions occurred. The community heat map shows that the entire surrounding area around the proposed project site has a high concentration of pedestrian and bicycle collisions. Bancroft Avenue is no exception, with an unacceptably high number of collisions for a residential area in close proximity to several schools. Additionally, while the community heat map shows a higher concentration of pedestrian and bicyclist collisions on nearby corridors – including International Boulevard, 73rd Avenue, MacArthur Boulevard, and 98th Avenue – each one is being addressed by a project that is currently underway, with the exception of 73rd Avenue.

Along the project corridor, 18 pedestrian and 6 bicycle collisions occurred during the five-year period. These collisions disproportionately impacted young people. Of the 38 victims, 31% were under the age of 14 and 60% were under the age of 24. "Bad driver behavior" contributes to most collisions in the project area, accounting for nearly 75% of all collisions. Of the pedestrian collisions, five have a primary collision factor (PCF) of violating the pedestrian right-of-way and four have a PCF of improper turning. About This is also likely the result of poor driver visibility of both pedestrians and bicyclists, as well as limited signage that indicates pedestrian and bicycle rights of way. 90% of total collisions occurred within 50 feet of an intersection (21 out of 24 collisions), 11 of those were at uncontrolled intersections and 10 were at signalized intersections.

The proposed safety countermeasures respond to the corridor's collision history. The Class I path is a safety measure itself with a crash reduction factor (CRF) of 45% (assumes similar benefit to Class IV separated bike lanes), as opposed to the existing Class II bike lanes which only have a CRF of only 35% (Caltrans Local Roadway Safety Manual, LRSM)). The project will include pedestrian scale lighting to improve visibility at night (CRF of 35%) that will address the half of pedestrian collisions that occurred at night, including two out of three of the severe injury pedestrian collisions.

Intersection safety enhancements will be installed to benefit people walking and biking. Both controlled and uncontrolled intersections will include signage alerting vehicles to the trail crossing and signage alerting trail users to stop. Signalized intersections will include a dedicated trail phase. This is a major safety benefit, as the project will provide a dedicated signal phase for trail users, separate from all conflicting auto movements. As a result, it functions similar to a pedestrian scramble and a CRF of 40% can be assumed (LRSM). The proposed design also slows auto turning speeds at intersections to calm auto traffic prior to interacting with bicyclists and pedestrians. The designs include median extensions and tighter curb radii to slow left turning and U-turn vehicles, reducing the risk of collision with and injury to pedestrians and bicyclists.

Uncontrolled intersections will receive several safety treatments. Five uncontrolled intersections will include Rectangular Rapid Flashing Beacons (RRFBs) (CRF of 35%) and four will include Pedestrian Hybrid Beacons (PHBs) (CRF of 55%) through a secured HSIP grant. At each crosswalk, upgraded ADA ramps were recently installed by the City, allowing accessibility for everyone. The corridor will also improve the visibility of pedestrians with high-visibility markings at all uncontrolled intersections accessing the path as part of the Bancroft Avenue repaving plan for 2021, which have a CRF of 25%. Of pedestrian injury collisions, 60% occurred at uncontrolled crosswalks and would be addressed through the ATP and HSIP projects. Advanced yield or stop markings and signage are proposed on uncontrolled intersections.

Additionally, new trail crossing markings will be installed at the median to clearly define where path users should cross. This includes a green conflict zone treatment. All trail crossings through an intersection are designed as high-visibility ladder crosswalks, as well as the crosswalks providing access to each end of the path, to support trail user safety.

B. Safety Countermeasures (10 points max)

Describe how the project improvements will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities. Referencing the information you provided in Part A, demonstrate how the proposed countermeasures directly address the underlying factors that are contributing to the occurrence of pedestrian and/or bicyclist collisions. Combined I/NI projects should address both infrastructure and non-infrastructure elements.



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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 200 Words)

Words Remaining: 88

The posted speed limit on Bancroft Avenue is 35 MPH and it has an average daily traffic count (ADT) of 16,374. Anecdotally, travel speeds are often higher than 35 MPH, and at least two collisions were due to unsafe speeds. These speeds are high despite a relatively narrow roadway - only one travel lane with adjacent bike lane and street parking in each direction. Generous curb radii at medians enable higher speed turns onto/off of the corridor. Single and multi-family residential front the street, indicating that speeds are higher on the corridor than appropriate for the land use context. These high speeds discourage bicyclists from using the existing unprotected bike lanes.

b. Anticipated speed and/or volume after project completion : (Max of 200 Words)

Words Remaining: 27

The project is anticipated to reduce motor vehicle speeds at intersections through tighter median curb radii. Extending the median will narrow intersections and provide a tighter curb radii to reduce vehicle turning speeds for left- and U-turns at intersections, slowing drivers and giving them more time to see and react to non-motorized users in the intersection. The project may also slow speeds on the corridor through the introduction of additional trees, enhanced aesthetic values, and amenities in the median pathway (Mok et al., 2003; FHWA, n.d.). Trees and attractive features can break up long, uninterrupted street conducive to speeding and transform it to a street that can be clearly seen as a place for pedestrians, bicyclists, and other non-motorized users. These more subtle visual cues, coupled with RRFBs, PHBs, enhanced crosswalks, and yield signs and markings, can self-enforce speed limits through both physical and psychological means.

Traffic volume is not expected to decrease with the project, but bicyclists and pedestrians will now be fully protected from the 16k autos with the path project.

2. Improves sight distance and visibility between motorized and non-motorized users?

☒ Yes ☐ No

a. Current sight distance and/or visibility issue: (Max of 200 Words)

Words Remaining: 58

Today, vehicles pulling out of driveways and side streets may have a difficult time seeing oncoming bicyclists and pedestrians. The existing bike lanes position bicyclists behind parked cars, and on-street parking is allowed up to driveways with no red curb. Drivers must look for fast cars and slower moving bicyclists while looking around parked vehicles that may impede sightlines at driveways.

Because speeds are high on the corridor, driver visibility and inclination to yield to pedestrians in the crosswalk is low. Similarly, because drivers are traveling at speeds of 35MPH or more, pedestrians waiting to cross the street may not be readily visible to drivers given there are no flashing beacons or advance warnings to highlight their presence. Inadequate lighting also creates nighttime visibility issues along this corridor. As noted above, 2 out of 3 of the severe collisions occurred at night.

b. Anticipated sight distance and/or visibility issue resolution: (Max of 200 Words)

Words Remaining: 72

The proposed path will eliminate bicycle visibility issues at driveways and side streets by providing bicyclists a route that is physically separated from vehicle traffic. By placing bicyclists in the median, drivers on side streets will be able to see bicyclists well before turning into the intersection. This configuration also removes the risk of right-hook conflicts between drivers and bicyclists.

All uncontrolled intersections will be equipped with high-visibility crosswalk markings, advance yield markings, and advance yield signage, and nine of those will include RRFBs (five intersections) or PHBs (four intersections). These improvements will address the several pedestrian-auto collisions that have occurred at uncontrolled crosswalks on the corridor. Additionally, pedestrian scale lighting will greatly enhance visibility of non-motorized users at night and address the high rate of nighttime collisions.

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 200 Words)

Words Remaining: 113

Currently, there is no barrier between bicyclists and autos, and bicyclists must travel adjacent to autos traveling 35 MPH. At intersections, no additional safety treatments are provided for bicyclists. Median refuges are provided at each intersection. Even with that important safety countermeasure, seven pedestrian collisions occurred at uncontrolled crosswalks, indicating that more needs to be done. The FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Location countermeasure application matrix indicates that at 16,000 ADT and 35MPH posted speed limit, RRFBs or PHBs should always be considered.

b. Improvement that addresses conflict point: (Max of 200 Words)

Words Remaining: 53

The proposed path will provide a physical separation between automobiles and non-motorized users. Similar to a Class IV separated bikeway, the shared use path would be adjacent to the roadway and be separated from motor vehicle traffic by vertical elements. The path is set back from auto traffic and includes landscape boulders and trees to provide a buffer from moving vehicles. As a result, the proposed path can be assumed to have a similar crash reduction factor to a Class IV separated bike lane (CRF of 45%, LRSM). This is an upgrade to the existing Class II bike lanes which only have a crash reduction factor of 35% (LRSM). This will significantly reduce potential vehicle-bicycle conflict areas that currently exist on the roadway, such as at intersections where right-turning vehicle and through-moving bicyclist paths intersect. The Caltrans LRSM indicates that this treatment addresses all bicycle collision types.

4. Improves compliance with local traffic laws for both motorized and non-motorized users?

☒ Yes ☐ No



a. Which Law: Failure to Yield

b. How will the project improve compliance: (Max of 200 Words)

Words Remaining: 116

One third of pedestrian-auto collisions within the study area involved a driver violating the pedestrian's right-of-way. Collisions of this type occurred at both uncontrolled and controlled crosswalks, indicating broad compliance issues with yielding to pedestrians and potential compliance issues with speed limits. The project seeks to improve driver compliance with California' pedestrian crossing laws by increasing the visibility of pedestrians through documented safety countermeasures such as RRFBs, PHBs, trail crossing signage, reduced curb radii at median refuges, high visibility crosswalks, and advanced yield markings.

5. Addresses inadequate vehicular traffic control devices?

☒ Yes ☐ No

a. List traffic controls that are inadequate: (Max of 200 Words)

Words Remaining: 197

Traffic signal phasing

b. How are they inadequate? (Max of 200 Words)

Words Remaining: 130

Vehicular right-turns are currently permitted, but not protected at all signalized intersections in the project area. Consequently, vehicles turning right from Bancroft Avenue must cross over the bike lane and crosswalks and have the potential to collide with bicyclists and pedestrians attempting to access the path. In 2014, a bicyclist was injured due to a collision of this type at the signalized intersection of 73rd Avenue and Bancroft Avenue

c. How does the project address the inadequacies? (Max of 200 Words)

Words Remaining: 159

The project will conduct a traffic study see the feasibility of including a dedicated phase for those walking and rolling perpendicular to the path. This will eliminate the potential conflict points between right-turning vehicles and bicyclists and pedestrians accessing the pathway.

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 200 Words)

Words Remaining: 166

Inadequacies in the project area include a lack of protected bicycle facilities, no highlighting of bicycle conflict zones or path of travel through intersections, and no flashing beacons at uncontrolled crosswalks on Bancroft Avenue.

b. How are they inadequate? (Max of 200 Words)

Words Remaining: 56

Class II bike lanes are inadequate based on both community input and federal best practice guidelines. For the speed and volume of the roadway, the FHWA Bikeway Selection Guide (2019) indicates that the preferred bikeway type for Bancroft Avenue is a shared use path or a separated bike lane. Neither of these treatments are currently provided.

According to the FHWA Guide for Improving Pedestrian Safety at Unsignalized Locations, existing uncontrolled crosswalk enhancements are also inadequate for this roadway speed, number of lanes, and ADT. Federal guidelines indicate that enhancements at uncontrolled crossings of Bancroft Avenue should typically include flashing beacons, in addition to advance yield signs/markings, good sightlines, lighting, and high-visibility crosswalk markings. Currently, none of the uncontrolled crosswalks across Bancroft Avenue have beacons and implementation of high-visibility crosswalk markings is inconsistent, with some intersections only having standard crosswalks or no markings at all.

c. How does the project address the inadequacies? (Max of 200 Words)

Words Remaining: 113

The project will provide the recommended shared use path, in addition to high-visibility trail crossings at all intersections and dedicated trail crossing phases at all signalized intersections.

The project will enhance all uncontrolled crossings with high-visibility crosswalks and advance yield markings (funded through local repaving program leverage), in addition to RRFBs at five intersections and PHBs at four intersections funded through HSIP. With the path design, the project will also improve bicycle and pedestrian intersections with dedicated path signal phasing that is full separated from auto traffic.

7. Eliminates or reduces behaviors that lead to collisions involving non-motorized users?

☒ Yes ☐ No

a. List of behaviors: (Max of 200 Words)

Words Remaining: 143

Behaviors reported on the corridor that led to collisions involving non-motorized users include: failure to yield to pedestrians, pedestrian violations, and improper turning. Right-of-way violations were the most cited factor in bicycle and pedestrian collisions on the corridor between 2015-2019. Nearly 75% of all collisions were caused by motorized users failing to adhere to traffic safety laws.

b. How will the project eliminate or reduce these behaviors? (Max of 200 Words)

Words Remaining: 77

A total of nine pedestrian injury collisions and two bicycle injury collisions occurred at uncontrolled intersections. At nine uncontrolled crosswalks, drivers' failure to yield behavior is anticipated to be reduced due to the addition of flashing beacons, and all uncontrolled intersections will receive high-visibility crosswalks and advance yield markings. Similarly, high visibility trail



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Bancroft Avenue Greenway

crossings and dedicated trail crossing phases at signalized intersections will assert right-of-way for trail users and give bikes and pedestrians the right-of-way only when autos have a red light. Vehicle turning speeds at intersections are expected to be reduced through the tightening of median curb radii. In general, enhanced pedestrian visibility will also better alert drivers to the possibility of pedestrians being present and may thus reduce overall roadway speeds.



Part B: Narrative Questions

Question #4

QUESTION #4

PUBLIC PARTICIPATION and PLANNING (0-10 POINTS)

Describe the community based public participation process that culminated in the project. Combined I/NI projects should address both infrastructure and non-infrastructure elements.

- 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 400 words)

Words Remaining: 0

The project is consistent with planning efforts in which the feedback and mobility insights of DAC residents, based on lived experiences and historic context of deep East Oakland, have been prioritized to shape key policies, investments, and design alternatives for the Bancroft corridor. This includes the adopted 2030 Equitable Climate Action Plan, which prioritizes to increase active and clean transportation to equitably reduce Oakland's climate emissions and adapt climate change. The vision for the path emerged consecutively from engagement for the "Let's Bike Oakland" (LBO) Bike Plan (2019), the East Oakland Planning for Paving (P4P, 2018), and the East Oakland Mobility Action Plan (EOMAP, 2022). The engagement approach for EOMAP was uniquely guided by four principles: Just Planning, Freedom of Movement, Self-Determination and Transformative Partnerships and Power in Place that aimed to build relationships, be culturally-relevant and uplift participatory planning to deliver authentic and inclusive engagement for users of this project.

The LBO Plan directly engaged East Oaklanders and government stakeholders over two years; its goal was to "empower Oaklanders to live a more active lifestyle by providing a network of safe and comfortable bikeways for everyone to enjoy." LBO characterized the project as a Long-Distance Corridor to provide a continuous travel experience for those who need to move beyond their immediate neighborhood, and also as a Priority Corridor due to its ability to improve connectivity and reduce collisions.

Three engagement events were conducted for design-specific considerations:

1) Pop-up engagement at Bancroft Avenue and 90th Avenue on February 22, 2020 (32 participants), 2) pop-up engagement at Bancroft Avenue and 78th Avenue on February 29, 2020 (46 participants), and 3) resident focus group on July 25, 2020 (15 participants). These engagement opportunities utilized interactive boards, a short survey, and a mapping tool to learn where people often want to go. Residents voiced the desire for a multi-use path with a wide range of amenities, as listed in Question #4.C.

During engagement, the City learned that what mattered to residents could not simply be incorporated into a repaving project. A Class IV Protected Bike Lane was also not possible given the frequency of driveways and emergency vehicle clearance needed. To feel safe and comfortable, residents need a high-quality path, and the large median was a great community asset to utilize in the existing public ROW. Thus, a Class I Path is the most suitable option for an all ages and abilities bikeway.

- B. Who: Describe who was/will be engaged in the identification and development of this project and how they were engaged. Describe and provide documentation of the type, extent, and duration of outreach and engagement conducted with relevant stakeholders. Describe the strategies used to address engagement challenges that arose due to the COVID-19 pandemic and any unique engagement challenges that the community faced. (3 points max) (Max of 600 words)

Words Remaining: 25

Community residents, businesses, CBOs, and the City of Oakland have collaborated to make Bancroft Avenue an accessible and culturally-responsive corridor for the whole community through LBO, P4P, and EOMAP.

LBO was rooted in equity and had an extensive engagement process. Engagement aimed to build a common understanding of existing conditions and recommendations that started with listening, was strengthened by partnerships, and fine-tuned with feedback. LBO reached thousands of residents. It included 60 community meetings/events with 3,644 people engaged in person, 1,351 Oakland Bike Plan mailing list subscribers, and over 2,300 Bike Plan web map comments. A statistically significant survey on biking behavior and perceptions was also conducted. CBOs participated in engagement to ensure East Oaklanders were heard: East Oakland Collective (EOC), Outdoor Afro, Bikes4Life, Cycles of Change, and The Scraper Bike Team. With public input gathered through this comprehensive engagement process, OakDOT proposed a Class I Path for the project area in the Plan.

P4P also centered community engagement around inclusion and racial equity. In addition to traditional engagement efforts such as hosting community meetings, P4P also implemented community-centered engagement activities including mobile outreach, attending community events, attending CBO meetings, digital mapping, and neighborhood canvassing. From March to August 2018, OakDOT hosted three workshops in the project area (Allendale Elementary, East Oakland Youth Development Center, and Youth Uprising) with a total of 45 attendees and attended a series of Neighborhood Crime Prevention Council meetings. Coordination with CBOs, including Scraper Bikes Collaboration and EOC, was critical in reaching East Oaklanders. The team tabled at community events, youth centers, and libraries and participated in three block parties engaging residents on the potential designs for their streets. Through these outreach efforts, the team engaged over 500 residents and stakeholders and conducted 120 in-person surveys.



On EOMAP, EOC led the community engagement on behalf of the City to refine the conceptual design for Bancroft Avenue. In summer 2020, the midst of the statewide shelter in place order due to the COVID-19 pandemic, EOC was able to adapt and conduct outreach and engagement using outdoor focus groups, outdoor pop-ups at farmer's markets and food distribution and testing sites, social media (such as EOC's Instagram with 25K+ followers), and virtual workshops. The transition to using social media as an outreach method allowed EOC to reach community members they may not otherwise have reached and have allowed for ongoing communication. In addition, a multi-disciplinary technical advisory committee was formed, including representatives from Oakland's Departments of Race and Equity, Police, Housing & Community Development, and transit agency representatives from AC Transit and BART.

More recent engagement was conducted as part of this ATP application. In May and June 2022, OakDOT staff presented this grant proposal to the Bicyclist Pedestrian Advisory Committee (BPAC) and Oakland's District Council Members Loren Taylor (District 6) and Treva Reid (District 7). At BPAC, residents, transit riders, and bicyclists viewed the corridor plans and reiterated their strong support for the project. City Councilmembers for Districts 6 and 7 also support this project (see Letters of Support) and constituents in these districts have shared their desire for the project directly with them. Lastly, this project is supported by grassroots and CBOs including Just Cities, Transform and East Oakland Collective, along with BART and AC Transit. Additionally, letters of support (see Enrollment Map and) have been received by Elmhurst and Frick Middle School and Greenleaf Elementary. These stakeholders will continue to be informed and consulted during implementation of the project.

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. (2 points max)

(Max of 400 words)

Words Remaining: 9

As discussed in Question #1.C, feedback on bike facilities on Bancroft Avenue were first garnered through LBO. The Plan's statistically significant survey on biking behavior found that 82% of Central East Oaklanders see aggressive drivers as a barrier to biking, indicating why the existing bike lanes do not work for DAC residents' safety needs. Nearly half of Central East Oaklanders identified themselves as "interested but concerned" riders and 64% said they would drive less if biking in Oakland was safer, suggesting a greater need for low stress bikeways.

One of the primary concerns residents voiced during the P4P engagement was vehicle speeding and "bad driving behavior" at intersections. Because community members often felt unsafe biking next to speeding vehicles on Bancroft Avenue, DAC residents wanted to see bikeways fully protected from vehicles and located in the median. The Scraper Bike Team and local youth expressed a preference to ride in the middle of the street where they can comfortably ride side-by-side. There was community consensus that converting the center median to a path would be a much-wanted solution to address existing safety issues and respond to community preferences. Through the EOMAP, residents confirmed their desire for the project and requested numerous Bancroft Avenue elements, including the multi-use path, benches, vending areas for local vendors, water fountains, shade, trash cans, and a good balance of trees, grass, bushes, and flowers. Community members also highlighted the need for safety improvements, such as lighting, more high-visibility crosswalks, and community patrols. Residents see the path as an opportunity to honor community members through etched bricks, plaques, and signage, as well as an opportunity to provide educational signage about local destinations or historic events.

This conceptual design exceeds the purpose and goals of the Caltrans and MTC ATP Programs by creating a world-class walking, rolling and biking environment to directly benefit DAC residents. The project upgrades traffic control devices; installs a new and maintainable bikeway and walkway; enhances bike and walk connectivity to the Eastmont Transit Center; and provides safe routes to schools. This project is expected to increase the number of trips made walking, rolling and biking; increase safety; reduce vehicle miles travelled and single occupancy trips in the area; encourage healthy communities through physical activity, accessible and aesthetically-pleasing community gathering spaces, and reduced emissions by providing the highest quality and comfortable active transportation facility.

D. Describe how stakeholders will continue to be engaged in the implementation of the project. (1 point max)

(Max of 400 words)

Words Remaining: 227

OakDOT staff will continue to work with existing community stakeholders to gather input on the project as it moves forward through the design process to ensure that the mobility needs of East Oaklanders remained centered. The engagement will be multilayered involving pop-up events in the community as well as focus groups and virtual events to get input on specific design elements, including street furniture types and placement, crossing designs, and more. Furthermore, during the construction phase, OakDOT will post information on OakDOT's website, share information on the EOMAP social media accounts, provide a construction information hotline, and mail postcard information with anticipated construction dates. The City requires contractors to give 72-hour notice to adjacent businesses and residents before properties are impacted by construction, and it will provide signs to inform the public that businesses are open during construction. Specific technical meetings will be arranged with BART and AC Transit for coordination on improving access to transit. A public webpage has been created for the public to stay up to date with this project.



- E. Is this project specifically listed in an approved Active Transportation Plan or similar plan? Provide a brief description of the plan and the public engagement process used to develop the plan.(1 point max)**
(Max of 300 words)

Words Remaining: 240

This project is specifically listed in the adopted "Let's Bike Oakland" (LBO) Oakland Bike Plan (2019). As discussed in Question #1.C and Questions #4.B, the City worked with community-based organizations to engage with local residents and develop planned facilities that responded to their needs. Through this process, a Class I path along the Bancroft Avenue median was proposed and adopted.

Attach the applicable plan page with the project highlight:

4.1 Plan Highlights.pdf

Attach any applicable Public Participation & Planning documents:

4.2 Public Participation and Planning Documents.pdf



Part B: Narrative Questions

Question #5

CONTEXT SENSITIVE BIKEWAYS/WALKWAYS and INNOVATIVE PROJECT ELEMENTS (0-5 POINTS)

A. How are the "recognized best" solutions employed in this project appropriate to maximize user comfort and for the local community context?

As you address this question, consider the following:

- The posted speed limits and actual speed;
- The existing and future motorized and non-motorized traffic volume;
- The widths for each facility;
- The adjacent land use; and
- How the project is advancing a low(er) stress environment on each facility or a low stress network:
 - What is the current stress level? (low, medium, or high?)
 - If the stress level is medium or high, is the project going beyond minimum design standards to maximize comfort for all ages and abilities?
 - What features are included to promote low-stress, comfortable, and safe walking and/or biking conditions?
 - Does the project expand on or create a low-stress network?

(Max of 700 words)

Words Remaining: 128

This project employs multiple recognized best solutions and context sensitivity, including community-based organization partnerships, a focus on racial equity and culturally relevant preferences for biking and walking, and creating an all ages and abilities active transportation facility.

The project was specifically requested by a predominantly low-income Black and Brown community and will address safety and comfort deficiencies to expand an all ages and abilities network and improve access to key destinations. Through LBO, P4P, and the EOMAP, the City engaged with residents and community-based (CBO) organizations to ensure that the project resonated with the community from conception to final design. This project listens to and incorporates the community mobility context and local preferences for how people like to walk and bike to key neighborhood destinations.

As discussed in Question #1-#2, East Oaklanders have expressed feeling unsafe in the existing Class II bike lanes due to proximity to speeding vehicles. The proposed Class I facility will maximize comfort with a Level of Traffic Stress score of 1 and provide a truly all ages and abilities path, while the existing bikeway with posted speed limits of 35 MPH traffic receives an LTS 3. Actual speeds along Bancroft Avenue are anecdotally reported to exceed the posted speed limit. Based on the FHWA Bikeway Selection Guide, shared use paths are the recognized best practice solution to serve as neighborhood connectors with these roadway characteristics and will therefore encourage more biking, rolling and walking trips. The path meets and exceeds Caltrans HOM Class I path standards (10' path, 2' decomposed granite shoulders, 5' landscaped buffer from the street with includes barriers such as landscape boulders) and will create a signature urban path project in the region.

This project will also substantially improve comfort for people walking. The three census tracts that the project lies within rank in the bottom 50th percentile for tree canopy compared to all California census tracts (Healthy Places Index, 2018). While street trees are provided at some points along the sidewalks on Bancroft Avenue, most trees are concentrated in the existing median. The 10' path will be comfortable for a family to walk and pedestrians to pass each other, and a minimum 5' landscape buffer with shade trees will substantially buffer pedestrians from high-speed traffic and provide much-needed shade in hot weather (average summer temperature is 75F not accounting for projected increased temperatures). Consistent widths and curb ramps also make it easier for wheelchair users to navigate the path. As a result, the project is truly responsive to the community context and how people want to walk, roll, and bike in East Oakland. Lastly, this project incorporates pedestrian safety best practices. Pre-funded RRFBs and PHBs will enhance crosswalks at nine unsignalized intersections (HSIP) and is the recognized best solution to enhance uncontrolled crosswalks at this speed and traffic volume (35 MPH, >15k ADT) according to the FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations. High-visibility crosswalks will also be installed at uncontrolled intersections. In addition, the project provides dedicated trail crossings through intersections along the corridor. As the project lies within the enrollment boundaries of 18 Oakland public schools, these best practices benefit many youth in deep East Oakland. Therefore, the project is the recognized best practice solution for enhancing mobility access between the residential neighborhoods of East Oakland, surrounding schools, businesses at the existing commercial centers at each end of the project, and major future mixed-use developments, specifically affordable housing.



B. Innovative Project Elements

Does this project propose any solutions that are new to the region? Were any innovative elements considered, but not selected? Explain why they were not selected. Combined I/NI projects should address both infrastructure and non-infrastructure elements.
(Max of 500 words)

Words Remaining: 280

Urban trails are incredibly rare and innovative - especially in Oakland - and certainly none exist in East Oakland within the median on a major arterial. While East Oaklanders in the project area currently live near parks and the Oakland Zoo accessible by car due to existing topography and distances, this project will serve many functions: a multimodal route to reach key destinations, an opportunity to exercise and practice physical fitness, and a place to gather with family members and friends. It will also be an accessible park/pathway right outside people's front doorstep, adding tremendous value for those living in small or overcrowded spaces without access to private open space. Another innovative component of this project is the range of activation elements proposed. The project will not only be a place for people to walk and bike, but also a place to rest and play with benches, fresh air, pedestrian-scale lighting, trash cans, local vendors, water fountains, shade, and greenery. East Oaklanders see the path as an opportunity to honor community members through etched bricks, plaques, and signage, as well as an opportunity to provide educational signage about local destinations or historic events. The project is not only a path to get from A to B, but a destination in and of itself that East Oaklanders can take pride on.

C. NI Evaluation and Sustainability

For projects with non-infrastructure elements, describe how effectiveness of the program will be measured and how the program will be sustained after completion. (Max of 500 words)

Words Remaining: 499

N/A



Part B: Narrative Questions

Question #6

TRANSFORMATIVE PROJECTS (0-5 POINTS)

- A. Describe how your project will transform the non-motorized environment.** Address the potential for this project to support existing and planned housing, especially affordable housing. Applicants are encouraged to apply for the California Department of Housing and Community Development's (HCD) **Prohousing Designation Program** and to describe how local policies align with prohousing criteria. If housing is not an issue for the community, explain why it is not a concern. If applicable, include discussion of the transformative nature of the non-infrastructure component. (Max of 750 words)

Words Remaining: 88

The project will completely transform every aspect of the non-motorized environment on Bancroft Avenue. Currently, Bancroft Avenue is under-utilized community asset with large potential to enrich the active transportation network in deep East Oakland. The Class I Path will transform the corridor from a vehicular thoroughfare into an accessible multi-modal destination, linking existing and future residential developments, including affordable housing, which is the most important City priority, to essential destinations and services such as schools, transit hubs, health services and regional education and employment centers, making active transportation trips feel more comfortable and safer, as well as attracting and better serving non-motorized users of all ages and abilities, as described in detail in Question #2, #3 and #5.

The City of Oakland General Plan designates existing land uses for the project area as a combination of mixed housing residential, detached unit residential, and business mix. Plan Bay Area 2050 (the local regional long-range plan) identified this project area as part of a Priority Development Areas (PDAs)—the Eastmont Town Center/International Blvd TOD (adopted under ABAG Resolution No. 02-19) to transform housing production and preservation nearby job centers or transit hubs, guiding development patterns in the next 28 years. Together, these land uses promote walking and biking trips between home and key commercial destinations, which will be augmented by the project.

Oakland's housing policies strongly support the transformative nature of this project. The City is in compliance with all state housing laws and has adopted additional policies to support housing production and preservation. Examples include the City's substantial financial investments in affordable housing, streamlined development process, and innovative land use policies across the City. In May 2022, the City applied to receive a statewide prohousing designation and expects to be approved by July 2022 (see attachment). Moreover, the 2014 Adopted Oakland Housing Element (2015-2023) is in full compliance with the state housing element law (Government Code, Article 10.6) and the City meets compliance for state and regional funding opportunities.

Currently, the project area already has several planned or in construction developments, which will add over 500 new dwelling units (including affordable units), and 300,000 square feet of commercial space. One of the most transformative projects this project will directly support is a 1.2-acre culture-centered, mixed-use complex comprised of 120 affordable housing units and a 26,000 square foot black cultural center (food/event/music halls and performance and co-working spaces) to be built at the Liberation Park (73rd Avenue and MacArthur Boulevard) by East Oakland-based corporation, Black Cultural Zone (BCZ) Community Development Corporation. Liberation Park is adjacent to the Eastmont Transit Center, which the proposed Class I path will directly connect to, and will intersect at 73rd Avenue, making the crossing experience safer by installing continental crosswalks and flashing beacons. Most of the new housing developments will have fewer parking spaces, encouraging residents to walk, bike or take transit. The overall projected growth in the area will also increase transit ridership, making the improvements implemented by this project highly important for reducing greenhouse gases and enhancing public health statewide.

Within half a mile of the project, there are three affordable housing developments dedicated to serving low-income individuals, families, and seniors: East Oakland Community Projects, MacArthur Apartments, and United Together Manor. The project will increase connectivity between these locations and employment areas, schools, and services along the corridor, providing much-needed mobility improvements for those living in affordable housing. The Project is particularly well situated to serve low-income residents generally. Of residents living in the disadvantaged community that this project would serve, nearly 60% live below 200% of the federal poverty level (Healthy Places Index, 2018) and 36% of households are rent-burdened (pay 50% or more of their income on rent) (ACS 5-Year, 2020). Within half a mile of the project, one development project (Acts Cyrene Apartments at 9400 International Boulevard) has been approved with 34 affordable and 24 very affordable units, and one development (6733 Foothill Blvd) has been submitted for approval that would include 62 affordable units.

- B. Describe how other new or proposed funded projects or policies in the vicinity of this project will attribute to the transformative nature of this project.**

As you address this question consider items like the following:

- Transit
- The overall non-motorized network
- Land Use
- Local policies and/or ordinances



Please attach documentation that supports the transformative nature of the project. This could include:

- The meeting minutes voting to fund the project, or
- The approved environmental document, or
- An HCD Prohousing Designation certification or a copy of the submitted application form, or
- A local Housing Element that is in compliance with the State Housing Element Law, or
- Other important documentation demonstrating the transformation

Words Remaining: 79

(Max of 600 words)

The Bancroft Avenue Greenway project amplifies existing and proposed plans, policies, and projects, including the International Boulevard Bus Rapid Transit (BRT) "Tempo", the International Pedestrian Lighting and Sidewalk Improvements Project, the 2019 East Oakland Neighborhoods Initiative (EONI), 2019 LBO, the East Oakland Neighborhood Bike Routes Project (EONBR), and the Highway Safety Improvement Program (HSIP) 8 Bancroft Avenue project.

The East Oakland Neighborhoods Initiative (2019) is plan that outlines planning goals within a mile of the Bancroft Avenue project and many East Oaklanders were consulted in the development of the plan's five goals: reducing greenhouse gas, preventing displacement, improving public health, building economic empowerment, and planning by and with the community. The plan also called for the establishment of a Black Cultural Zone to celebrate and preserve the culture of local residents through activation of green spaces, incubating businesses, and growing food. The planning process for the Class I Path and the project itself responds to each of these goals and will transform Bancroft Avenue into a space for gathering, physical activity, and fun.

The Project also implements the goals, and bicycle network of the LBO Bicycle Master Plan (2019). The Plan includes goals for improving connectivity, access, safety, comfort, awareness of walking and biking, and supportive land uses. This project will support each of those goals. As described in previous questions, the project is anticipated to substantially contribute to each of the corresponding performance measures: decrease in stress levels for bicyclists and pedestrians (from LTS 3 to LTS 1); decrease in rate and severity of bicycle collisions and pedestrian collisions (multiple systemic safety improvements); increase in mileage, width, and quality of sidewalks (comfort and safety enhancements); increase in mileage of comfortable Class I Paths; and increase in non-motorized mode share (high comfort facilities are documented to increase mode share). LBO also proposed several low-stress bicycle facilities that would directly connect with the path, including buffered bicycle lanes on 73rd Avenue, now referred to as the 73rd Avenue Active Routes to Transit.

In 2020, OakDOT was awarded ATP funding for the East Oakland Neighborhood Bike Routes (EONBR). The EONBR is a network of safer, calmer neighborhood streets designed to prioritize people walking and biking to local destinations. Two of the four EONBR, corridors intersect Bancroft Avenue and provide a safe route to the Coliseum BART Station, TEMPO and the recently-funded International Boulevard Pedestrian Lighting and Sidewalk Improvement Project. Between 45th Avenue and 107th Avenue, this pedestrian project runs parallel to Bancroft Avenue and will enhance the attractiveness and safety perception for non-motorized users, particularly at nighttime. The Bancroft Avenue Greenway will serve as a critical link to major transit hubs for the 12,000 residents that live along the Bancroft project corridor to access the EONBR corridors and connect to Coliseum BART and International Boulevard BRT.

Finally, the HSIP 8 Bancroft project will provide pedestrian and bicycle safety improvements along Bancroft Avenue between Havenscourt Boulevard and 98th Avenue. This project overlaps with the Bancroft Avenue Greenway project and will greatly enhance the safe access to the greenway with pedestrian median refuges, high intensity activated crosswalks, RRFBs, signal mast arms, and pedestrian countdown heads.

6 Bancroft Transformative Attachment.pdf



Part B: Narrative Questions

Question #7

QUESTION #7

SCOPE AND PLAN LAYOUT CONSISTENCY AND COST EFFECTIVENESS (0 - 7 points)

A. The evaluators will consider the following: (7 points max)

- Consistency between the Layouts/maps, Engineer's estimate and Proposed scope
- Compliance with the Engineer's Checklist and cost effectiveness
- Complete project schedule

B. For combination I/NI projects, the 25-R will be evaluated for:

- How well it reflects the applicant's responses throughout this application
- How well the overall scope meets the Purpose and Goals for the ATP, as defined by the CTC Guidelines
- Compliance with the ATP Non-Infrastructure Program Guidance



Part B: Narrative Questions

Question #8

LEVERAGING FUNDS (0-5 POINTS)

Projects submitted by Tribal Governments and/or that are on Tribal Lands will get the full Leveraging points for both Medium and Large Infrastructure Applications.

☐ This project is being submitted by a Tribal Government and/or is on Tribal Lands

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 (Part 6: Project Funding), the following Leveraging amounts are designated for this project. These amounts should match the amounts shown in Part A6: Project Funding.

Non-ATP funding can only be considered "Leveraging" funding if it goes towards ATP eligible costs. If the project includes ineligible costs, the application must confirm the leveraging funding shown below does not include the non-ATP funds for ineligible items.

PA&ED Phase Project Delivery Costs:

Leveraging Funding: \$605

Designate the Funding Type: City Funds

PS&E Phase Project Delivery Costs:

Leveraging Funding: \$0

Designate the Funding Type:

Right of Way Phase Project Delivery Costs:

Leveraging Funding: \$630

Designate the Funding Type: City Funds

Construction Phase Project Delivery Costs:

Leveraging Funding: \$3,970

Designate the Funding Type: City Funds

Projects with NON-INFRASTRUCTURE (NI) elements:

Leveraging Funding: \$0

Designate the Funding Type:

OVERALL TOTALS FOR PROJECT/APPLICATION:

Total Project Costs: \$34,675

Leveraging Funding: \$5,205

% of Total Project 15.01 %

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

1 Point	At least 1% to 5% of total project cost
2 Points	More than 5% to less than 10% of total project cost
3 Points	At least 10% to 15% of total project cost
4 Points	More than 15% to 20% of the project cost
5 Points	More than 20% of the total project cost



Applicants must attach a signed letter of commitment indicating the amounts and sources of leveraged funds. Applicants may also include other documentation to substantiate leveraging, including meeting minutes from a governing body, a budget sheet, a board or council resolution, etc.

Leverage Justification Attachment

Based on the project funding information provided earlier in the application (Part 6: Project Funding), the following Leveraging amounts are designated for this project. These amounts should match the amounts shown in Part A6: Project Funding

Fund Leveraging Justification - Bancroft.pdf

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

Question #9

USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR CERTIFIED LOCAL COMMUNITY CONSERVATION CORPS (CALCC) (-5 to 0 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)
- ☐ Applicant is not requesting Construction funds (0 points)

Step 1: The applicant must submit the ATP Corps Consultation Form to both the CCC and CALCC at least ten (10) business days prior to the application submittal to Caltrans. The CCC and CALCC will respond within ten (10) business days from receipt of the information. Links to the ATP Corps Consultation Form, instructions and contact information for submission or questions can be found at:

[California Conservation Corps ATP webpage](#)

Or

[Certified Local Conservation Corps ATP webpage](#)

The applicant must also attach any email correspondence from the CCC and CALCC 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_Correspondence.pdf

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

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 CALCC, or the Tribal Corps and determined the following: (check appropriate box)

- ☒ Applicant intends to utilize the CCC, CALCC, or the Tribal Corps on the following items listed below. (0 points) (Max of 100 Words)

Words Remaining: 65

The Civicorps has indicated that the LCC can assist with the following aspects if awarded: (1) urban park development, (2) landscaping, (3) sign installation, (4) bike locker repair and installation, and (5) education and outreach.

- ☐ 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 CALCC ☐ the Tribal Corps (If applicable)



Part B: Narrative Questions

Question #10

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

For CTC 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
Attachment A Signature Page_RR.pdf	
Engineer's Checklist (Required for Infrastructure & Combo Projects)	Attachment B
Attachment B Engineer's Checklist AS.pdf	
Project Location Map (Required for all applications)	Attachment C
Bancroft_ATP_Project_Location.pdf	
Project Layout/Plans showing existing and proposed conditions (Required for all Infrastructure Projects)	Attachment D
Attachment D Bancroft Project Plans & Cross-Sections.pdf	
Photos of Existing Conditions (Required for all applications)	Attachment E
Bancroft_Existing_Conditions_Photos.pdf	
Project Estimate (Required for all Infrastructure Projects)	Attachment F
Attachment F Project Estimate Bancroft.pdf	
Non-Infrastructure Work Plan (Exhibit 25-R) (Required for all projects with Non-Infrastructure Elements)	Attachment G
Plan Scope of Work (Exhibit 25-Plan) (Required for all Plan Projects)	Attachment H
Letters of Support (10 maximum) and Support Documentation (Required or recommended for all projects as designated in the instructions) (All letters must be scanned into one document.)	Attachment I
Attachment I Letters of Support Bancroft.pdf	
Exhibit 25-F State Funding	Attachment J
Additional Attachments (Additional attachments may be included. They should be organized in a way that allows application reviewers easy identification and review of the information.) (All additional attachments must be scanned into one document.)	Attachment K
Additional Attachments Bancroft.pdf	