ACTIVE TRANSPORTATION PROGRAM

CYCLE 2

APPLICATION

Project name: Berkeley 9th Street Bicycle Boulevard Extension Pathway Phase II

Project Unique Application No: 04-Berkeley-1

Part A. Application Form

ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Application Form for Part A

Parts B & C must be completed using a separate document

PROJECT unique APPLICATION NO.: 04-Berkeley-1

Auto populated

Total ATP Funds Requested: $ 850 (in 1000s)

Auto populated

Important: Applicants must follow the CTC Guidelines and Chapter 22 of the Local Assistance Program Guidelines, and include attachments and signatures as required in those documents. Ineligible project elements may result in a lower score/ranking or a lower level of ATP funding. Incomplete applications may be disqualified.

Applicants are expected to use the corresponding "step-by-step" Application Instructions and Guidance to complete the application (3 Parts):

Part A: General Project Information
Part B: Narrative Questions
Part C: Application Attachments

Application Part A: General Project Information

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

IMPLEMENTING AGENCY'S NAME:

Berkeley

IMPLEMENTING AGENCY'S ADDRESS	CITY		ZIP CODE
2180 Milvia Street	Berkeley	CA	94704

IMPLEMENTING AGENCY'S CONTACT PERSON: Farid Javandel

CONTACT PERSON'S TITLE: Transportation Division Manager

CONTACT PERSON'S PHONE NUMBER: 510-981-7010

CONTACT PERSON'S EMAIL ADDRESS : FJavandel@ci.berkeley.ca.us

Project Partnering Agency: Entities that are unable to apply for Active Transportation Program funds or that are unable to enter into a Master Agreement with the State must partner with an eligible applicant that can implement the project. **In addition, entities that are unfamiliar with the requirements to administer a Federal-Aid Highway Program project may partner with an eligible applicant that can implement the project.**

If another entity (Partnering Agency) agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement (e.g., letter of intent) must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the first request for allocation. For these projects, the Project Partnering Agency's information shall be provided below.

(The Grant Writer's or Preparer's information should not be provided)

PROJECT PARTNERING AGENCY'S NAME:

PROJECT PARTNERING AGENCY'S ADDRESS	CITY		ZIP CODE
		CA	

PROJECT PARTNERING AGENCY'S CONTACT PERSON:

CONTACT PERSON'S TITLE:

CONTACT PERSON'S PHONE NUMBER:

CONTACT PERSON'S EMAIL ADDRESS :

MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans?	☒ Yes ☐ No
Implementing Agency's Federal Caltrans MA number	04-5057R
Implementing Agency's State Caltrans MA number	64A0210

* 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 NAME: (To be used in the CTC project list)

Berkeley 9th Street Bicycle Boulevard Extension Pathway Phase II

Application Number: 1 **out of** 6 **Applications**

PROJECT DESCRIPTION: (Max of 250 Characters)

Installation of a shared-use path to connect existing bicycle boulevard to existing trail.

PROJECT LOCATION: (Max of 250 Characters)

This project is located between the 9th Street Bicycle Boulevard (south of Heinz Avenue) and Murray Street in Berkeley. It would use the existing City ROW between the Orchard Supply Hardware and the back of the mixed-use buildings along 9th Street.

Will any infrastructure-improvements permanently or temporarily encroach on the State right-of-way? ☐ Yes ☒ No

If yes, see the application instructions for more details on the required coordination and documentation.

Project Coordinates: (latitude/longitude in decimal format) Lat. 37.851849 /long. -122.289025

Congressional District(s):	13						
State Senate District(s):	9			**State Assembly District(s):**	15		
Caltrans District(s):	04						
County:	Alameda County						
MPO:	MTC						
RTPA:							
MPO UZA Population:	Within a Large MPO (Pop > 200,000)						

ADDITONAL PROJECT GENERAL DETAILS: (Must be consistent with Part B of Application)

ESTIMATION OF ACTIVE TRANSPORTATION USERS

Existing Counts:	**Pedestrians**		**Bicyclists**	805
One Year Projection:	**Pedestrians**		**Bicyclists**	1,026
Five Year Projection:	**Pedestrians**		**Bicyclists**	1,111

BICYCLE AND/OR PEDESTRIAIN INFRASTRUCTURE (Check all that apply)

Bicycle:	**Class I**	☐	**Class II**	☐	**Class III**	☐	**Other**
Pedestrian:			**Sidewalk**	☐	**Crossing**	☐	**Other**
Multiuse Trails/Paths:			**Meets "Class I" Design Standards**	☒			**Other**

DISADVANTAGED COMMUNITIES

Project contributes toward the Disadvantaged Communities funding requirement: the project must clearly demonstrate a direct, meaningful, and assured benefit to a community that meets any of the following criteria: ☐ Yes ☒ No

If yes, which criterion does the project meet in regards to the Disadvantaged Community (mark all that apply):

Household Income	☐ Yes	☒ No	**CalEnvioScreen**	☒ Yes	☐ No
Student Meals	☐ Yes	☒ No	**Local Criteria**	☐ Yes	☒ No

Is the majority of the project physically located within the limits of a Disadvantaged Community: ☒ Yes ☐ No

CORPS

Does the agency intend to utilize the Corps: ☐ Yes ☒ No

PROJECT TYPE (Check only one: I, NI or I/NI)

Infrastructure (I) ☒ **OR Non-Infrastructure (NI)** ☐ **OR Combination (N/NI)** ☐

"Plan" applications to show as NI only

Development of a Plan in a Disadvantaged Community: ☐ Yes ☒ No

If Yes, check all Plan types that apply**:**

☐ **Bicycle Plan**

☐ **Pedestrian Plan**

☐ **Safe Routes to School Plan**

☐ **Active Transportation Plan**

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

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

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

☒ **Bicycle Transportation** **% of Project** 100.0 % (ped + bike must = 100%)

☐ **Pedestrian Transportation** **% of Project** _____ %

☐ **Safe Routes to School** *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

How many schools does the project impact/serve: _____

If the project involves more than one school: 1) Insert "Multiple Schools" in the School Name, School Address, and distance from school; 2) Fill in the student information based on the total project; and 3) Include an attachment to the application which clearly summarizes the following school information and the school official signature and person to contact for each school.

School name: _____

School address: _____

District name: _____

District address: _____

Co.-Dist.-School Code: _____

School type (K-8 or 9-12 or Both) _____ Project improvements maximum distance from school _____ mile

Total student enrollment: _____

% of students that currently walk or bike to school% _____ %

Approx. # of students living along route proposed for improvement: _____

Percentage of students eligible for free or reduced meal programs ** _____ %

**Refer to the California Department of Education website: http://www.cde.ca.gov/ds/sh/cw/filesafdc.asp

A map must be attached to the application which clearly shows the limits of: 1) the student enrollment area, 2) the students considered to be along the walking route being improved, 3) the project improvements.

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

Trails Projects constructing multi-purpose trails and are generally eligible in the Active Transportation Program. If the applicant believes all or part of their project meets the federal requirements of the Recreational Trails Program they are encouraged to seek a determination from the California Department of Parks and Recreation on the eligibility of their project to complete for this funding. This is optional but recommended because some trails projects may compete well under this funding program.

For all trails projects:

Do you feel a portion of your project is eligible for federal Recreational Trail funding? ☐ Yes ☒ No

If yes, estimate the total projects costs that are eligible for the Recreational Trail funding: _____

If yes, estimate the % of the total project costs that serve "transportation" uses? _____ %

Applicants intending to pursue "Recreational Trails Program funding" **must submit** the required information to the California Department of Parks and Recreation prior to the ATP application submissions deadline. (See the Application Instructions for details)

PROJECT STATUS and EXPECTED DELIVERY SCHEDULE

Applicants need to enter **either** the date the milestone was completed (for all milestones already complete prior to submitting the application) **or** the date the applicant anticipates completing the milestone. Applicants should enter "N/A" for all CTC Allocations that will not be requested as part of the project. Per CTC Guidelines, all project applications must be submitted with the expectation of receiving partially federally funded and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals. *See the application instructions for more details.*

The agency is responsible for meeting all CTC delivery requirements or their ATP funding will be forfeited.
For projects consisting of entirely non-infrastructure elements are not required to complete all standard infrastructure project milestones listed below. Non-infrastructure projects only have to provide dates for the milestones identified with a " * " and can provide "N/A" for the rest.

MILESTONE:	DATE COMPLETED	OR	EXPECTED DATE
CTC - PA&ED Allocation:			N/A
* CEQA Environmental Clearance:			1/15/2016
* NEPA Environmental Clearance:			1/15/2016
CTC - PS&E Allocation:			3/1/2016
CTC - Right of Way Allocation:			N/A
* Right of Way Clearance & Permits:			11/1/2016
Final/Stamped PS&E package:			11/1/2016
*** CTC - Construction Allocation:**			1/1/2017
* Construction Complete:			10/1/2018
* Submittal of "Final Report"			12/31/2018

PROJECT FUNDING (in 1000s)

Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged.

See the Application instructions for more details and requirements relating to ATP funding.

ATP funds being requested for this application/project by project delivery phase:

ATP funds for PA&D:	$20	
ATP funds for PS&E:	$125	
ATP funds for Right of Way:	$0	
ATP funds for Construction:	$705	
ATP funds for Non-Infrastructure:	$0	*(All NI funding is allocated in a project's Construction Phase)*

Total ATP funds being requested for this application/project: $850

Local funds leveraging or matching the ATP funds: $45

For local funding to be considered Leveraging/Matching it must be for ATP eligible activities and costs.
Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

Additional Local funds that are `non-participating' for ATP: $0

These are local funds required for the overall project, but not for ATP eligible activities and costs. They are not considered leverage/match.

TOTAL PROJECT FUNDS: $895

ATP - FUNDING TYPE REQUESTED:

Per the CTC Guidelines, All ATP projects must be eligible to receive federal funding. Most ATP projects will receive federal funding, however some projects may be granted State only funding (SOF) for all or part of the project.

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

If "Yes", provide a brief explanation. (Max of 250 characters) Applicants requesting SOF must also attach an "Exhibit 22-f"

ATP PROJECT PROGRAMMING REQUEST (PPR): In addition to the project funding information provided in Part A of the application, all applicants must complete the ATP Project Programming Request form and include it as Attachment B. More information and guidance on the completion and submittal of this form is located in the Application Instructions Document under Part C - Attachment B.

Part B. Narrative Questions

ACTIVE TRANSPORTATION PROGRAM

CYCLE 2

Part B: Narrative Questions

(Application Screening/Scoring)

Project unique application No.: **04-Berkeley-01**

Implementing Agency's Name: **City of Berkeley**

Important:

- Applicants must ensure all data in Part B of the application is fully consistent with Part A and C.
- Applicants must follow all instructions and guidance to have a chance at receiving full points for the narrative question and to avoid flaws in the application which could result in disqualification.

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Part B: Narrative Questions

Detailed Instructions for: 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 is the disqualification of the application.

Demonstrated fiscal needs of the applicant:

The Project is necessary to increase bicycle access and pedestrian safety to centralized primary and secondary school facilities, recreation destinations, community resources and neighborhood shopping centers and to close a gap in the current City, Countywide, and Regional bicycle network.

The Project is currently only partially funded through the City's FY 2016 Measure B Transportation Sales Tax funds.

The first phase of the project was completed using BTA Funds. Now that BTA is incorporated into larger ATP funding source, this project allows the State to leverage its previous investment in the first phase to close the gap in the non-motorized network.

Consistency with Regional Plan.

The Berkeley 9th Street Bicycle Boulevard Extension Pathway Phase II Project is consistent with the Alameda County Bicycle Plan (2012) and Alameda County Pedestrian Plan (2012). The Alameda County Bicycle Plan's vision statement on page 10 states, "Alameda County is a community that inspires people of all ages and abilities to bicycle for everyday transportation, recreation, and health, with an extensive network of safe, convenient, and interconnected facilities linked to transit and other major destinations." The County Bicycle Plan places a strong emphasis on inter-jurisdictional projects, especially shared use pathway projects, which connect multiple cities, such as the 9th Street Pathway. The Alameda County Pedestrian Plan's vision statement is similar and also found on page 10 and reads, "Alameda County is a community that inspires people of all ages and abilities to walk for everyday transportation, recreation, and health. A system of safe, attractive, and widely accessible walking routes and districts is created by interconnected pedestrian networks, strong connections to transit and pedestrian-friendly development patterns." The relevant portions of the Plans are attached to this application in Attachment I – Narrative Questions Backup Information.

Plan Bay Area is the San Francisco Area's Regional Transportation Plan (RTP), adopted in July 2013. The Plan Bay Area Final Project List includes implementation of the Berkeley Pedestrian Master Plan (RTPID 240197) and implementation of the Berkeley Bicycle Plan (RTPID 240202). Both the Berkeley Bicycle Plan and the Berkeley Pedestrian Master Plan list the 9th Street Pathway as a priority project for implementation.

Plan Bay Area furthermore anticipates significant growth in the City of Berkeley; the Plan predicts an 18 percent increase in households and 29 percent in jobs from 2010 to 2040.[1] This will increase traffic volumes as well as transit ridership. Located between a State Highway (SR123) and a freeway (I-80) the proposed project will be an important step in managing future traffic patterns and keeping Berkeley commuters and students safe.

[1] http://planbayarea.org/pdf/JHCS/May_2012_Jobs_Housing_Connection_Strategy_Appendices_Low_Res.pdf

Part B: Narrative Questions

Detailed Instructions for: Question #1

QUESTION #1

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. (0-30 points)

A. Describe the following: Current and projected types and numbers/rates of users. (12 points max.)

More than 102,000 workers and 200,000 students live within three miles of the proposed project area, according to five-year estimates from the American Community Survey (2008-2012). More than four percent of those commuters travel less than ten minutes to get to work and over seven percent bicycle to work (7,265 bicycle commuters). The National Household Travel Survey (2009) estimates that for every one bicycle commute trip that takes place, there are 8.93 social, recreational, and school trips. Applying this ratio to the number of existing walk commute trips within the proposed project area, there are an estimated 64,800 total bicycle trips per day, which likely underestimates the number of school trips in the area.

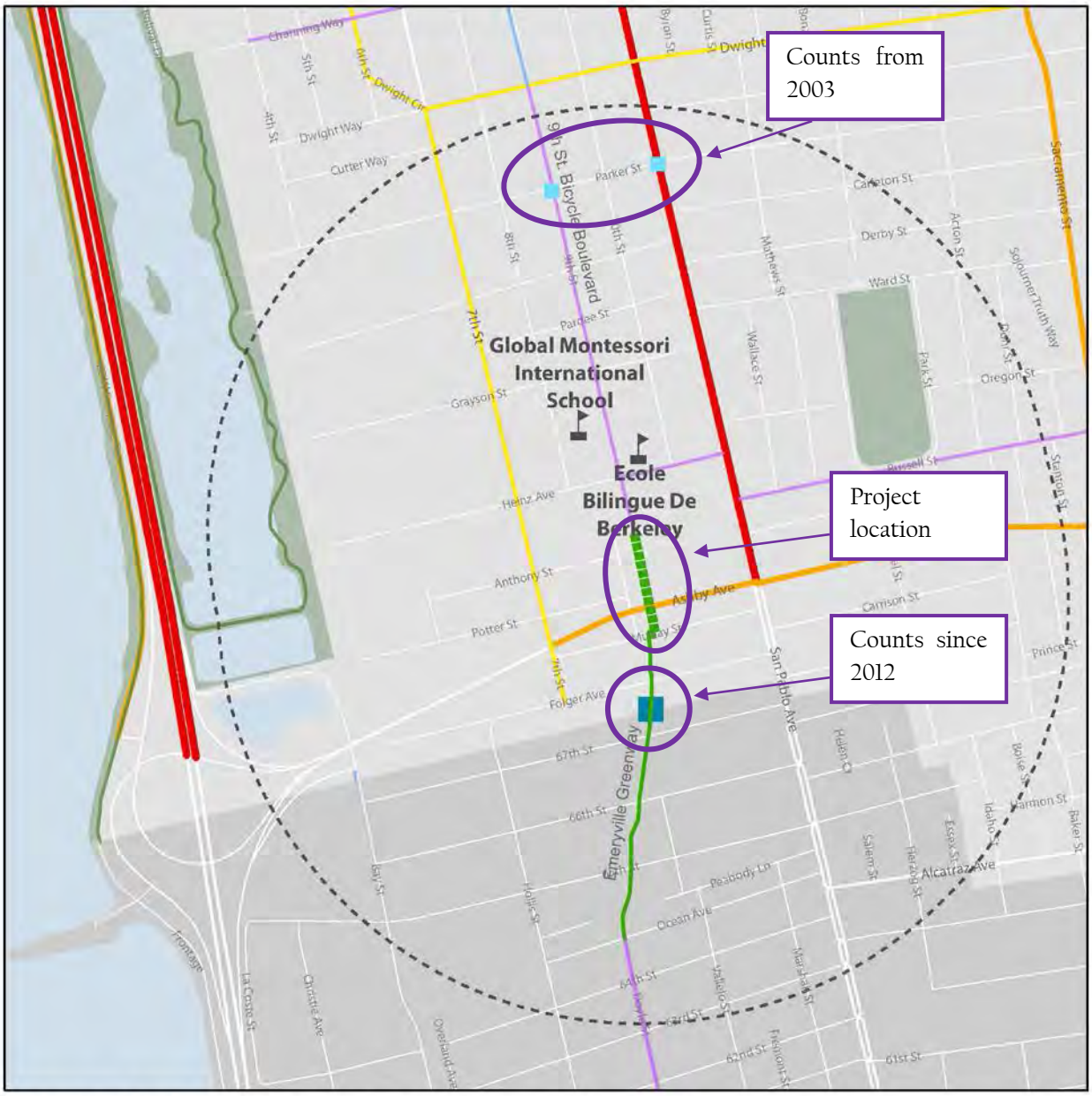
The neighboring city of Emeryville installed a bicycle and pedestrian counter at the northern edge of the completed Emeryville Greenway in May 2013. On average, there are 805 daily bicycle trips take place at that location, close to where Berkeley 9th Street Pathway Phase II Project will begin. Based on a review of similar gap closure projects of regional bicycle networks, a conservative estimate of the number of bicycle trips that will take place each day along the proposed route one year after project completion is 1,026.

Berkeley had a bike mode-share goal of 7.85 percent (from 2005 Bicycle Master Plan; highlighted and attached to this application in Attachment I – Narrative Questions Backup Information). However, the 2013 American Community Survey 5-year estimate for the city states that 8.6 percent of workers 16 years and over commuted to work by bicycle, far exceeding the City's 2005 goal. Walking commute estimates are even higher at 15.4 percent.

Table 1: 2009-2013 American Community Survey 5-Year Estimates, "Commuting Characteristics by Sex"

Subject	Berkeley city, California				
	Total		Male		Female
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Workers 16 years and over	54,183	+/-1,204	27,301	+/-973	26,882
MEANS OF TRANSPORTATION TO WORK					
Car, truck, or van	43.5%	+/-1.3	42.7%	+/-1.9	44.4%
Drove alone	36.7%	+/-1.2	36.5%	+/-1.8	36.9%
Carpooled	6.8%	+/-0.8	6.2%	+/-1.0	7.4%
In 2-person carpool	4.2%	+/-0.7	4.0%	+/-0.8	4.5%
In 3-person carpool	1.9%	+/-0.4	1.5%	+/-0.4	2.4%
In 4-or-more person carpool	0.6%	+/-0.2	0.7%	+/-0.3	0.6%
Workers per car, truck, or van	1.10	+/-0.01	1.09	+/-0.01	1.11
Public transportation (excluding taxicab)	20.2%	+/-1.3	20.4%	+/-1.6	19.9%
Walked	15.4%	+/-1.2	13.6%	+/-1.5	17.2%
Bicycle	8.6%	+/-0.9	11.2%	+/-1.5	6.0%
Taxicab, motorcycle, or other means	1.4%	+/-0.4	2.1%	+/-0.6	0.6%
Worked at home	10.9%	+/-0.9	9.9%	+/-1.2	11.9%

The current bicycle commuters along this route must utilize busy on-street connections to reach their destinations and as such are likely to be experienced and confident adult cyclists. Once this project is completed, within five years, the projected types of users are anticipated to expand to include more children and parents riding with their children to and from school. It is also projected to include more commuters who will transfer over from San Pablo Avenue to the safer, calmer, and lower speed 9th Street route. San Pablo Avenue/Highway 123 is a busy four lane arterial with a posted speed of 30mph and crossing distances up to and over 70 feet.



The Berkeley 9th Street Bicycle Boulevard Extension Pathway Phase II (04-Berkeley-1)

Traffic Volumes and Bicycle Counts

0 500 1,000 Feet

Project Locations
- 9th St. Bikeway

Bike Facilities
- Existing Class I
- Existing Class II
- Existing Class III

Traffic Volumes
- 743 - 3000
- 3001 - 9000
- 9001 - 15000
- 15001 - 25000
- 25001 - 277000

Volume of Cyclists
- 45 - 150
- 151 - 275
- 276 - 400
- 401 - 805

- City Boundary
- Park
- 1/2 mi Project Buffer

B. Describe how the project links or connects, or encourages use of existing routes (for non-infrastructure applications) 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 via: (12 points max.)

- **a. creation of new routes**
- **b. removal of barrier to mobility**
- **c. closure of gaps**
- **d. other improvements to routes**
- **e. educates or encourages use of existing routes**

The Berkeley 9th Street Bicycle Boulevard Extension Pathway Phase II Project would create a new route that closes a major gap in the city, county, and regional bicycle network. The extension is classified as a Class I pathway on city-owned right-of-way (ROW) to connect to an existing Bicycle Boulevard to the north (which runs up to the Berkeley/Albany border) and the Emeryville Greenway to the south (a Class I pathway). The extension crosses Ashby Avenue/State Highway 13. In order to make the crossing safer, the intersection is already under design with a special crossing for the path with bicycle and pedestrian video detection so users do not need to press a button to trigger the signal. The signal will also be engineered to give priority to the trail users upon activation. In addition, the southern crosswalk is being widened, and ADA compliant curb ramps and high visibility crosswalks are being installed. The construction of Phase II of this pathway provides an alternate to the existing busy on-street route which is shared with heavy traffic, including trucks, in the vicinity of Ashby Avenue (SR13).

The 9th Street Pathway Project is located less than two miles from four major transit stations: Ashby BART, Downtown Berkeley BART, Berkeley Amtrak, and Emeryville Amtrak stations. The table below shows ridership and mode share information for the four stations, if available.

	BART		Amtrak	
	Ashby	Downtown Berkeley	Emeryville	Berkeley
Distance from Project (miles)	1.07	1.68	0.79	1.24
2008 Bicycle Mode Share[2]	12%	10%	NA	NA
Average Weekday Ridership[3,4]	5,243 (2014)	13,327 (2014)	1,607 (2012)	417 (2012)
Annual Passengers[5]	NA	NA	559,367 (2014)	132,885 (2014)

Both Ashby and Downtown Berkeley Stations are amongst the five shortest median distances traveled between home and BART by any mode share with Ashby at 0.63 miles and Downtown Berkeley at 0.67 miles.[6] In 2013, Emeryville was the 19th busiest Amtrak Station in the system.[7] Closing the gap along 9th Street will help provide a non-motorized connection to these major transit facilities with a higher level of comfort and hopefully increase home-to-transit mode-share percentages.

Within a three-mile bikeshed , there are several community centers such as San Pablo Park, Berkeley Aquatic Park, California Shakespeare Theater, and Haskell-Mabel Mini-Park, direct connections to schools (such as Rosa Parks Elementary School, Black Pine Circle Day School, and Longfellow Middle School), employment centers (like Clif Bar & Company, Dynavax Technologies Corporation, the Parker Plaza office complex, and various smaller companies), and several retail and commercial establishments (including Berkeley Bowl grocery store and many other smaller shops and restaurants).

C. Referencing the answers to A and B above, describe how the proposed project represents one of the Implementing Agencies (and/or project Partnering Agency's) highest unfunded non-motorized active transportation priorities. (6 points max.)

Closing this major north/south bicycle network gap has been a goal for Berkeley for nearly two decades, ever since the development of the first Berkeley Bicycle Plan in the mid-1990s. The project

[2] https://www.bart.gov/sites/default/files/docs/BART_Bike_Plan_Final_083012.pdf.
[3] Average Weekday Exits by Station, http://www.bart.gov/about/reports/ridership.
[4] http://www.amtrak.com/pdf/factsheets/CALIFORNIA12.pdf.
[5] http://www.narprail.org/uploads/3/0/4/0/30401991/cities.pdf.
[6] http://www.bart.gov/sites/default/files/docs/2008StationProfileReport_web.pdf.
[7] http://www.amtrak.com/ccurl/826/406/Amtrak-National-Fact-Sheet-FY2013-rev.pdf.

is listed as a high-priority recommended project in both the 2000 and the 2005 Bicycle Master Plan. Phase I was included in the FY 2012-2013 Capital Improvement Program Budget in order to successfully leverage the outside grant funding that allowed construction of that phase. The timing for this project is crucial, as the City of Emeryville has already completed the Emeryville Greenway, and Berkeley is preparing to improve the intersection of 9th and Ashby at the location of the pathway crossing as part of a cooperative project with Caltrans related to the Caldecott Tunnel 4th Bore. When finished, the completed pathway which will directly connect to this project and complete a regional north/south non-motorized spine within Alameda County.

Part B: Narrative Questions

Detailed Instructions for: Question #2

QUESTION #2

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. (0-25 points)

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

Based on Statewide Integrated Traffic Records System (SWITRS) analysis of 9th Street between 2005 and 2015, there have been three injury collisions involving a pedestrian and five injury collisions involving a bicycle. The table below shows the eight collisions directly on 9th Street in Berkeley and within 0.5 miles from the project site.

Six of the collisions along 9th Street occurred in an intersection. The intersection of 9th Street and Ashby Avenue – which will connect the two parts of this project – is currently being designed for updates with significant bicycle and pedestrian safety upgrades to reduce the risk of collisions in the project site area. The upgraded intersection will support the new route proposed in this phase of the project.

Table 2: Collisions on 9th Street Involving a Bicyclist or Pedestrian, 2009-2013

Number	Date of Collision	Victim Type	Severity of Injuries	Description
1	11/12/2009	Pedestrian	Complaint of Pain	Broadside – driver failed to yield to pedestrian in intersection
2	9/25/2009	Pedestrian	Complaint of Pain	Broadside – driver failed to yield to pedestrian in sidewalk/ driveway
3	2/16/2010	Bicycle	Complaint of Pain	Broadside – driver failed to stop at stop signed intersection
4	6/14/2010	Bicycle	Complaint of Pain	Broadside – driver drove on sidewalk
5	11/29/2011	Bicycle	Complaint of Pain	Broadside – driver failed to signal prior to turning at intersection and hit bicyclist traveling straight
6	2/21/2012	Pedestrian	Complaint of Pain	Vehicle/Pedestrian – pedestrian failed to yield to vehicle in roadway
7	11/15/2012	Bicycle	Visible Injury	Broadside – driver failed to yield when turning left in intersection
8	10/8/2013	Bicycle	Complaint of Pain	Broadside – driver failed to stop at stop signed intersection

Today, San Pablo Avenue/Highway 123 is the only continuous north/south roadway for bicyclists in this part of the city although the roadway lacks any type of bicycle infrastructure. Between 2009 and 2013, San Pablo Avenue saw 21 collisions which involved a bicycle or pedestrian. It is expected that the number of collisions will be reduced upon completion of this project. The pathway extension project will create a new north/south bicycle network creating a parallel bypass to San Pablo Avenue for non-motorized users.

Below is a collision diagram showing the types of collisions near the project site up to 2012 (TIMS collision diagram data does not include 2013 data) and a collision severity map up to 0.5 mile from the project site. This shows that most of the collisions in the area occur at intersections with the bicyclists and pedestrians turning. The completion of a shared-use path in this area will reduce conflicts between motorized and non-motorized users.

Collision Diagram

Primary Street:

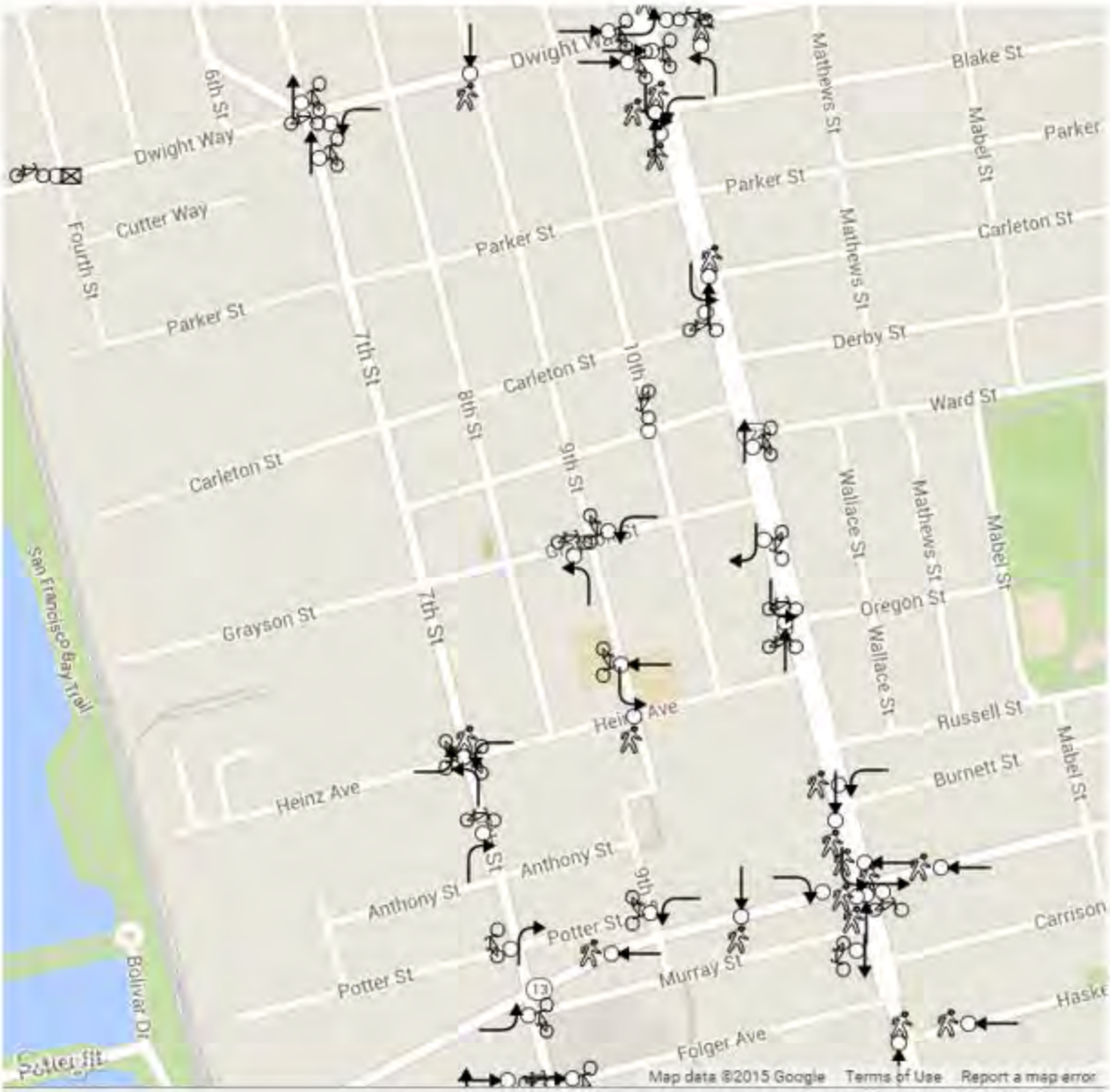
Secondary Street:

Time Period:

Agency Name:

Mapping Summary	
Fatal Collision	0
Injury Collision	48
Mapped	48
Not Drawn	14
Total	62

Straight	Overturned
Left Turn	Ran Off Road
Right Turn	Stopped
U-Turn	Parked
Pedestrian	Bicycle
Object	Injury Crash
Fatal Crash	



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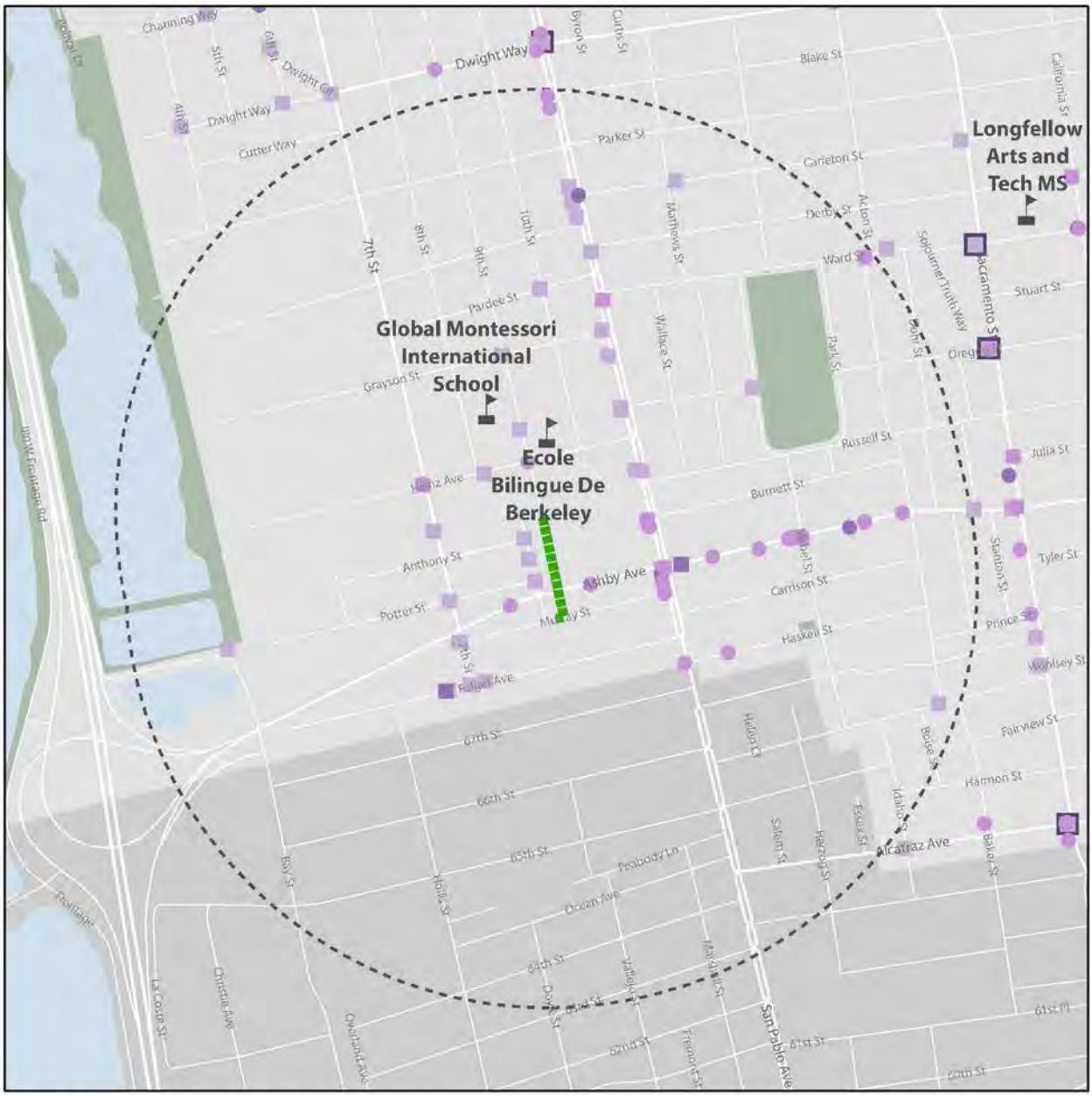


The Berkeley 9th Street Bicycle Boulevard Extension Pathway Phase II (04-Berkeley-1)

Bicycle and Pedestrian Collisions

Project Locations
- 9th St. Bikeway

Pedestrian Collision
- Fatality
- Injury (Severe)
- Injury (Other Visible; Complaint of Pain)
- Uncategorized

Bicycle Collision
- Fatality
- Injury (Severe)
- Injury (Other Visible; Complaint of Pain)
- Uncategorized

Victim Age
- 18 or Younger (Pedestrian)
- 18 or Younger (Bicyclist)

- City Boundary
- Park
- 1/2 mi Project Buffer

B. Describe how the project/program/plan will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities; including but not limited to the following possible areas: (15 points max.)

- **Reduces speed or volume of motor vehicles in the proximity of non-motorized users.**
- **Improves sight distance and visibility between motorized and non-motorized users.**
- **Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users.**
- **Improves compliance with local traffic laws for both motorized and non-motorized users.**
- **Addresses inadequate traffic control devices.**
- **Eliminates or reduces behaviors that lead to collisions involving non-motorized users.**
- **Addresses inadequate or unsafe traffic control devices, bicycle facilities, trails, crosswalks and/or sidewalks.**

This project would close a gap in the existing bike network, allowing bicyclists to use this route instead of the only other north/south route, San Pablo Avenue. San Pablo Avenue, with a 30 mph speed limit and no designated on-street bikeway facilities, has a history of bicycle and pedestrian collisions. By completing this project, active transportation modes will be able to travel north or south along a safer, physically separated route that has eliminated potential conflicts between motorized and non-motorized users as this phase will be a multi-use path/trail and not bicycle facilities on a roadway.

The primary safety countermeasure provided by this project is the classification of a Class I trail, which motorized vehicles will not be allowed to use. Furnishing a physically separate route for users to walk and bike through the project area provides an effective countermeasure to potential primary collision factors along the corridor. The only section of this project where there may be mixing between motorized and non-motorized users would be located at the Ashby Avenue intersection which, as stated above, is already being addressed and is not part of this project.

Collision Diagram

Primary Street:
9th Street

Secondary Street:

Time Period:
1/1/2009 to 21/31/2013

Agency Name:

Mapping Summary	
Fatal Collision	0
Injury Collision	27
Mapped	27
Not Drawn	6
Total	33

Straight	Overturned
Left Turn	Ran Off Road
Right Turn	Stopped
U-Turn	Parked
Pedestrian	Bicycle
Object	Injury Crash
Fatal Crash	

Date Created: 05/07/2015
Created by TIMS (http://tims.berkeley.edu) © UC Regents, 2014

Part B: Narrative Questions

Detailed Instructions for: Question #3

QUESTION #3

PUBLIC PARTICIPATION and PLANNING (0-15 POINTS)

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

A. Who: Describe who was engaged in the identification and development of this project/program/plan (for plans: who will be engaged). (5 points max)

This project was highly supported by a wide cross-section of Berkeley citizens, from governmental stakeholders to residents and adjacent property owners.

During Phase I of the project, outreach was conducted for the full corridor of improvements. A public workshop was combined with a scheduled Bicycle Subcommittee of the Berkeley Transportation Commission meeting to ensure maximum participation. Property owners, local business owners, nearby residents, targeted users, and stakeholders were contacted and asked to provide feedback on the project.

Governmental stakeholders involved include Berkeley Unified School District, nearby schools not governed under Berkeley Unified School District, the City of Emeryville, Alameda County Transportation Commission, Berkeley Fire and Police Departments, and the City of Berkeley Departments of Planning & Development, Health Services, Transportation, and Parks, Recreation & Waterfront.

The level of community engagement at the public workshop was relatively low due to the lack of controversy surrounding the project. The Bicycle Subcommittee was extremely enthusiastic about this project and governmental stakeholders gave their full support.

Meeting agendas, minutes, and the public sign-in sheet is attached to this application in Attachment I – Narrative Questions Backup Information.

The project is consistent with Berkeley's larger community vision for improving pedestrian and bicycle safety in school areas generally and in specific areas surrounding the schools, as evidenced by the City's 2012 Complete Streets Policy.[8]

B. How: Describe how stakeholders were engaged (or will be for a plan). (4 points max)

Nearby residents received mailed flyers inviting them to attend the public workshop weeks prior to the event. Stakeholders and business and property owners were called directly inviting them to attend the workshop.

For Phase II of the project, property owners adjacent to the project site were invited to a site visit with City staff and the consultant team for an explanation of changes which would directly affect their property, such as moving a fence currently on City property closer to their buildings.

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. (5 points max)

The feedback received during the stakeholder and public engagement process for both Phase I and Phase II was extremely positive. The community and stakeholders have been eagerly awaiting completion of this project for many years. The feedback received during the Phase II walking tour provided the City and consultants with important design guidance which will be used to improve the way the project meets the needs of the community and adjacent property owners. For example, residents of the Ashby Lofts asked for opportunity areas to include picnic tables in the project area. While this feature is a non-participating cost and will be carried by others, the City believes this kind of participation helps activate the space and increases the "eyes on the street" to improve personal safety and overall familiarity and utilization of the pathway by its neighbors.

In 2006, Citizens of Berkeley strongly supported efforts to increase walking and bicycling when they passed Measure G, to set a goal of 80 percent GHG reduction by 2050. This completion of this project will help the city meet this goal by providing a safe non-motorized route, helping community members choose to not use a motorized vehicle for travel.

D. **Describe how stakeholders will continue to be engaged in the implementation of the project/program/plan. (1 points max)**

[8] https://www.cityofberkeley.info/uploadedFiles/Public_Works/Level_3_-_Transportation/Berkeley%20Complete%20Street%20Resolution%2012%2011%2012.pdf

Prior to construction, information about the construction and scheduling will be posted to the City's website and mailed to nearby residents, business, and property owners. If necessary, a second pre-construction walking tour will be held to explain the construction impacts. The project will continue to be a regular item on the agenda at Bicycle Subcommittee meetings and will be included on Transportation Commission and City Council meetings as needed to approve designs and ultimately award construction contracts.

Part B: Narrative Questions

Detailed Instructions for: Question #4

QUESTION #4

IMPROVED PUBLIC HEALTH *(0-10 points)*

- NOTE: Applicants applying for the disadvantaged community set aside must respond to the below questions with health data specific to the disadvantaged communities. Failure to do so will result in lost points.

A. Describe the health status of the targeted users of the project/program/plan. (3 points max)

The project addresses physical inactivity, obesity, and other health concerns associated with a lack of active transportation. The CDC recommends that children and adolescents have 60 minutes (1 hour) or more of physical activity daily.[9] However, only a third of children under 18 in Alameda County are physically active for three or more days per week. Countywide, 12.1 percent of children under 18 are overweight for their age and 17.8 percent of children under 18 missed one or more days of school due to asthma in the past 12 months.[10]

One of the major targeted users groups are Berkeley school children. According to the California Department of Education, based on physical fitness tests from the 2013-2014 school year, the health status of Berkeley school children in terms of aerobic capacity needs significant improvement. Nearly 30 percent of Grade 5 children, 24.2 percent of Grade 7 students, and over 32 percent of Grade 9 students failed to fall within a "healthy fitness zone." Of the Grade 9 students who were deemed unhealthy, 25 percent of them are considered to have a serious health risk.[11]

[9] http://www.cdc.gov/healthyyouth/physicalactivity/guidelines.htm.
[10] California Health Interview Survey (CHIS) website: http://healthpolicy.ucla.edu/chis/Pages/default.aspx.
[11] http://data1.cde.ca.gov/dataquest/PhysFitness/PFTDN/Summary2011.aspx?r=0&t=2&y=2013-14&c=01611430000000&n=0000.

B. Describe how you expect your project/proposal/plan to enhance public health. (7 points max.)

As reported by 2014 research from The Obesity Society, building bicycle-friendly infrastructure in cities significantly increases cycling to work by residents, which can improve the health of the populace. Enabling residents and workers to walk or bike to transit fosters active transportation in peoples' day-to-day lives, promoting healthy lifestyles. Safety concerns for riding on North American roads prevent people from riding, but a review of 23 studies on bicycling injuries found that bike facilities (e.g., off-road paths, on-road marked bike lanes, and on-road bike routes) are where bicyclists are safest.[12] The proposed improvements will substantially increase opportunities for walking and bicycling to transit and commercial uses in this neighborhood, encouraging students and families to have more active lifestyles, reducing health concerns as well as reducing vehicle trips and resultant air quality emissions because Berkeley is building an off-street path to open up active transportation to new user groups.

A study in Louisiana counted the number and type of bicycle riders on a roadway before and after the construction of a shared-use path. The surveyors saw a 57 percent increase in the average number of bike riders per day, with a 133 percent increase among adult female riders and a 44 percent increase among adult male riders after the construction of the path, which created an alternate parallel route. Berkeley hopes to see a similar increase in the number of non-motorized transportation users in the area within five years.

Berkeley's Climate Action Plan found that almost half of greenhouse gas emissions in Berkeley are from transportation (47 percent). The Plan sets a target of an 80 percent reduction below 2000 levels by 2050, highlighting sustainable transportation as a key strategy for realizing this goal. This project provides a cost-effective way to achieve this goal. In fact, one study in Portland found that separated bike paths have better air quality than traditional bike lanes.[13] Another study published by the American Journal of Preventative Medicine found that community-based physical activity interventions, such as the installation of new bike paths and trails, are more cost-effective than traditional preventive strategies in reducing new cases of many chronic diseases and improving quality of life. Interventions like enhanced access to bike paths reduce new cases of disease by: 5-15 cases per 100,000 people for colon cancer; 15-58 cases per 100,000 for breast cancer; 59-207 cases per

[12] http://www.ehjournal.net/content/8/1/47.
[13] http://bikeportland.org/2010/10/28/study-cycle-tracks-mean-better-air-quality-for-bikers-walkers-41754.

100,000 for type 2 diabetes; 140-476 cases per 100,000 for heart disease.[14] From this research, we predict more Berkeley residents and visitors will use the shared-use pathway versus riding on a parallel arterial road and therefore become a healthier city.

The City is not alone in its quest to become a more walkable and bikeable community. Partners such as the Alameda County Public Health Department has a goal which aims for communities where, "All residents can easily access a world class public transportation system that is clean, safe, affordable, and reliable… and are connected to a safe walking and biking infrastructure to reduce the dependence on automobiles." Projects such as the Berkeley Pathway Phase II Project can help the County achieve this goal.

[14] http://www.ajpmonline.org/article/S0749-3797(08)00770-8/fulltext.

Part B: Narrative Questions

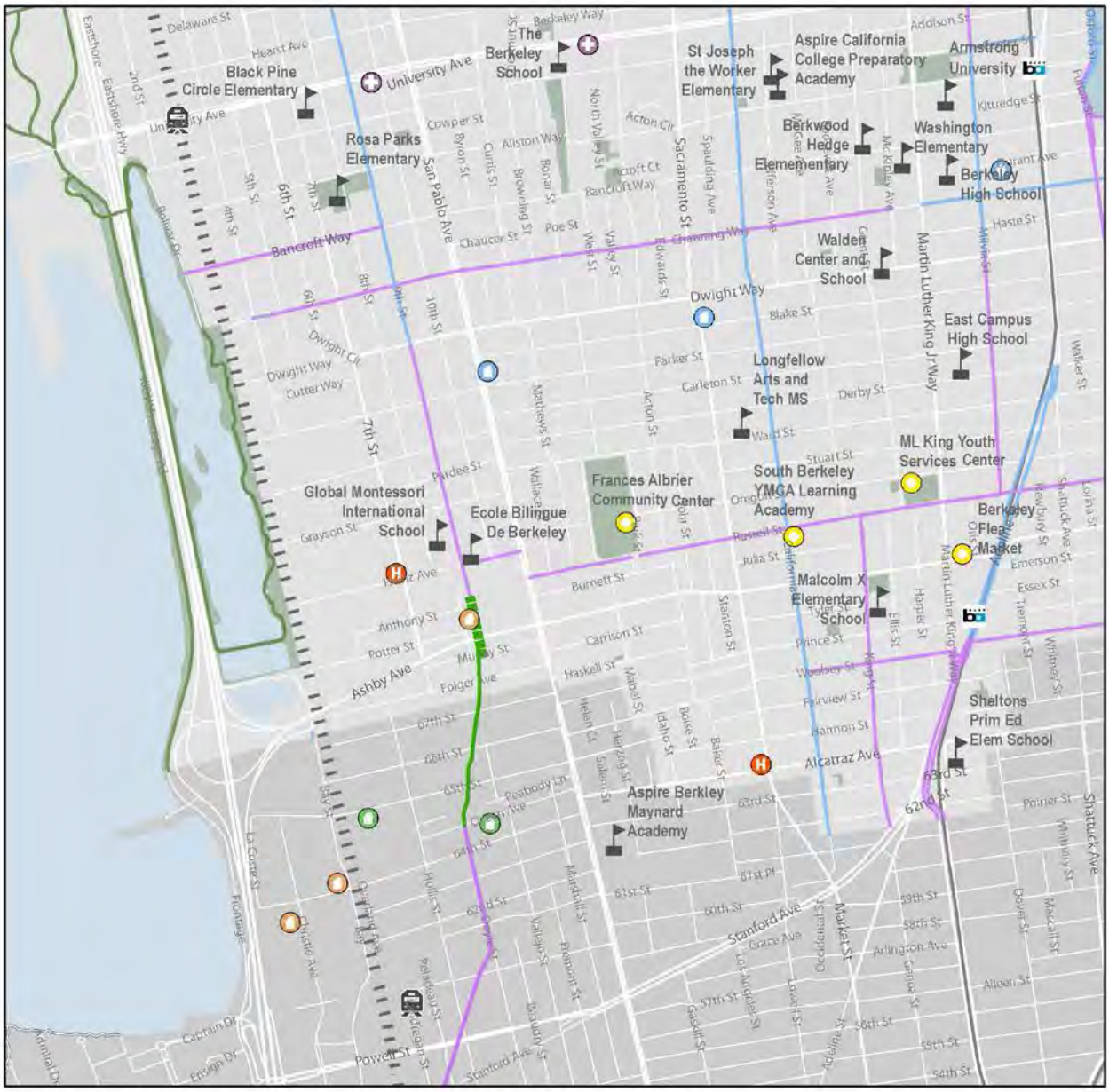
Detailed Instructions for: Question #5

QUESTION #5

BENEFIT TO DISADVANTAGED COMMUNITIES *(0-10 points)*

A. Identification of disadvantaged communities: (0 points – SCREENING ONLY)

Provide a map showing the boundaries of the proposed project/program/plan and the geographic boundaries of the disadvantaged community that the project/program/plan is located within and/or benefiting.



The Berkeley 9th Street Bicycle Boulevard Extension Pathway Phase II (04-Berkeley-1)

0 ¼ ½ Miles

Disadvantaged Community Map

9th Street Shared-Use Path

Boundry

City Boundary

Points of Interest

- Health Care Facility
- Homeless Shelter
- Low Income Housing
- Community Center
- Low Income Senoir Housing
- Low Income & Disabled Housing

Bike Facilities

- Existing Class I
- Existing Class II
- Existing Class III

Transit

- Amtrak Station
- BART Station
- BART Route
- Rail

Census Tract	Median Income	Population	CES		Project Nexus to Disadvantaged Communities	
			Score	Percentile	Located Within	Directly Benefits
6001422000	$54,375	1,756	29.41	61-65%		X

	Yes	No
Is the project located in a disadvantaged community?		X
Does the project provide a direct, meaningful, and assured benefit to individuals from a disadvantaged community?	X	

Which criteria does this project meet?

Option 1: Median household income, by census tract for the community(ies) benefited by the project	
Option 2: California Communities Environmental Health Screening Tool 2.0 (CalEnviroScreen) score for the community benefited by the project	
Option 3: Percentage of students eligible for the Free or Reduced Price Meals Programs	
Option 4: Alternative criteria for identifying disadvantaged communities	X

For proposals located within disadvantage community: (5 points max)

A. What percent of the funds requested will be expended in the disadvantaged community? 100% Explain how this percent was calculated.

For bicycle projects, Caltrans allows project area to be defined as a radius of three miles from the project. 100 percent of the funds will benefit the disadvantaged communities listed below in Part C of this question because they are located within that three mile radius.

Describe how the project/program/plan provides (for plans: will provide) a direct, meaningful, and assured benefit to members of the disadvantaged community. (5 points max)

A. Define what direct, meaningful, and assured benefit means for your proposed project/program/plan, how this benefit will be achieved, and who will receive this benefit.

While this project itself is not located in a disadvantaged community, there are major activity centers within three miles of the project that serve disadvantaged groups who will directly benefit from the

shared-use path to be built including transit, low income housing, homeless shelters, senior housing, community centers, parks, schools, health care facilities, and grocery stores. It is important to note that the activity centers are located across city boundaries so although Berkeley is the implementing agency, the cities of Emeryville and Oakland will also directly benefit from the completion of this inter-jurisdictional project.

If awarded, the funds requested in this application will benefit people accessing four different regional transit hubs – two Amtrak Stations and two BART stations – all between 0.8 to 1.7 miles from this project. In addition, there are at least seven bus lines operated by Alameda County Transit (AC Transit) that run through this project area.

All students and families who attend nearby schools – not just within the implementing agency's jurisdiction – will benefit from this non-motorized gap closure, as well as others traveling in or through the project area to access transit, home, parks, work, or shopping. Eight kindergarten to 12th grade schools serve the local community including international schools where English is not the primary language. These include Global Montessori International School, Ecole Bilingue de Berkeley, two Washington Elementary Schools, Aspire Berkeley Maynard Academy, Longfellow Middle School, Malcolm X Elementary School, and Walden Center & School. In addition, there are many community colleges or tech schools close by who could benefit from this project such as Silicon Valley College, B Tech Academy, and the National Holistic Institute – Emeryville Massage School.

Many parks and community centers are located near the project area as shown on the map including Frances Albrier Community Center, San Pablo Park, Haskell-Mabel mini-Park, Grove Park, ML King Youth Services Center, Doyle Hollis Park, Golden Gate Playground, and the Emeryville Community Organic Garden.

Several senior, low-income, disability housing, and homeless shelters are located within 1.5 miles of the project site. The table below lists the housing developments and the types and number of units on site, if available.

Name	Type of Housing	Affordable Units Available
Archstone Emeryville	Market and affordable to very low income	20%
Ashby Lofts Apartments	Low income	53 units
Avenue 64	Market and moderate to low income	23 units
The Courtyards	Market, moderate income, and disability	63 units
Erna P Harris Courts	Homeless shelter	25 beds
Margaret Breland Homes	Senior rental	27 units
Ocean Avenue Apartments	Low income disability	6 units
Sacramento Senior Homes	Senior rental	39 units
Stuart Pratt Manor	Senior rental	44 units
University Avenue Homes	Homeless shelter	73 beds

The access to retail and health care services within walking and biking distance of these complexes allows seniors to “age in place” without needing a car for routine shopping trips and errands. It also allows those who cannot afford a car easily and safely access amenities by bike or transit. The proposed pedestrian and bicycle improvements will particularly benefit these user groups.

Part B: Narrative Questions

Detailed Instructions for: Question #6

QUESTION #6

COST EFFECTIVENESS *(0-5 POINTS)*

Describe the alternatives that were considered and how the ATP-related benefits vs. project-costs varied between them. Explain why the final proposed alternative is considered to have the highest Benefit to Cost Ratio (B/C) with respect to the ATP purpose of "increased use of active modes of transportation". (3 points max.)

The preferred alternative for the 9th Street Bicycle Boulevard Extension Pathway Phase II Project provides a route for pedestrians and cyclists that is fully separated from automobile traffic conflicts. This route connects West Berkeley to Emeryville along a currently unused by fully City-owned former railroad right of way.

Alternatives that were considered included:

- No-build option: the existing Bicycle Boulevard route on 9th Street would continue, on-street, through the busy Berkeley Bowl market parking lot, crossing Ashby Ave (SR13) at an unimproved intersection with a mix of heavy truck and vehicle traffic.
- Bikeway on San Pablo Ave (SR123): establishing a bicycle lane or Cycle Track on San Pablo parallel to 9th Street would require the removal of either travel lanes or parking, or both. Both options are untenable due to the heavy vehicle and bus traffic on San Pablo Ave and the need to provide on-street parking in this busy commercial area. In addition, this route would require cyclists to detour significantly from the cross-town 9th Street Bicycle Boulevard route.
- Bikeway on 7th Street: establishing a bicycle lane or Cycle Track on 7th Street parallel to 9th Street would require the removal of travel lanes which is untenable due to the heavy vehicle and bus traffic accessing Ashby Ave (SR13) and the nearby freeway interchange at I-80. In addition, this route would require cyclists to detour significantly from the cross-town 9th Street Bicycle Boulevard route.

Use the ATP Benefit/Cost Tool, provided by Caltrans Planning Division, to calculate the ratio of the benefits of the project relative to both the total project cost and ATP funds requested. The Tool is located on the CTC's website at: http://www.dot.ca.gov/hq/tpp/offices/eab/atp.html. After calculating the B/C ratios for the project, provide constructive feedback on the tool (2 points max.)

$$\left(\frac{Benefit}{Total\ Project\ Cost} \text{ and } \frac{Benefit}{Funds\ Requested}\right).$$

The cost-benefit ratio for the project is 16.76, based on results from the ATP Benefit/Cost Tool provided by Caltrans Planning Division.

20 Year Investment Summary Analysis	
Total Costs	$895,000.00
Net Present Cost	$860,576.92
Total Benefits	$20,683,431.06
Net Present Benefit	$13,698,212.69
Benefit-Cost Ratio	16.76

Potential items to improve the Benefit/Cost Tool include allowing for bicycle boulevards instead of simply Class II and Class III bicycle facilities, allowing for more specific safety countermeasures involving traffic calming, and providing a database of before and after project counts. The Benefit/Cost Tool inputs and results can be found in Attachment I – Narrative Questions Backup Information.

Part B: Narrative Questions

Detailed Instructions for: Question #7

QUESTION #7

LEVERAGING OF NON-ATP FUNDS *(0-5 points)*

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

While local matching funds are not required, the City of Berkeley is providing $43,713 in Alameda County Measure BB funding towards a total project cost of $874,263 for a leveraging percentage of 5 percent.

Both phases of this project has received state funding from the Bay Area Air Quality Management District's Transportation Fund for Clean Air (BAAQMD TFCA), a one-time funding source of $247,316 and Transportation Development Act (TDA) Article 3 one-time funding amount equal to $184,206. In 2011, the City also allocated $154,000 for this entire project in their Capital Improvement Fund.[15] The relevant pages from Berkeley's FY 2012 & 2013 Proposed Biennial Budget are highlighted and can be found in Attachment I - Narrative Questions Backup Information.

The first phase of the project was completed using CA Bicycle Transportation Account funds in the amount of $500,000 (FY03). Now that BTA is incorporated into larger ATP funding source, this project allows the State to leverage its previous investment in the first phase to close the gap in the non-motorized network.

15 http://www.cityofberkeley.info/uploadedFiles/Proposed%20FY%202012%20and%202013%20Biennial%20Budget%20Supp%201B.pdf

Part B: Narrative Questions

Detailed Instructions for: Question #8

QUESTION #8

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

Step 1: Is this an application requesting funds for a Plan (Bike, Pedestrian, SRTS, or ATP Plan)?

☐ Yes (If this application is for a Plan, there is no need to submit information to the corps and there will be no penalty to applicant: 0 points)

X No (If this application is NOT for a Plan, proceed to Step #2)

Step 2: The applicant must submit the following information via email concurrently to both the CCC AND certified community conservation corps prior to application submittal to Caltrans. The CCC and certified community conservation corps will respond within five (5) business days from receipt of the information.

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

California Conservation Corps representative:
Name: Wei Hsieh
Email: atp@ccc.ca.gov
Phone: (916) 341-3154

Community Conservation Corps representative:
Name: Danielle Lynch
Email: inquiry@atpcommunitycorps.org
Phone: (916) 426-9170

Step 3: The applicant has coordinated with Wei Hsieh with the CCC AND Danielle Lynch with the certified community conservation corps and determined the following (check appropriate box):

☐ Neither corps can participate in the project (0 points)

X Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below (0 points).

- Clearing
- Grubbing
- All landscaping portions

☐ Applicant has contacted the corps but intends not to use the corps on a project in which either corps has indicated it can participate (-5 points)

☐ Applicant has not coordinated with both corps (-5 points)

The CCC and certified community conservation corps will provide a list to Caltrans of all projects submitted to them and indicating which projects they are available to participate on. The applicant must also attach any email correspondence from the CCC and certified community conservation corps to the application verifying communication/participation.

Part B: Narrative Questions

Detailed Instructions for: Question #9

QUESTION #9

APPLICANT'S PERFORMANCE ON PAST GRANTS AND DELIVERABILITY OF PROJECTS

(0 to-10 points OR disqualification)

A. *Applicant*: Provide short explanation of the Implementing Agency's project delivery history for all projects that include project funding through Caltrans Local Assistance administered programs (ATP, Safe Routes to School, BTA, HSIP, etc.) for the last five (5) years.

The proposed projects have no issues or concerns that would delay submittal of the Request for Allocation to Proceed within six months. The City of Berkeley has a long history of Local Assistance project delivery. In 2000, Berkeley received Safe Routes money for the installation of two traffic signals to benefit students at Willard Jr. High and LeConte Elementary. Then in 2005, the City successfully obtained SR2S funding for improvements around Malcolm X Elementary. Funding for both projects (2000 and 2005) was obligated and encumbered within two years and construction was completed in a timely fashion. City of Berkeley has successfully used BTA funding to complete sections of the 9th Street Pathway and the entirety of the West Street Pathway. More recently, Berkeley has received CA funding for SR2S projects that have been obligated and encumbered in a timely fashion and are currently moving forward in the design phase. If funding is awarded for the current application, design and construction for all projects would be coordinated with existing SR2S Cycle 10 and ATP Cycle 1 funding as a comprehensive and efficient effort to address pedestrian and bicycle safety in Berkeley. A complete list of recent Local Assistance funding awards is below:

- CA SR2S Willard Junior High School and LeConte Elementary School $450,000 (FY00)
- CA Bicycle Transportation Account 9th Street Pathway $500,000 (FY03)
- CA SR2S Malcolm X Elementary School $364,320 (FY05)
- CA Bicycle Transportation Account West Street Pathway $788,055 (FY09)
- CA Safe Routes to School Cycle 8 Rosa Parks, Malcolm X, Berkeley Arts Magnet, Thousand Oaks $898,660 (FY09)
- Safe Routes to School Cycle 10 King M.S. and Emerson Elementary $596,000 (FY13)
- Safe Routes to School ATP Cycle 1 LeConte Elementary $681,000 (FY14)

B. Caltrans response only:

Caltrans to recommend score for deliverability of scope, cost, and schedule based on the overall application.

Part C. Application Attachments

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	Attachment A
ATP - PROJECT PROGRAMMING REQUEST (ATP-PPR)	Attachment B
Engineer's Checklist	Attachment C
Project Location Map	Attachment D
Project Map/Plans showing existing and proposed conditions	Attachment E
Photos of Existing Conditions	Attachment F
Project Estimate	Attachment G
Non-Infrastructure Work Plan (Form 22-R) Not applicable	Attachment H
Narrative Questions backup information	Attachment I
Letters of Support	Attachment J
Additional Attachments	Attachment K

Attachment A. Application Signature Page

Part C: Attachments
Attachment A: Signature Page

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

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

Signature:		Date:	5/28/2015
Name:	Christine Daniel	Phone:	510-981-7000
Title:	City Manager	e-mail:	cdaniel@cityofberkeley.info

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

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

For Safe Routes to School projects and/or projects presented as benefiting a school: School or School District Official
(For use only when appropriate)
The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

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

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

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

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

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

Attachment B. Project Programming Request

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

ATP PROJECT PROGRAMMING REQUEST

Date: 5/26/2015

Project Information:

Project Title:	The Berkeley 9th Street Bicycle Boulevard Extension Pathway Phase II Project				
District	County	Route	EA	Project ID	PPNO
04	Alameda	9th Street			

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E				145,687				145,687
R/W								
CON					749,313			749,313
TOTAL				145,687	749,313			895,000

Notes:

ATP Funds Infrastructure Cycle 2

Program Code

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E				145,687				145,687
R/W								
CON					749,313			749,313
TOTAL				145,687	749,313			895,000

Funding Agency

Notes:

ATP Funds Non-infrastructure Cycle 2

Program Code

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency

Notes:

ATP Funds Plan Cycle 2

Program Code

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency

Notes:

ATP Funds Previous Cycle

Program Code

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency

Notes:

ATP Funds Future Cycles

Program Code

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency

Notes:

Fund No. 2: Future Source for Matching

Program Code

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								

Funding Agency

Notes:

Date: 5/26/2015

Project Information:

Project Title:	The Berkeley 9th Street Bicycle Boulevard Extension Pathway Phase II Project				
District	County	Route	EA	Project ID	PPNO
04	Alameda	9th Street			

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

CON								
TOTAL								

Fund No. 3:									Program Code
Proposed Funding Allocation ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Fund No. 4:									Program Code
Proposed Funding Allocation ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Proposed Funding Allocation ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Fund No. 6:									Program Code
Proposed Funding Allocation ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Fund No. 7:									Program Code
Proposed Funding Allocation ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Attachment C. Engineer's Checklist

ATP Engineer's Checklist for Infrastructure Projects

Required for "Infrastructure" applications ONLY

04 - BERKELEY - 1

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

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

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

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

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

1. **Vicinity map /Location map** **Engineer's Initials:** LD
   a. The project limits must be clearly depicted in relationship to the overall agency boundary

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

3. **Typical cross-section(s)** showing existing and proposed conditions. **Engineer's Initials:** LD
   (Include cross-section for each controlling configuration that varies significantly from the typical)
   a. Show and dimension: changes in lane widths, ROW lines, side slopes, etc.

4. **Detailed Engineer's Estimate** **Engineer's Initials:** LD
   a. Estimate is reasonable and complete.
   b. Each of the main project elements are broken out into separate construction items. The costs for each item are based on calculated quantities and appropriate corresponding unit costs
   c. All non-participating costs in relation to the ATP funding are clearly identified and accounted for separately from the eligible costs.
   d. All project elements the applicant intends to utilize the CCC (or a certified community conservation corps) on need to be clearly identified and accounted for
   e. All project development costs to be funded by the ATP need to be accounted for in the total project cost

Form Date: March, 2015

ATP Cycle 2 - Application Form – Attachment C

04 - BERKELEY - 1

5. **Crash/Safety Data, Collision maps and Countermeasures**: **Engineer's Initials:** LD
   a. Confirmation that crash data shown occurred within influence area of proposed improvements.

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

7. **Warrant studies/guidance (Check if not applicable)** **Engineer's Initials:** LD

   ☑ N/A
   a. For new Signals – Warrant 4, 5 or 7 must be met (CA MUTCD): Signal warrants must be documented as having been met based on the CA MUTCD

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

Licensed Engineer:

Name *(Last, First)*: Dusciuc, Laurentiu

Title: Senior Engineer, Alta Planning + Design

Engineer License Number 80491

Signature:

Date: 5/21/2015

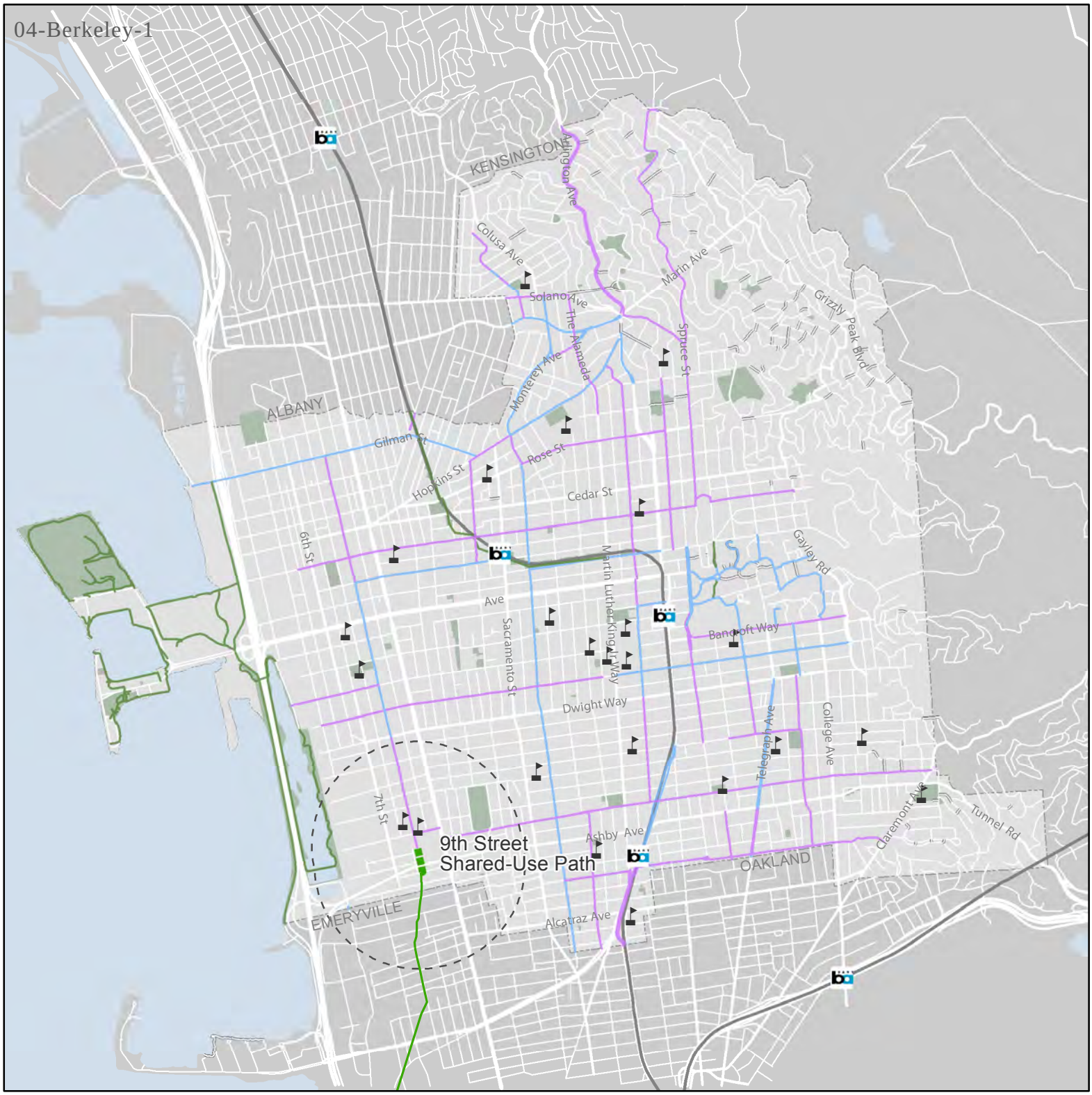
Email: laurentiud@altaplanning.com

Phone: 510-788-6884

Engineer's Stamp:

REGISTERED PROFESSIONAL ENGINEER
LAURENTIU DUSCIUC
No. 80491
Exp. 03/31/2017
CIVIL
STATE OF CALIFORNIA

Attachment D. Project Location Map



Attachment D. Project Location Map

9th Street Shared-Use Path

0 ½ 1 Miles

Project Locations

- 9th Street Shared-Use Path

Bike Facilities

- Existing Class I
- Existing Class II
- Existing Class III

- City Boundary
- Park
- 1/2 Mi Project Buffer

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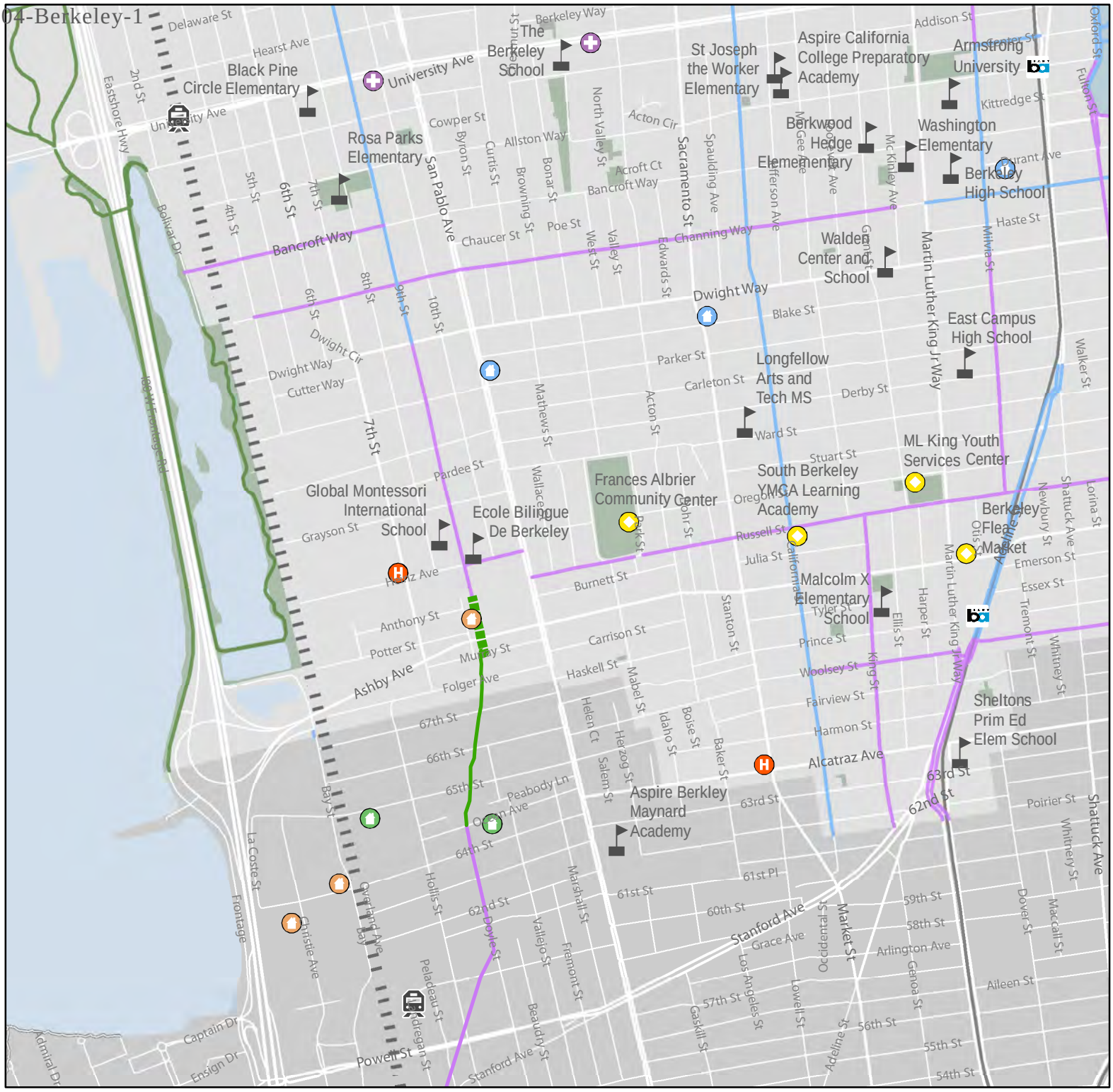


The Berkeley 9th Street Bicycle Boulevard Extension Pathway Phase II (04-Berkeley-1)

Disadvantaged Community Map

0 ¼ ½ Miles

9th Street Shared-Use Path

Boundry

City Boundary

Points of Interest

- Health Care Facility
- Homeless Shelter
- Low Income Housing
- Community Center
- Low Income Senoir Housing
- Low Income & Disabled Housing

Bike Facilities

- Existing Class I
- Existing Class II
- Existing Class III

Transit

- Amtrak Station
- BART Station
- BART Route
- Rail

Attachment E. Project Plans

IMPORTANT NOTICE: CALL 811 BEFORE YOU DIG

Call USA NORTH
TOLL FREE 811 / 1-800-277-2600
WWW.USANORTH.ORG

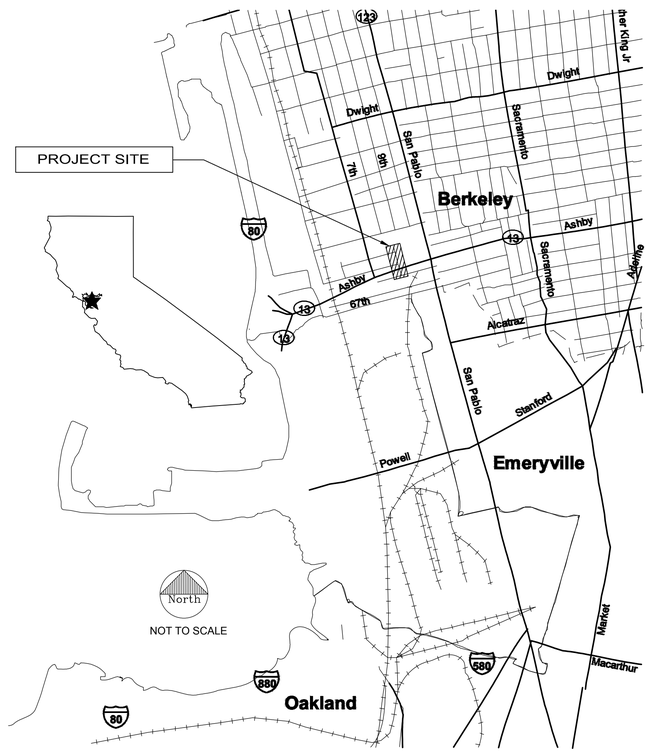
Two working days before you dig

CITY OF BERKELEY

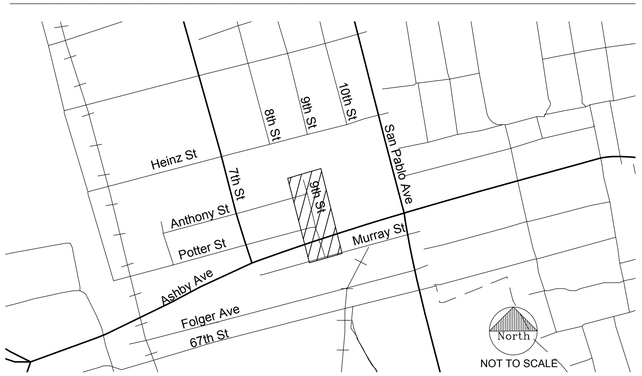
ALAMEDA COUNTY, CALIFORNIA

9th Street Bicycle Boulevard Extension Pathway Phase 2

VICINITY MAP



PROJECT LOCATION MAP



OWNERS

CITY OF BERKELEY
DEPARTMENT OF PUBLIC WORKS
2180 MILVIA STREET
BERKELEY, CA 94704

SUPERVISING CIVIL ENGINEER
KENNETH EMEZIEM
(510) 981-6444
FAX (510) 981-6320

CITY OF BERKELEY
ENGINEERING DIVISION
1947 CENTER STREET, 4TH FLOOR
BERKELEY, CA 94704

CITY OF BERKELEY
TRANSPORTATION DIVISION
1947 CENTER STREET, 3RD FLOOR
BERKELEY, CA 94704

ASSOCIATE PLANNER
- BICYCLE AND PEDESTRIAN
ERIC ANDERSON
(510) 981-7062
FAX (510) 981-7060

CONSULTANTS:

PRIME CONSULTANT:
ALTA PLANNING + DESIGN
MARY STEWART, PROJECT MANAGER
LAURENTIU DUSCIUC, CIVIL ENGINEER
100 WEBSTER STREET, SUITE 300
OAKLAND, CALIFORNIA 94607
(510) 540-5008

SURVEY, SOIL MANAGEMENT, AND STORMWATER CONTROL:
AECOM
KEN EICHSTAEDT
POST MONTGOMERY CENTER
ONE MONTGOMERY STREET, SUITE 900
SAN FRANCISCO, CA 94104
(415) 896-5858

GENERAL NOTES

1. UTILITIES: PRIOR TO CONSTRUCTION, THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING THE UTILITY COMPANIES INVOLVED AND REQUESTING A VISUAL VERIFICATION OF THE LOCATIONS OF THEIR UNDERGROUND FACILITIES. MOST UTILITY COMPANIES ARE MEMBERS OF THE UNDERGROUND SERVICE ALERT (U.S.A.) ONE-CALL PROGRAM. THE CONTRACTOR OR ANY SUBCONTRACTOR FOR THIS CONTRACT SHALL NOTIFY MEMBERS OF THE U.S.A. 48 HOURS IN ADVANCE OF PERFORMING EXCAVATION WORK BY CALLING THE TOLL-FREE NUMBER (800) 642-2444.

THE CONTRACTOR IS CAUTIONED THAT ONLY EXCAVATION WILL REVEAL THE TYPES, EXTENT, SIZES, LOCATION, AND DEPTHS OF SUCH UNDERGROUND UTILITIES. HOWEVER, THE OWNER AND CONSULTANT CAN ASSUME NO RESPONSIBILITY FOR THE COMPLETENESS OR ACCURACY OF ITS DELINEATION OF SUCH UNDERGROUND UTILITIES, NOR FOR THE EXISTENCE OF OTHER BURIED OBJECTS OR UTILITIES WHICH ARE NOT SHOWN ON THESE DRAWINGS. CONTRACTOR SHALL INSPECT SITE CONDITION PRIOR TO BID AND CONSTRUCTION AND SHALL NOTIFY OWNER REPRESENTATIVE OF CHANGED CONDITIONS THAT MAY IMPACT WORK.

2. COMPOSITE BASE SHEET: THE PROPOSED IMPROVEMENTS SHOWN ON THESE DRAWINGS ARE SUPERIMPOSED ON A BASE SHEET. THIS BASE SHEET IS COMPILED FROM THE TOPOGRAPHIC SURVEY, OTHER ARCHITECTURAL AND/OR ENGINEERING DOCUMENTS, AND OTHER DATA AS MADE AVAILABLE TO THE LANDSCAPE ARCHITECT. THIS BASE SHEET INFORMATION IS SHOWN IN HALF TONE ON THE PLANS. THE LANDSCAPE ARCHITECT SHALL NOT BE HELD LIABLE FOR CHANGES, INACCURACIES, OMISSIONS, OR OTHER ERRORS ON THESE DOCUMENTS. THE COMPOSITE BASE SHEET IS PROVIDED AS AN AID ONLY AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR REVIEWING THESE DOCUMENTS AND INCORPORATING/INTEGRATING ALL CONSTRUCTION AS REQUIRED TO ACCOMMODATE SAME.

3. THE FIRE WAREHOUSE SITE IS UNDER CONSTRUCTION. CONTRACTOR SHALL INSPECT SITE CONDITIONS PRIOR TO BID AND CONSTRUCTION AND SHALL NOTIFY OWNER'S REPRESENTATIVE OF CHANGED CONDITIONS THAT MAY IMPACT WORK.

4. CONTRACTOR SHALL IMPLEMENT DUST CONTROL MEASURES, AIR MONITORING AND MANAGE ALL EVACUATION AND SOIL HANDLING IN ACCORDANCE WITH THE SOIL MANAGEMENT PLAN 9TH STREET BICYCLE BOULEVARD EXTENSION DATED SEPTEMBER 30TH, 2010 WITH ONE EXCEPTION: IF UNANTICIPATED CONTAMINATION MATERIALS ARE DISCOVERED OR SUSPECTED DO NOT CONTACT ARCADIS. INSTEAD, CONTACT JIL FINNEGAN, P.E., AECOM, AT (415)-243-3742.

THE BASE SHEET SOURCE FOR THESE DRAWINGS IS:
TOPOGRAPHIC SURVEY
NINTH STREET BICYCLE CORRIDOR
BERKELEY CALIFORNIA
PROJECT # 209105

PREPARED BY:
AECOM
(415) 896-5858

SHEET INDEX

SHEET	SHEET NO.	SHEET TITLE
1	T1.1	TITLE SHEET
2	D1.1	DEMOLITION PLAN
3	D1.2	DEMOLITION PLAN
4	D1.3	DEMOLITION PLAN
5	C1.1	TYPICAL SECTION
6	C1.2	NOTES & DETAILS
7	C2.1	LAYOUT PLAN
8	C2.2	LAYOUT PLAN
9	C2.3	LAYOUT PLAN
10	C3.1	GRADING AND EROSION CONTROL
11	C3.2	GRADING AND EROSION CONTROL
12	C3.3	GRADING AND EROSION CONTROL
13	L4.1	PLANTING & IRRIGATION PLAN
14	L4.2	PLANTING & IRRIGATION PLAN
15	L4.3	PLANTING & IRRIGATION PLAN
16	L5.1	CONSTRUCTION DETAILS
17	L5.2	CONSTRUCTION DETAILS

35% SUBMITTAL - NOT FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER
LAURENTIU DUSCIUC
No. 80491
Exp. 03/31/2017
CIVIL
STATE OF CALIFORNIA

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www.altaplanning.com

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Oakland, CA 94607
510.540.5008

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AS BUILT	
HORIZ.	AS SHOWN
VERT.	N/A
BOOK	N/A
DATE	5/15/15

9TH STREET BICYCLE BOULEVARD EXTENSION PATHWAY PHASE II

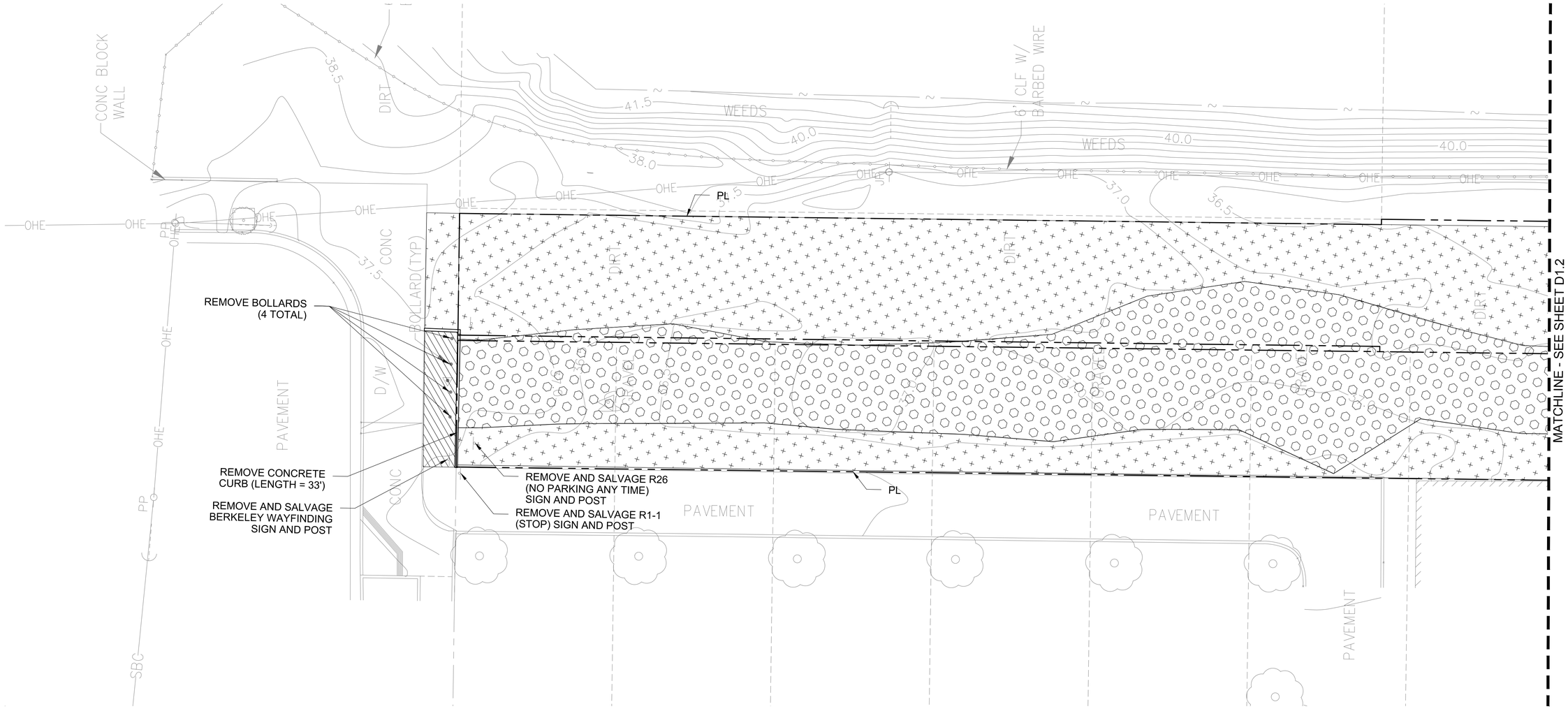
Attachment E

CITY OF BERKELEY
DEPARTMENT OF PUBLIC WORKS
1947 CENTER STREET, 4TH FLOOR
BERKELEY, CA 94704
(510) 931-6400

TITLE SHEET

PLAN
FILE
T1.1
SHEET 1 OF 17

REVISION	MARK	DATE	DESCRIPTION	APPROVAL



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LEGEND:

- DEMOLISH, REMOVE AND DISPOSE OF EXISTING ASPHALT PAVEMENT, BASE ROCK
- CLEAR AND GRUB
- EXISTING 12" GRAVEL SURFACE OVER PAVEMENT STABILIZATION FABRIC. REMOVE 6" OF GRAVEL, STOCKPILE AND REUSE FOR PATH BASE. PROTECT EXISTING STABILIZATION FABRIC UNDER GRAVEL SURFACE.
- REMOVAL

DEMOLITION NOTES:

1. UTILITIES: CONTRACTOR SHALL ADJUST ALL UTILITY VALVES. BOXES & MANHOLES WITHIN THE REMOVAL AREA TO GRADE. THE CONTRACTOR SHALL PROTECT THEM IN PLACE DURING CONSTRUCTION. ALL UTILITY POLES ARE TO REMAIN. CONTRACTOR SHALL PROTECT THEM IN PLACE DURING CONSTRUCTION.

2. CLEAR AND GRUB: CLEAR AND GRUB ALL EXISTING VEGETATION, UNLESS OTHERWISE INDICATED, AS REQUIRED FOR THE SITE CONSTRUCTION, IRRIGATION, AND PLANTING OPERATIONS. LIMITS OF CLEARING SHALL BE REVIEWED WITH OWNER'S REPRESENTATIVE PRIOR TO COMMENCEMENT OF WORK. STRIP ALL ORGANIC MATTER TO A SUFFICIENT DEPTH TO COMPLETELY REMOVE SUCH MATERIAL

   REVIEW DEMOLITION, AND CLEARING AND GRUBBING REQUIREMENTS ON SITE WITH OWNER'S REPRESENTATIVE PRIOR TO COMMENCING DEMOLITION OPERATIONS.

REGISTERED PROFESSIONAL ENGINEER LAURENTIU DUSTLUC No. 80491 Exp. 03/31/2017 CIVIL STATE OF CALIFORNIA

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9TH STREET BICYCLE BOULEVARD EXTENSION PATHWAY PHASE II
SPECIFICATION NO. XXXXXXXXXX

Attachment E

CITY OF BERKELEY
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DEMOLITION PLAN

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SHEET 2 OF 17

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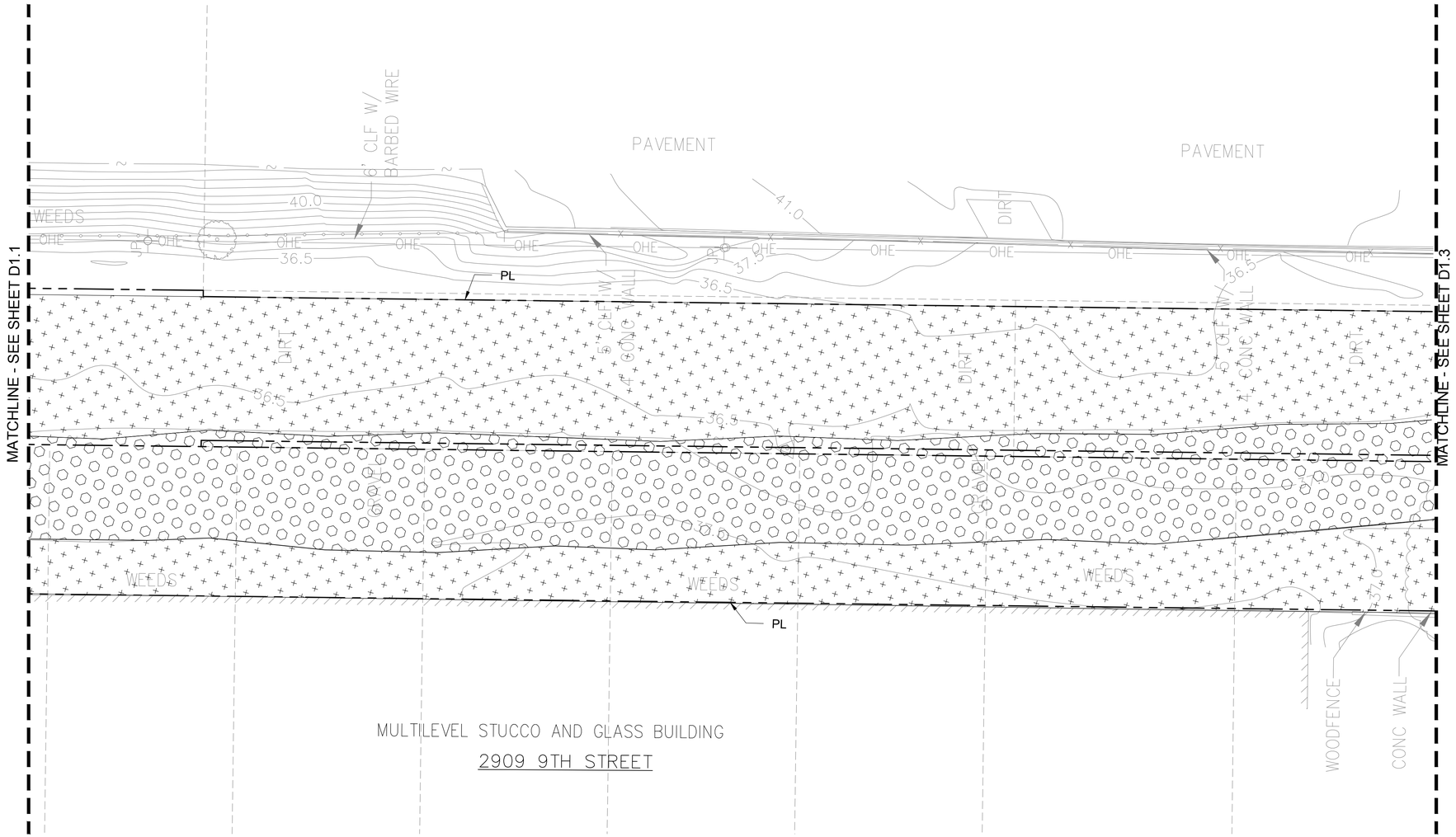

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9TH STREET BICYCLE BOULEVARD EXTENSION PATHWAY PHASE II
SPECIFICATION NO. XXXXXXXXXX
Attachment E

CITY OF BERKELEY
DEPARTMENT OF PUBLIC WORKS
1947 CENTER STREET, 4TH FLOOR
BERKELEY, CA 94704
(510) 931-6400

DEMOLITION PLAN

PLAN
FILE
D1.2
SHEET 3 OF 17

REVISION	MARK	DATE	DESCRIPTION	APPROVAL

DEMOLITION NOTES:

1. UTILITIES: CONTRACTOR SHALL ADJUST ALL UTILITY VALVES. BOXES & MANHOLES WITHIN THE REMOVAL AREA TO GRADE. THE CONTRACTOR SHALL PROTECT THEM IN PLACE DURING CONSTRUCTION. ALL UTILITY POLES ARE TO REMAIN. CONTRACTOR SHALL PROTECT THEM IN PLACE DURING CONSTRUCTION.

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LEGEND:

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- CLEAR AND GRUB
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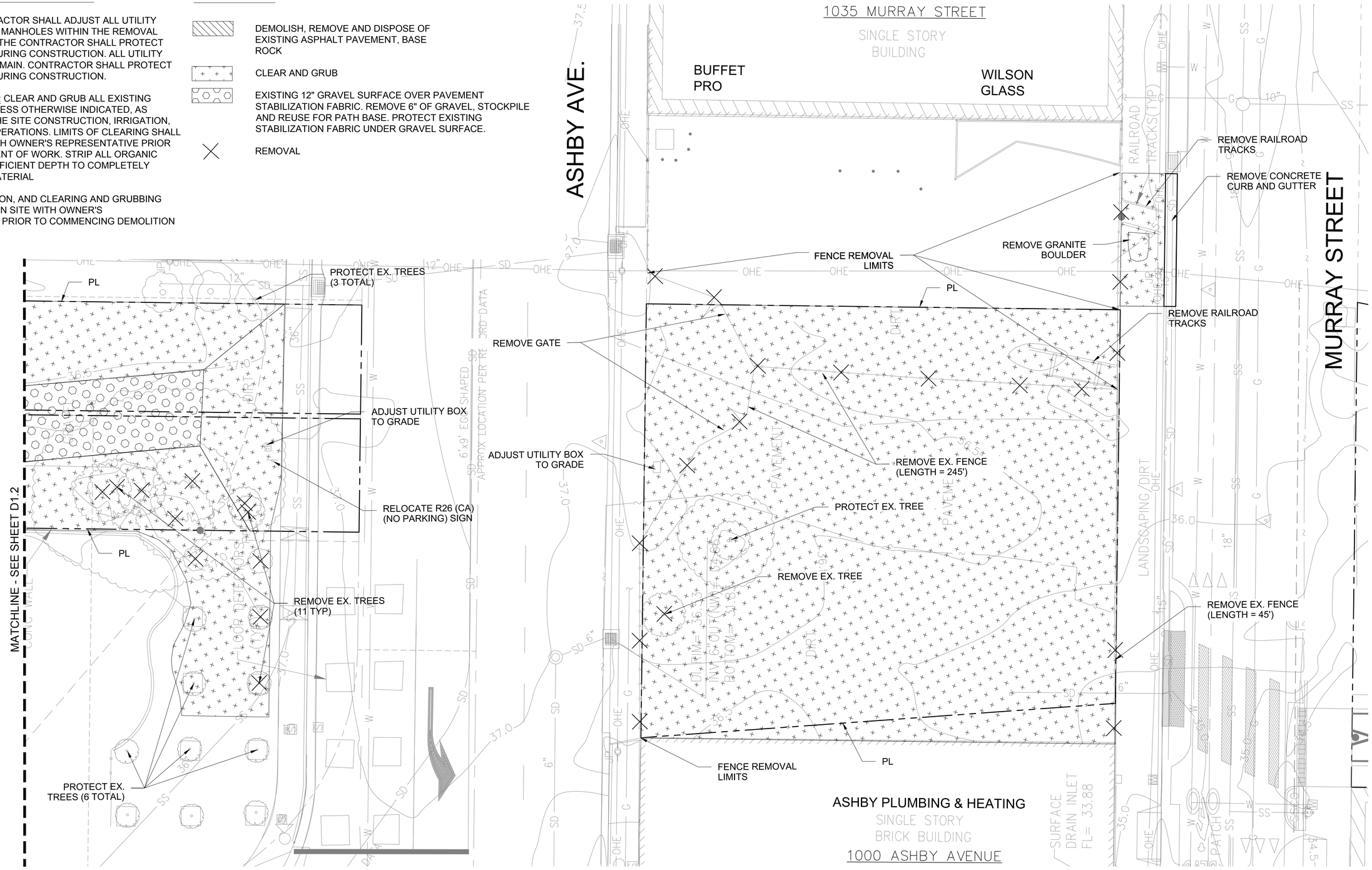
- REMOVAL



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VERT.	N/A
BOOK	N/A
DATE	5/15/15

9TH STREET BICYCLE BOULEVARD EXTENSION PATHWAY PHASE II
SPECIFICATION NO. XXXXXXXXXX

Attachment E

CITY OF BERKELEY
DEPARTMENT OF PUBLIC WORKS
1947 CENTER STREET, 4TH FLOOR
BERKELEY, CA 94704
(510) 931-6400

DEMOLITION PLAN

PLAN
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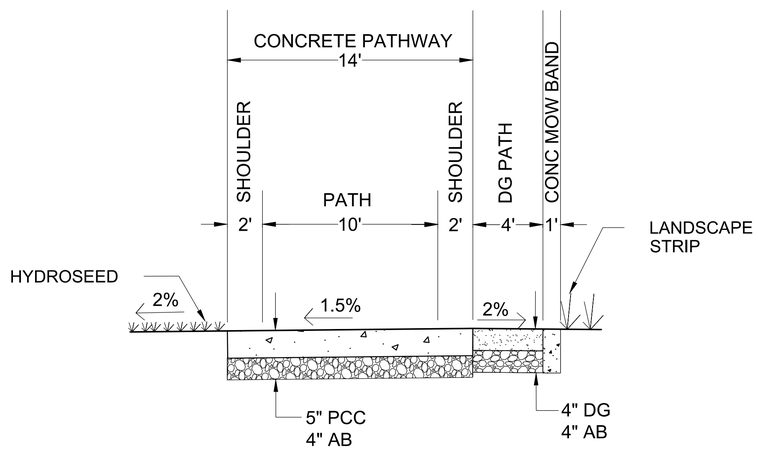
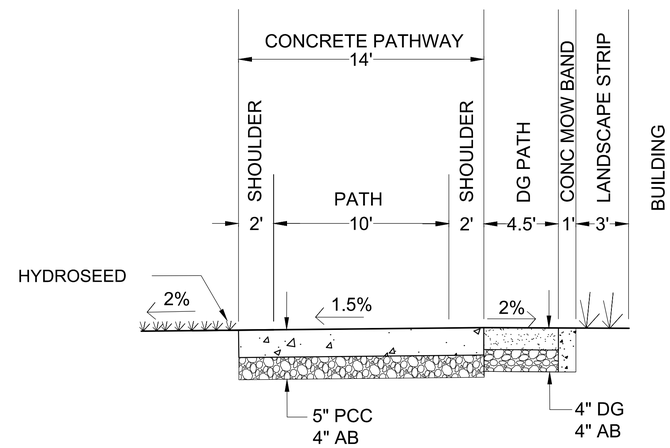
D1.3
SHEET 4 OF 17

REVISION	MARK	DATE	DESCRIPTION	APPROVAL



SECTION A-A'



SECTION B-B'

35% SUBMITTAL – NOT FOR CONSTRUCTION

MARK	DATE	DESCRIPTION	APPROVAL

REGISTERED PROFESSIONAL ENGINEER
LAURENTIU DUSCIUC
No. 80491
Exp. 03/31/2017
CIVIL
STATE OF CALIFORNIA

alta PLANNING + DESIGN
www.altaplanning.com

100 Webster Street
Oakland, CA 94607
510.540.5008

DESIGN	BB
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HORIZ.	AS SHOWN
VERT.	N/A
BOOK	N/A
DATE	5/15/15

9TH STREET BICYCLE BOULEVARD EXTENSION PATHWAY PHASE II
SPECIFICATION NO. XXXXXXXXXX

Attachment E

CITY OF BERKELEY
DEPARTMENT OF PUBLIC WORKS
1947 CENTER STREET, 4TH FLOOR
BERKELEY, CA 94704
(510) 931-6400

TYPICAL SECTION

PLAN
FILE
C1.1
SHEET 5 OF 17

SITE CONSTRUCTION NOTES

1. DIMENSIONS: ALL WRITTEN DIMENSIONS SUPERSEDE SCALED DIMENSIONS.

2. EXPANSION JOINTS: INSTALL EXPANSION JOINTS AS SHOWN ON DRAWINGS. ALSO INSTALL EXPANSION JOINTS BETWEEN CONCRETE FLATWORK AND WALLS OR CURBS, AND EXISTING FLATWORK OR STRUCTURES.

3. SLEEVING: REFER TO IRRIGATION PLAN FOR REQUIREMENTS OF SLEEVING UNDER PAVING.

4. PROJECT STAKING: ALL PROPOSED SITE FEATURES SHALL BE STAKED IN FIELD FOR REVIEW BY THE CITY INSPECTOR PRIOR TO CONSTRUCTION. ALL CURVES SHALL BE SMOOTH AND CONTINUOUS WITH CAREFULLY MATCHED TANGENTS.

EXISTING

- BOUNDARY LINE
- RIGHT-OF-WAY LINE
- PARCEL LINE
- EASEMENT LINE
- FENCE LINE AS NOTED
- EDGE OF PAVEMENT
- SANITARY SEWER LINE
- STORM DRAIN LINE
- GAS LINE
- WATER LINE
- PAINT STRIPING
- WATER METER
- GAS VALVE
- FIRE HYDRANT
- MONUMENT FOUND AS NOTED
- SANITARY SEWER MANHOLE
- STORMDRAIN MANHOLE
- STREET LIGHT
- JOINT POWERPOLE
- STREET LIGHT BOX
- DRAIN INLET
- ELECTRICAL BOX

DECOMPOSED GRANITE (DG) NOTES:

1. DO NOT INSTALL DECOMPOSED GRANITE WORK DURING RAINY CONDITIONS.
2. PLACE DECOMPOSED GRANITE UNIFORMLY IN LAYERS NO MORE THAN 1 1/2-INCH THICK. COMPACT EACH LAYER OF DECOMPOSED GRANITE TO A RELATIVE COMPACTION OF NOT LESS THAN 90 PERCENT. COMPACTION MUST NOT BEGIN LESS THAN 6 HOURS AFTER PLACEMENT, OR MORE THAN 48 HOURS.
3. WHEN WORK IS COMPLETE, THE SURFACE MUST BE SMOOTH, COMPACTED TO 90 PERCENT, AND UNIFORM.
4. THE COLOR OF DECOMPOSED GRANITE MUST BE UNIFORM AND CONSIST OF THE COLOR AND TYPE OF CALIFORNIA GOLD.
5. DECOMPOSED GRANITE MUST BE CRUSHED GRANITE ROCK SCREENINGS GRADED FROM 1/4-INCH PARTICLES TO DUST. FOR FULL STABILIZATION, THE MATERIAL MUST COMPLY WITH THE FOLLOWING GRADATION: .

GRADATION SPECIFICATION	
SIEVE SIZE	% PASSING
#4	85-100
#8	55-80
#30	30-45
#200	10-20

ABBREVIATIONS:

AC	- ASPHALT CONCRETE
BC	- BEGIN CURVE
BEG	- BEGIN
BFP	- BACKFLOW PREVENTOR
BOLL	- BOLLARD
BOW	- BOTTOM OF WALL
BS	- BOTTOM OF STAIR
BW	- BACK OF WALK
C&G	- CONCRETE CURB & GUTTER
CL	- CENTERLINE
CLF	- CHAIN LINK FENCE
CONC	- CONCRETE
DG	- DECOMPOSED GRANITE
EC	- END CURVE
EP	- EDGE OF PAVEMENT
EX.	- EXISTING
FC	- FACE OF CURB
FG	- FINISHED GRADE
FH	- FIRE HYDRANT
FL	- FLOW LINE
FND MON	- FOUND SURVEY MONUMENT
GRAVEL	- GRAVEL ROAD
LIP	- LIP OF GUTTER
LT	- LEFT
MAX	- MAXIMUM
MH	- MANHOLE
MIN	- MINIMUM
NTS	- NOT TO SCALE
OG	- ORIGINAL GROUND
OH LINE	- OVERHEAD ELECTRIC LINE
PCC	- PORTLAND CEMENT CONCRETE, POINT OF COMPOUND CURVE
PL	- PROPERTY LINE
PPB	- PEDESTRIAN PUSH BUTTON
PRC	- POINT OF REVERSE CURVE
RAIL	- HANDRAIL
RT	- RIGHT
SD	- STORM DRAIN
SSCO	- SANITARY SEWER CLEANOUT
SSMH	- SANITARY SEWER MANHOLE
STD	- STANDARD
SW	- SIDEWALK
TC	- TOP OF CURB
TRAF-S	- TRAFFIC SIGNAL ON MAST ARM
TRAFF	- TRAFFIC SIGNAL ON POLE
TYP	- TYPICAL
W/	- WITH
WM	- WATER METER
WV	- WATER VALVE

TREE PROTECTION NOTES:

1. ANY CHANGES TO THE PLANS AFFECTING THE TREES SHALL BE REVIEWED BY THE PROJECT ARBORIST WITH REGARD TO TREE IMPACTS. THESE INCLUDE, BUT ARE NOT LIMITED TO, REPAIR AND IMPROVEMENT PLANS, AND LANDSCAPE AND IRRIGATION PLANS.
2. ALL CONTRACTORS SHALL CONDUCT OPERATIONS IN A MANNER THAT WILL PREVENT DAMAGE TO TREES TO BE PRESERVED
3. TREE PROTECTION DEVICES ARE TO REMAIN UNTIL ALL SITE WORK HAS BEEN COMPLETED WITHIN THE WORK AREA. FENCES OR OTHER PROTECTION DEVICES MAY NOT BE RELOCATED OR REMOVED WITHOUT PERMISSION OF THE PROJECT ARBORIST.
4. ANY ROOT PRUNING REQUIRED FOR CONSTRUCTION PURPOSES SHALL RECEIVE THE PRIOR APPROVAL OF AND BE SUPERVISED BY THE PROJECT ARBORIST. ROOTS SHOULD BE CUT WITH A SAW TO PROVIDE A FLAT AND SMOOTH CUT. REMOVAL OF ROOTS LARGER THAN 2" IN DIAMETER SHOULD BE AVOIDED.
5. IF ROOTS 2" AND GREATER IN DIAMETER ARE ENCOUNTERED DURING SITE WORK AND MUST BE CUT TO COMPLETE THE CONSTRUCTION, THE PROJECT ARBORIST MUST BE CONSULTED TO EVALUATE EFFECTS ON THE HEALTH AND STABILITY OF THE TREE AND RECOMMEND TREATMENT.
6. IF INJURY SHOULD OCCUR TO ANY TREE DURING CONSTRUCTION, IT SHOULD BE EVALUATED AS SOON AS POSSIBLE BY THE PROJECT ARBORIST SO THAT APPROPRIATE TREATMENTS CAN BE APPLIED.
7. ALL TREES SHALL BE IRRIGATED REGULARLY TO AVOID WATER STRESS. THE PROJECT ARBORIST WILL RECOMMEND IRRIGATION SCHEDULES.
8. ANY ROOTS EXPOSED DURING CONSTRUCTION ACTIVITIES THAT ARE LARGER THAN 2 INCHES IN DIAMETER SHOULD NOT BE CUT OR DAMAGED UNTIL THE PROJECT ARBORIST HAS AN OPPORTUNITY TO ASSESS THE IMPACT THAT REMOVING THESE ROOTS COULD HAVE ON THE TREES.
9. A CERTIFIED ARBORIST SHOULD SUPERVISE ANY EXCAVATION ACTIVITIES WITHIN THE TREE PROTECTION ZONE OF THESE TREES.

GENERAL TREE PROTECTION PLAN:

10. IT IS REQUIRED THAT PROTECTIVE FENCING IS PROVIDED DURING THE CONSTRUCTION PERIOD TO PROTECT TREES TO BE PRESERVED. THIS FENCING MUST PROTECT A SUFFICIENT PORTION OF THE ROOT ZONE TO BE EFFECTIVE. IN MOST CASES, IT WOULD BE ESSENTIAL TO LOCATE THE FENCING A MINIMUM RADIUS DISTANCE OF 6 TIMES THE TRUNK DIAMETER IN ALL DIRECTIONS FROM THE TRUNK. THIS DISTANCE MAY BE AMENDED BY A CERTIFIED ARBORIST BASED UPON PROPOSED CONSTRUCTION. THE PROTECTIVE FENCING MUST:
    a. CONSIST OF CHAIN LINK FENCING AND HAVING A MINIMUM HEIGHT OF 6 FEET.
    b. BE MOUNTED ON STEEL POSTS DRIVEN APPROXIMATELY 2 FEET INTO THE SOIL.
    c. FENCING POSTS MUST BE LOCATED A MAXIMUM OF 10 FEET ON CENTER.
    d. PROTECTIVE FENCING MUST BE INSTALLED PRIOR TO THE ARRIVAL OF MATERIALS, VEHICLES, OR EQUIPMENT.
    e. PROTECTIVE FENCING MUST NOT BE MOVED, EVEN TEMPORARILY, AND MUST REMAIN IN PLACE UNTIL ALL CONSTRUCTION IS COMPLETED, UNLESS APPROVED BE A CERTIFIED ARBORIST.
11. THERE MUST BE NO GRADING, TRENCHING, OR SURFACE SCRAPING INSIDE THE DRIPLINES OF PROTECTED TREES, UNLESS SPECIFICALLY APPROVED BY A CERTIFIED ARBORIST.
12. TRENCHES FOR ANY UNDERGROUND UTILITIES (GAS, ELECTRICITY, WATER, PHONE, TV CABLE, ETC.) MUST BE LOCATED OUTSIDE THE DRIPLINES OF PROTECTED TREES, UNLESS APPROVED BY A CERTIFIED ARBORIST. ALTERNATIVE METHODS OF INSTALLATION MAY BE SUGGESTED.
13. MULCH SHOULD COVER ALL BARE SOILS WITH THE TREE PROTECTION FENCING. THIS MATERIAL MUST BE 6-8 INCHES IN DEPTH AFTER SPREADING, WHICH MUST BE DONE BY HAND. I PREFER COURSE WOOD CHIPS BECAUSE IT IS ORGANIC, AND DEGRADES NATURALLY OVER TIME.
14. LOOSE SOIL AND MULCH MUST NOT BE ALLOWED TO SLIDE DOWN SLOPE TO COVER THE ROOT ZONES OR THE ROOT COLLARS OF PROTECTED TREES.
15. MATERIALS MUST NOT BE STORED, STOCKPILED, DUMPED, OR BURIED INSIDE THE DRIPLINES OF PROTECTED TREES.
16. EXCAVATED SOIL MUST NOT BE PILED OR DUMPED, EVEN TEMPORARILY, INSIDE THE DRIPLINES OF PROTECTED TREES.
17. ANY PRUNING MUST BE DONE BY A COMPANY WITH AN ARBORIST CERTIFIED BY THE ISA (INTERNATIONAL SOCIETY OF ARBORICULTURE) AND ACCORDING TO ISA, WESTERN CHAPTER STANDARDS, 1998.
18. REPAIR OF EXISTING, OR ANY FUTURE, LANDSCAPE IRRIGATION TRENCHES MUST BE A MINIMUM DISTANCE OF 10 TIMES THE TRUNK DIAMETER FROM THE TRUNKS OF PROTECTED TREES UNLESS OTHERWISE NOTED AND APPROVED BY THE ARBORIST.
19. REPAIR OF EXISTING, OR ANY FUTURE, LANDSCAPE IRRIGATION TRENCHES MUST BE DESIGNED TO AVOID WATER STRIKING THE TRUNKS OF TREES, ESPECIALLY OAK TREES.
20. LANDSCAPE MATERIALS (COBBLES, DECORATIVE BARK, STONES, FENCING, ETC.) MUST NOT BE INSTALLED DIRECTLY IN CONTACT WITH THE BARK OF TREES BECAUSE OF THE RISK OF SERIOUS DISEASE INFECTION

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BOOK	N/A
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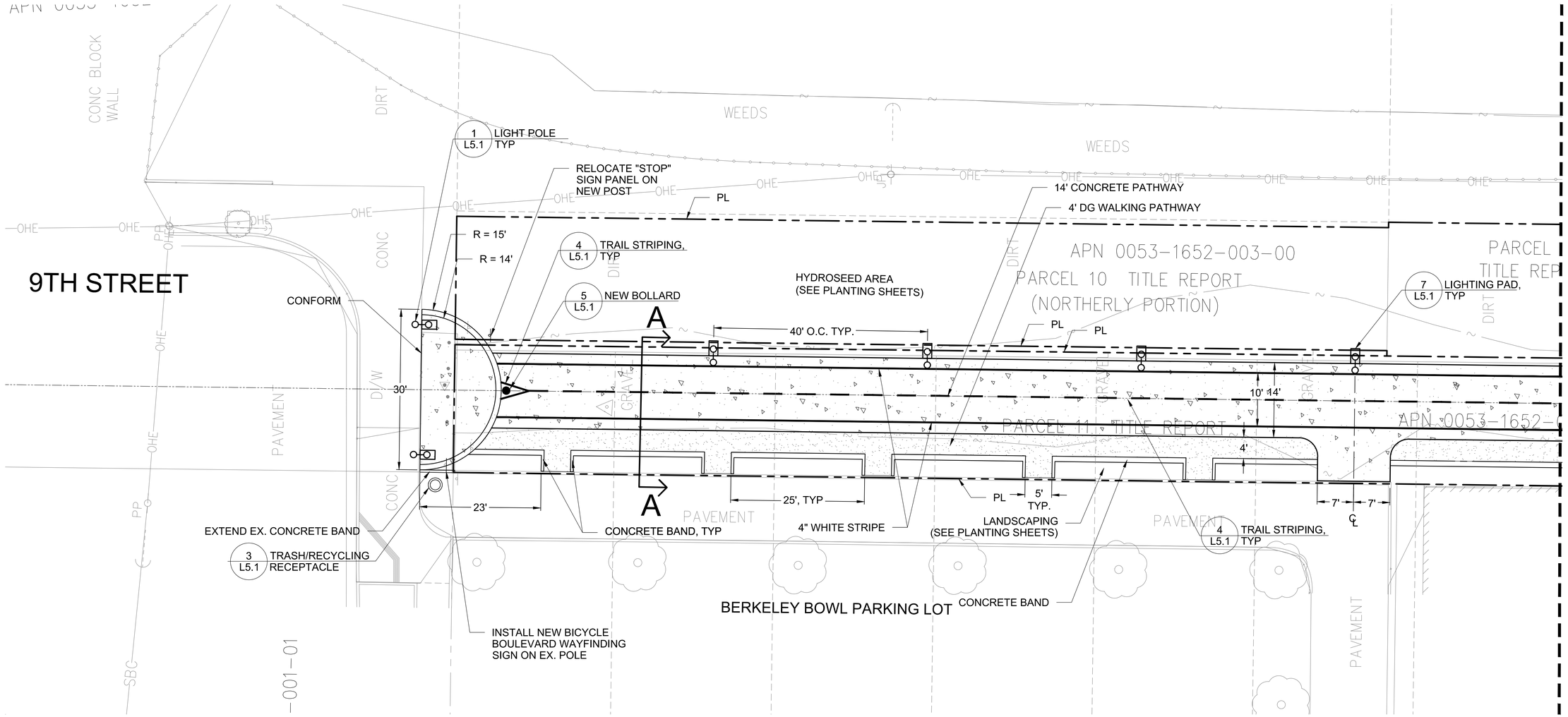
9TH STREET BICYCLE BOULEVARD EXTENSION PATHWAY PHASE II
SPECIFICATION NO. XXXXXXXXXX
Attachment E

CITY OF BERKELEY
DEPARTMENT OF PUBLIC WORKS
1947 CENTER STREET, 4TH FLOOR
BERKELEY, CA 94704
(510) 931-6400

NOTES & DETAILS

REVISION	MARK	DATE	DESCRIPTION	APPROVAL

PLAN
FILE
C1.2
SHEET 6 OF 17



MATCHLINE - SEE SHEET C2.2

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LEGEND:

- DG
- CONCRETE PAVEMENT

NOTES:

1. LOCATION OF UTILITY FACILITIES SHOWN ON THESE PLANS WERE OBTAINED FROM OWNERS RECORDS, CITY AND STATE MAPS. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE LOCATION OF ALL EXISTING UTILITIES AT LEAST 48 HOURS BEFORE EXCAVATION BEGINS: CALL UNDERGROUND SERVICE ALERT AT 811/800-227-2600.
2. CONTRACTOR SHALL ADJUST MANHOLE COVERS AND/OR VALVE BOX COVERS AS NOTED.
3. CONTRACTOR SHALL SCHEDULE CONSTRUCTION OPERATIONS SO THAT UTILITIES ARE KEPT IN SERVICE AT ALL TIMES.
4. EXISTING ELEVATIONS AND SLOPE SHOWN IN PARENTHESIS ( ).
5. SIDEWALK CONFORMS SHALL BE AT EXISTING CONCRETE SCORE LINES. ADJUST SIDEWALK CONFORMS AS NECESSARY.
6. SAWCUT LINE IS OFFSET 1 FOOT FROM THE LIP OF GUTTER LINE UNLESS OTHERWISE SHOWN.
7. ANY SURVEY MONUMENT OR BENCHMARK DAMAGED OR DESTROYED DURING CONSTRUCTION SHALL BE PERPETUATED UNDER THE DIRECTION OF A LICENSED LAND SURVEYOR.
8. ALL SIGN CODES ARE PER CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES UNLESS OTHERWISE NOTED ON THE PLAN. (SEE SIGN SCHEDULE ON SHEET C-506)
9. EXACT LOCATION AND POSITION OF ROADSIDE SIGNS SHALL BE DETERMINED BY THE ENGINEER.
10. ALL PAVEMENT MARKINGS AND STRIPES THAT CONFLICT WITH THE NEW INSTALLATION ARE TO BE REMOVED BY GRINDING.
11. ALL STRIPING AND PAVEMENT DELINEATION SHALL BE THERMOPLASTIC.

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9TH STREET BICYCLE BOULEVARD EXTENSION PATHWAY PHASE II
SPECIFICATION NO. XXXXXXXXXX Attachment E

CITY OF BERKELEY
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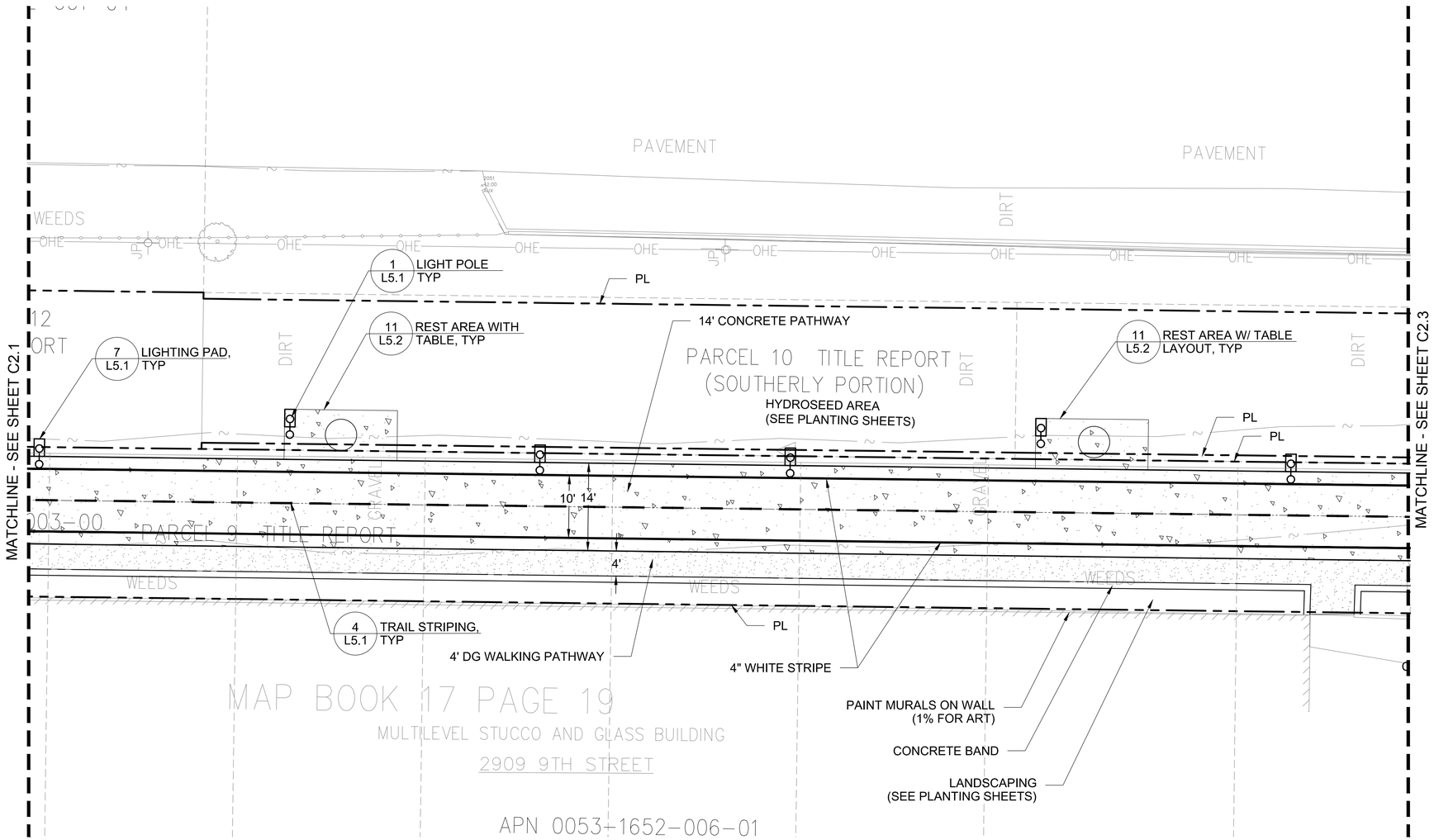
LAYOUT PLAN

PLAN
FILE C2.1
SHEET 7 OF 17

REVISION	MARK	DATE	DESCRIPTION	APPROVAL



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- CONCRETE PAVEMENT

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9. EXACT LOCATION AND POSITION OF ROADSIDE SIGNS SHALL BE DETERMINED BY THE ENGINEER.
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11. ALL STRIPING AND PAVEMENT DELINEATION SHALL BE THERMOPLASTIC.

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9TH STREET BICYCLE BOULEVARD EXTENSION PATHWAY PHASE II
SPECIFICATION NO. XXXXXXXXXX
Attachment E

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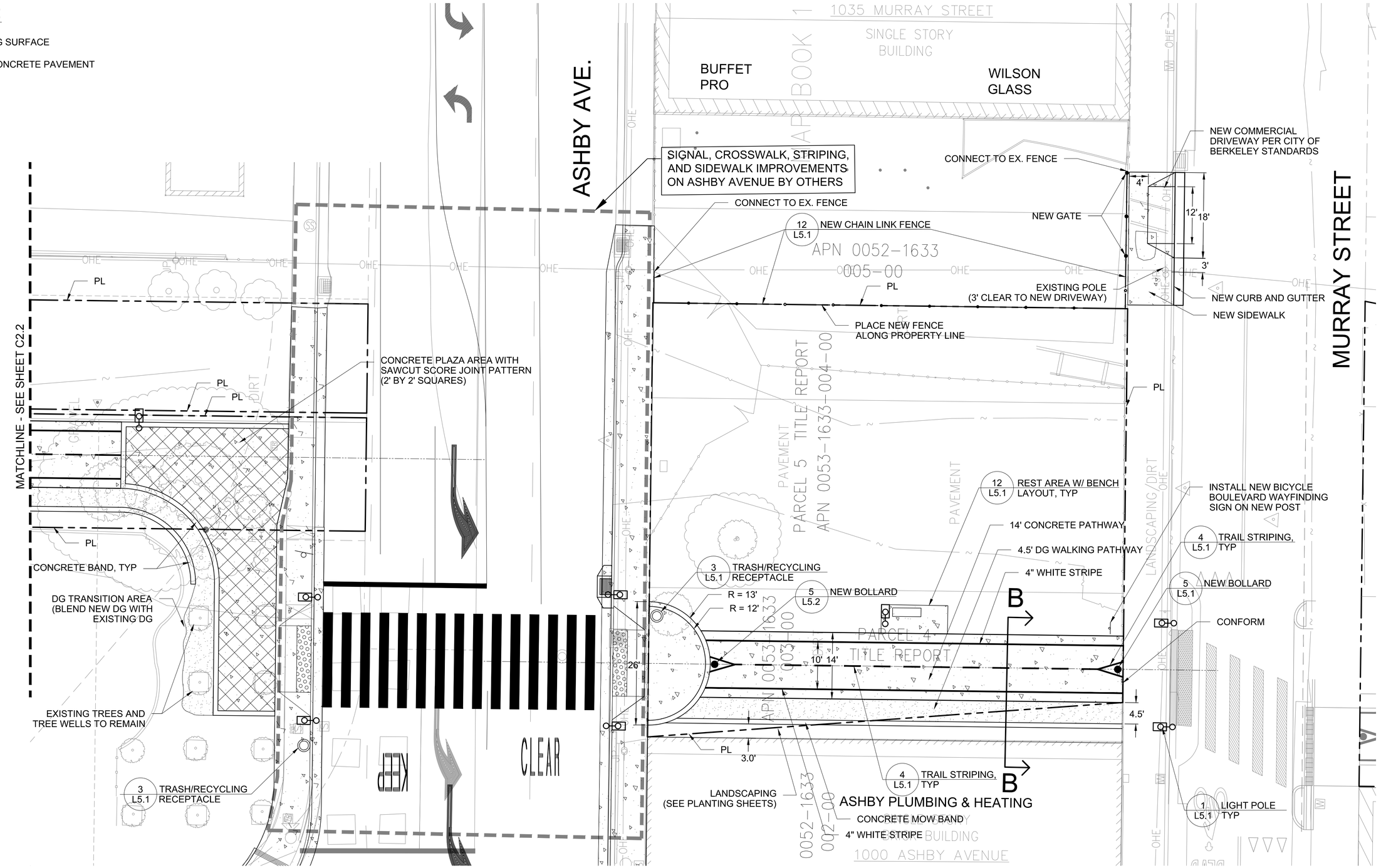
LAYOUT PLAN

REVISION	MARK	DATE	DESCRIPTION	APPROVAL

PLAN
FILE
C2.2
SHEET 8 OF 17

LEGEND:

- DG SURFACE
- CONCRETE PAVEMENT



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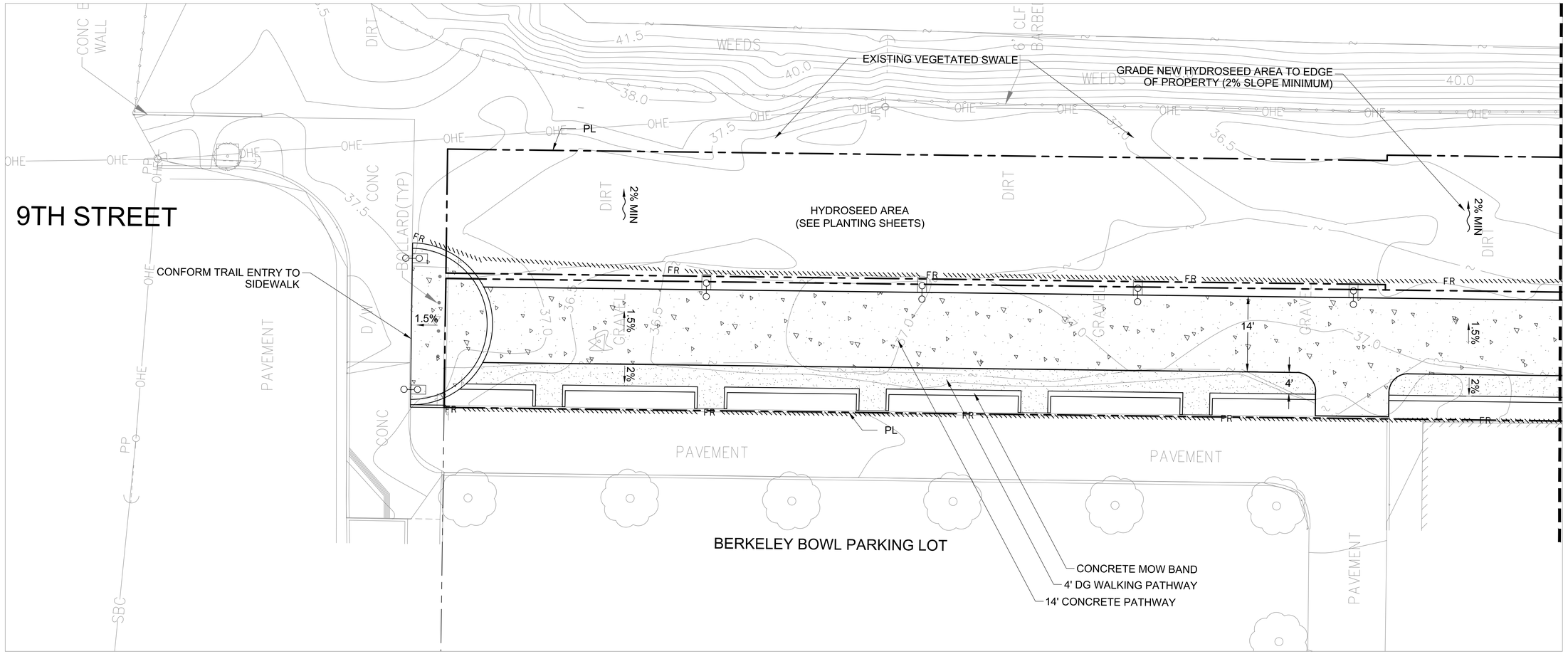
LAYOUT PLAN

REVISION	MARK	DATE	DESCRIPTION	APPROVAL

PLAN
FILE C2.3
SHEET 9 OF 17



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NOTES:

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2. CONTRACTOR SHALL SCHEDULE CONSTRUCTION OPERATIONS SO THAT UTILITIES ARE KEPT IN SERVICE AT ALL TIMES.
3. EXISTING ELEVATIONS AND SLOPE SHOWN IN PARENTHESIS ( ).
4. SIDEWALK CONFORMS SHALL BE AT EXISTING CONCRETE SCORE LINES. ADJUST SIDEWALK CONFORMS AS NECESSARY.

EROSION CONTROL AND STORMWATER MANAGEMENT PLAN

1.ALL CONTRACTORS AND SUBCONTRACTORS WILL IMPLEMENT A POLICY OF "ZERO EXPOSURE" OF NON-VISIBLE POLLUTANTS TO STORMWATER RUN-ON OR RUNOFF.
2.STOCKPILES, CONSTRUCTION MATERIALS AND WASTE MATERIALS SHALL BE PROTECTED FROM CONTRACT WITH STORMWATER. STOCKPILES SHALL BE COVERED WHEN INACTIVE AND PRIOR TO RAIN EVENTS.
3.CONSTRUCTION WASTE SHALL BE CONTAINED IN APPROPRIATE WASTE RECEPTACLES AND DISPOSED OF ON A REGULAR SCHEDULE. WASTE RECEPTACLES SHALL BE COVERED AT THE END OF EACH WORK DAY AND DURING RAIN EVENTS.
4.THE SITE SHALL BE KEPT FREE FROM LITTER AND DEBRIS.
5.PRESERVE EXISTING VEGETATION IN AREAS NOT SUBJECT TO PROJECT RELATED DISTURBANCES.
6.ALL FLUID STORAGE CONTAINERS SHALL HAVE APPROPRIATE SECONDARY CONTAINMENT. ADDITIONAL BEST MANAGEMENT PRACTICE (BMP) MATERIALS SHALL BE READILY AVAILABLE FOR IMPLEMENTATION AS NECESSARY. SPILL KITS SHALL BE AVAILABLE AT ALL TIMES.
7.FIBER ROLLS WILL BE PLACED AT THE BASE OF ACTIVE STOCKPILES. INACTIVE STOCKPILES WILL BE COVERED WITH TARPS ANCHORED WITH GRAVEL BAGS OR SANDBAGS. ALL FIBER ROLLS SHALL BE 100% BIODEGRADABLE, CERTIFIED WEED-FREE FREE OF PLASTIC MONOFILAMENT NETTING.
8.ALL CONSTRUCTION ACTIVITIES SHALL BE SCHEDULED TO AVOID ANTICIPATED RAIN EVENTS WHENEVER FEASIBLE.
9.DRAINAGE INLET PROTECTION SHALL BE INSTALLED PRIOR TO START OF CLEARING AND GRUBBING.
10.FIBER ROLLS SHALL BE INSTALLED AS PART OF THE CLEARING AND GRUBBING ACTIVITIES AND SHALL BE IN PLACE AS SHOWN ON THE DRAWINGS PRIOR TO DEMOBILIZATION.
11.EXCLUSING THE HYDROSEEDED AREAS, ALL PLANTED AND EXPOSED SOIL AREAS SHALL BE COVERED WITH MULCH OR EROSION CONTROL BLANKETS PRIOR TO DEMOBILIZATION.

LEGEND:

- DG SURFACE
- CONCRETE PAVEMENT
- DRAINAGE INLET PROTECTION
- FIBER ROLL

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GRADING AND EROSION CONTROL

PLAN
FILE
C3.1
SHEET 10 OF 17

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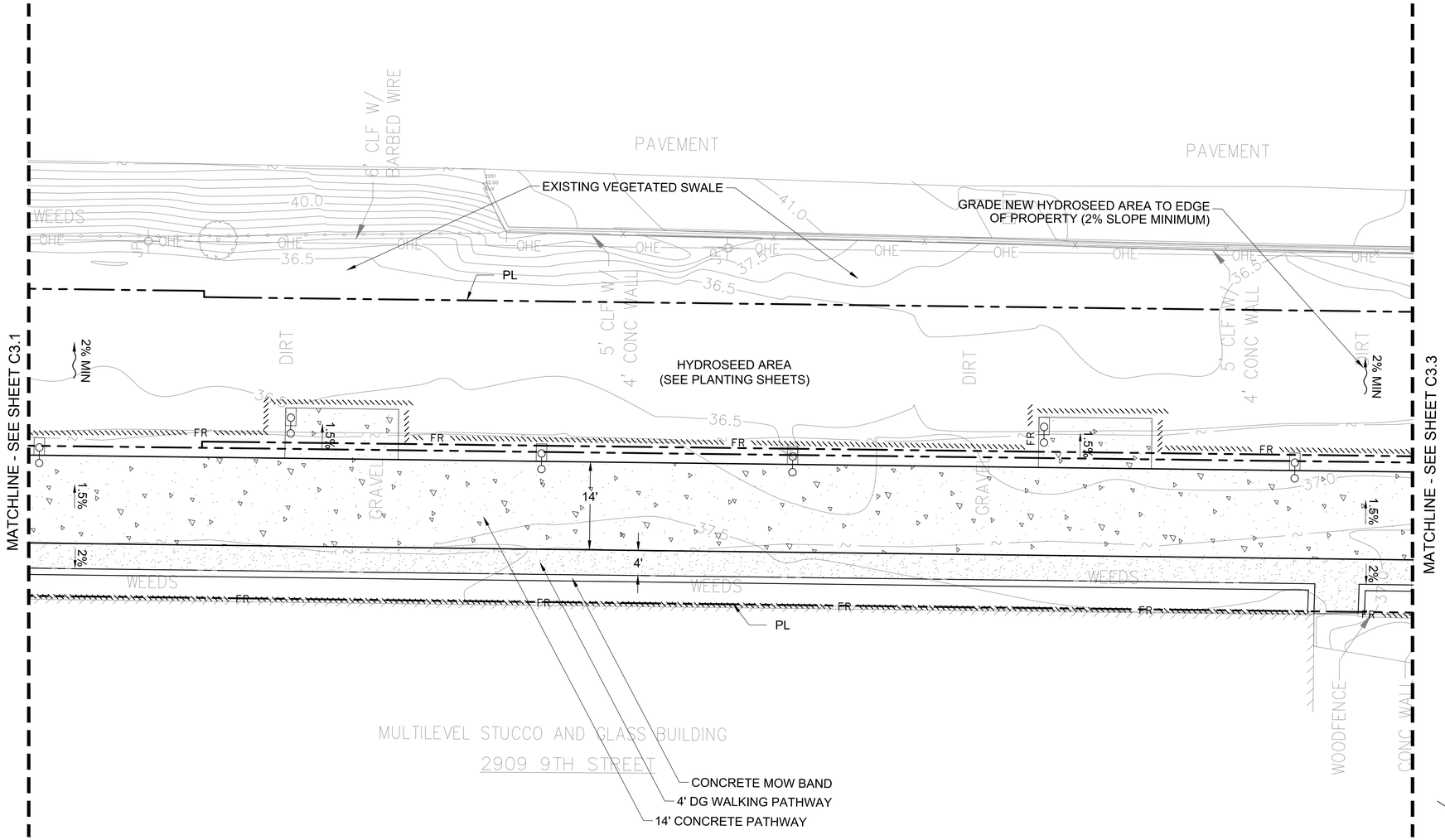
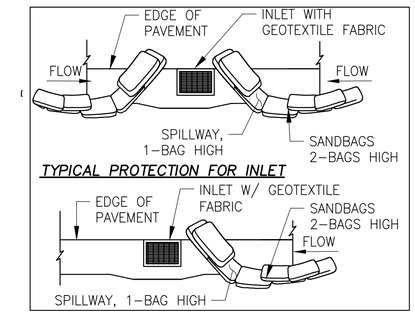


DRAINAGE INLET PROTECTION DETAIL



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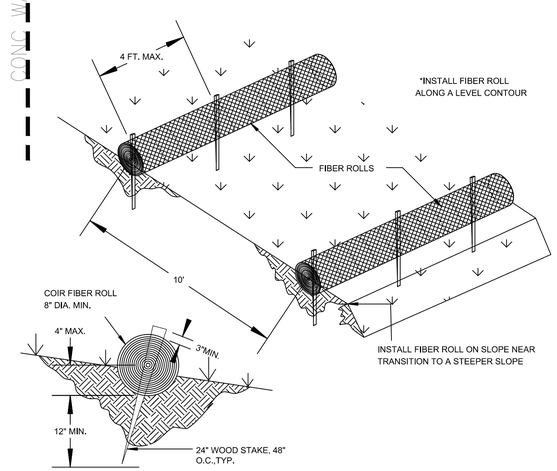
FIBER ROLL DETAIL



LEGEND:

- DG SURFACE
- CONCRETE PAVEMENT
- DRAINAGE INLET PROTECTION
- FR — FIBER ROLL

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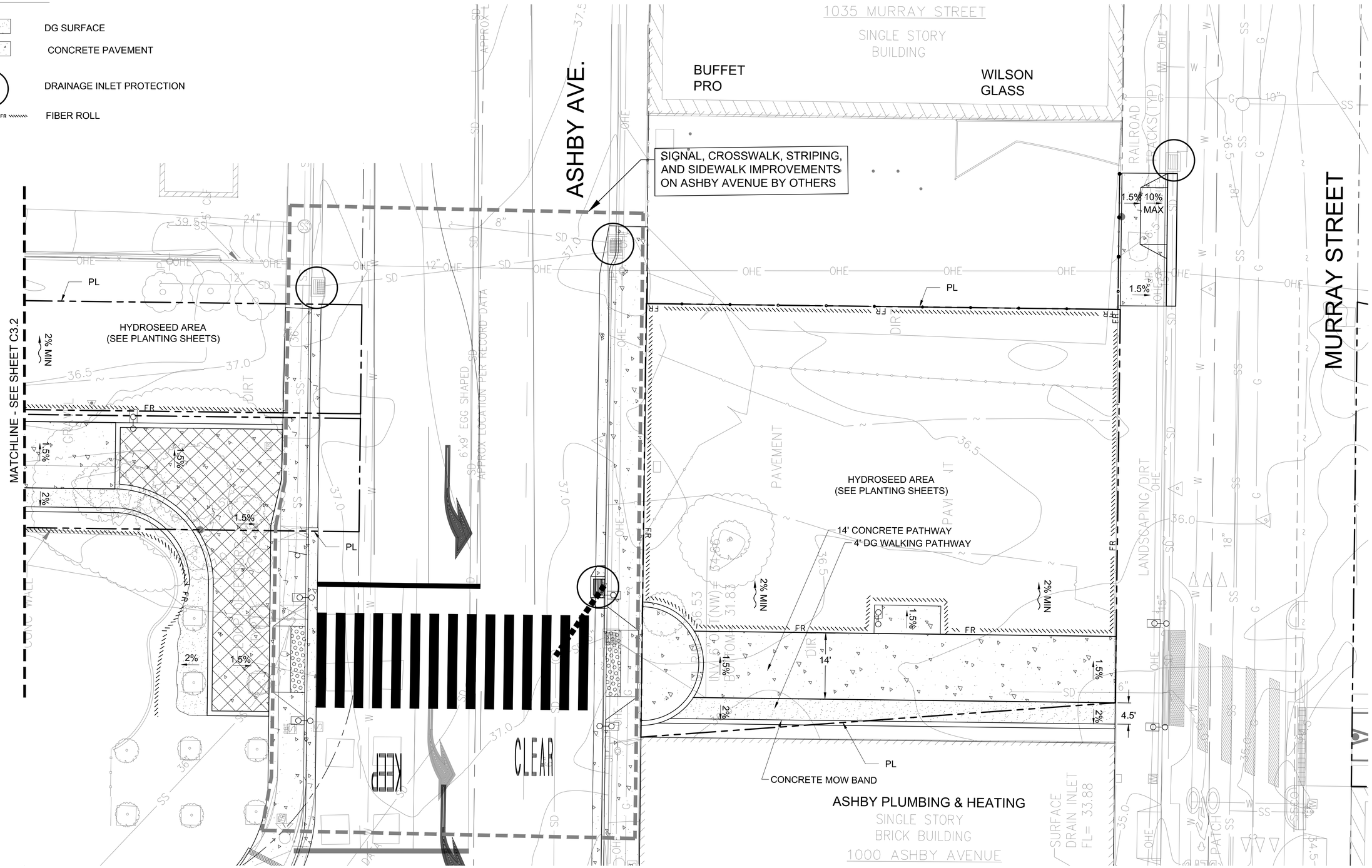
GRADING AND EROSION CONTROL

PLAN
FILE C3.2
SHEET 11 OF 17

LEGEND:

- DG SURFACE
- CONCRETE PAVEMENT
- DRAINAGE INLET PROTECTION
- FIBER ROLL



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GRADING AND EROSION CONTROL

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PLAN
FILE C3.3
SHEET 12 OF 17

PLANTING LEGEND:

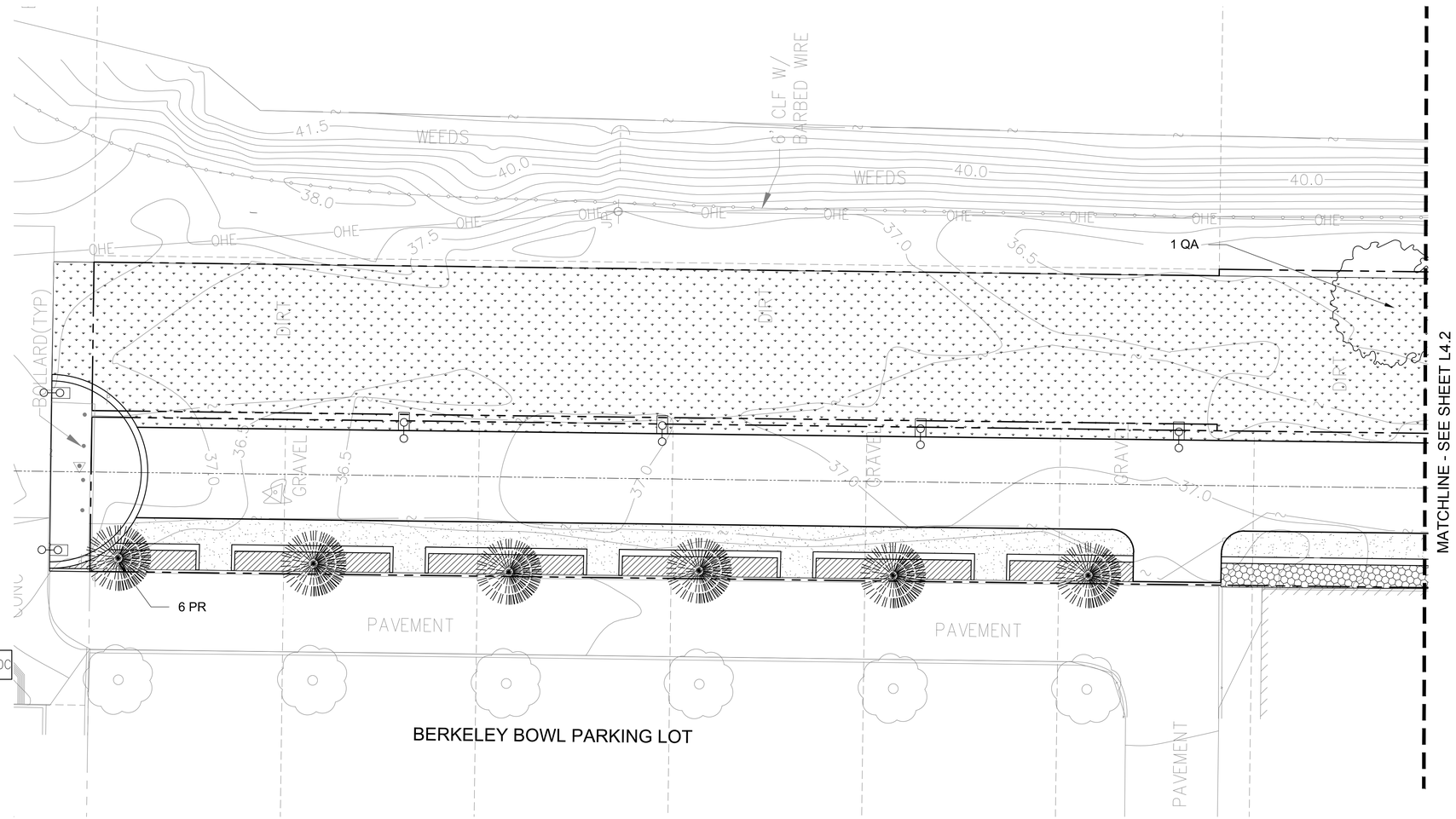
HYDROSEED (NATIVE ORNAMENTAL MEADOW MIX)

HYDROSEED: NATIVE ORNAMENTAL MEADOW MIX

QTY	SIZE	BOTANICAL NAME	COMMON NAME
60 lbs per Acre	SEED	*Festuca rubra molate*	Molate Fescue
40 lbs per Acre	SEED	*Festuca idahoensis*	Mt Tam, Native Blue Bunch Fescue
40 lbs per Acre	SEED	*Festuca occidentalis*	Western Fescue
16 lbs per Acre	SEED	*Agrostis pallens*	Thin grass
6 lbs per Acre	SEED	*Lupinus nanus*	Sky Lupine
3 lbs per Acre	SEED	*Eschscholzia californica*	California Poppy
2 lbs per Acre	SEED	*Achillea millefolium*	Native White Yarrow
2 lbs per Acre	SEED	*Collinsia heterophylla*	Chinese Houses
1.5 lbs per Acre	SEED	*Sisyrinchium bellum*	Blue Eyed Grass
1 lbs per Acre	SEED	*Eriogonum nudum*	Naked Buckwheat
1 lbs per Acre	SEED	*Eriophyllum confertiflorum*	Golden Yarrow
1 lbs per Acre	SEED	*Ranunculus californica*	California Buttercups
1 lbs per Acre	SEED	*Wyethia angustifolia*	Mule Ears

ABBREV	BOTANICAL NAME	COMMON NAME	SIZE	QTY
QA	QUERCUS AGRIFOLIA	COAST LIVE OAK	48" BOX	6
PR	PRUNUS SERRULATA	FLOWERING CHERRY	24" BOX	6
	PENNISETUM SETACEUM	FOUNTAIN GRASS	1 GAL	323 SF
	PHYLLOSTACHYS NIGRA	BLACK CLUMPING BAMBOO	1 GAL	508 SF
	FESTUCA GLAUCA	BLUE FESCUE	1 GAL	472 SF
	BOUGAINVILLEA		15 GAL	11@10' OC

BY OTHERS



35% SUBMITTAL – NOT FOR CONSTRUCTION

PLANTING NOTES

1. PLANTING SCHEDULE: NO PLANTING SHOULD BE STARTED UNTIL THE IRRIGATION SYSTEM HAS BEEN CHECKED AND APPROVED BY THE CITY REPRESENTATIVE.

2. PLANTING SCHEDULE: NO PLANTING SHOULD BE STARTED UNTIL THE CITY REPRESENTATIVE HAS APPROVED FINISHED GRADING.

3. APPROVALS: ALL PLANT AND ROCK MATERIAL IS SUBJECT TO THE APPROVAL OF THE CITY REPRESENTATIVE.

4. MULCH: INSTALL A UNIFORM THREE INCH COVERING OF ORGANIC MULCH.

5. QUANTITIES: THE QUANTITIES SHOWN ARE FOR THE CONTRACTORS CONVENIENCE. CONTRACTOR IS RESPONSIBLE FOR FURNISHING PLANT QUANTITIES AS GRAPHICALLY REPRESENTED ON THE DRAWINGS AND AT THE SPACING INDICATED ON THE LEGEND.

6. SOILS TESTING: SEE SPECIFICATIONS FOR TESTING OF TOPSOIL AND AMENDMENTS. TESTING REQUIRES FOUR TO FIVE WEEKS. CONTRACTOR SHALL ALLOW SUFFICIENT TIME FOR TESTING PRIOR TO CONSTRUCTION.

IRRIGATION NOTES

PLANTS TO BE WATERED AS PART OF A THREE-YEAR MAINTENANCE PERIOD TO ESTABLISH THE LANDSCAPING.

REGISTERED PROFESSIONAL ENGINEER LAURENTIU DUSCIUC No. 80491 Exp. 03/31/2017 CIVIL STATE OF CALIFORNIA

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10' 5' 0' 10' 20'
SCALE:1" = 10'

DESIGN BB
DRAWN BB
CHECK MS
AS BUILT
HORIZ. AS SHOWN
VERT. N/A
BOOK N/A
DATE 5/15/15

9TH STREET BICYCLE BOULEVARD EXTENSION PATHWAY PHASE II
SPECIFICATION NO. XXXXXXXXXX
Attachment E

CITY OF BERKELEY
DEPARTMENT OF PUBLIC WORKS
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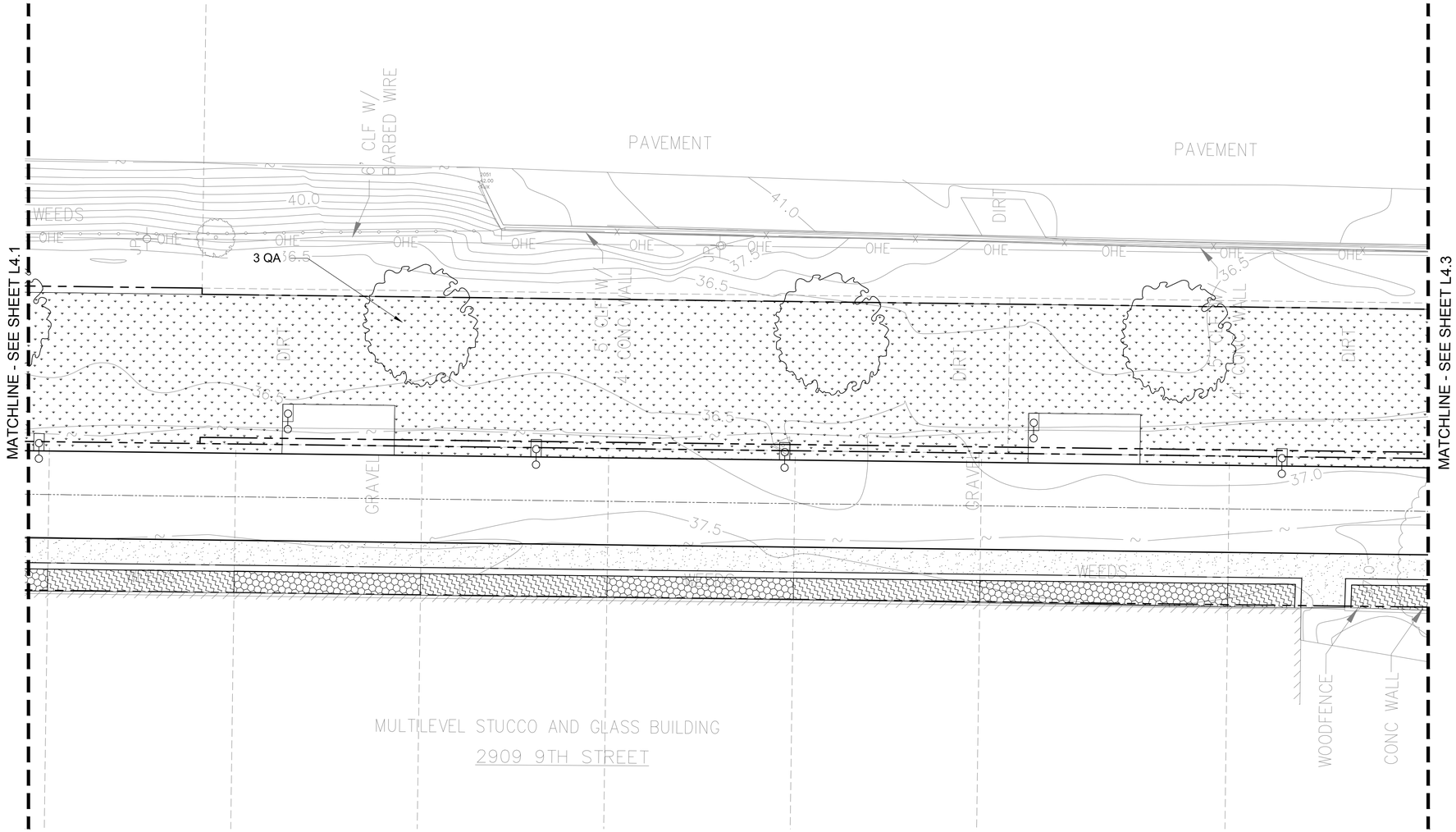
(510) 931-6400

PLANTING AND IRRIGATION PLAN

PLAN
FILE
L4.1
SHEET 13 OF 17

REVISION	MARK	DATE	DESCRIPTION	APPROVAL



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LAURENTIU DUSCIUC
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STATE OF CALIFORNIA

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VERT.	N/A
BOOK	N/A
DATE	5/15/15

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Attachment E

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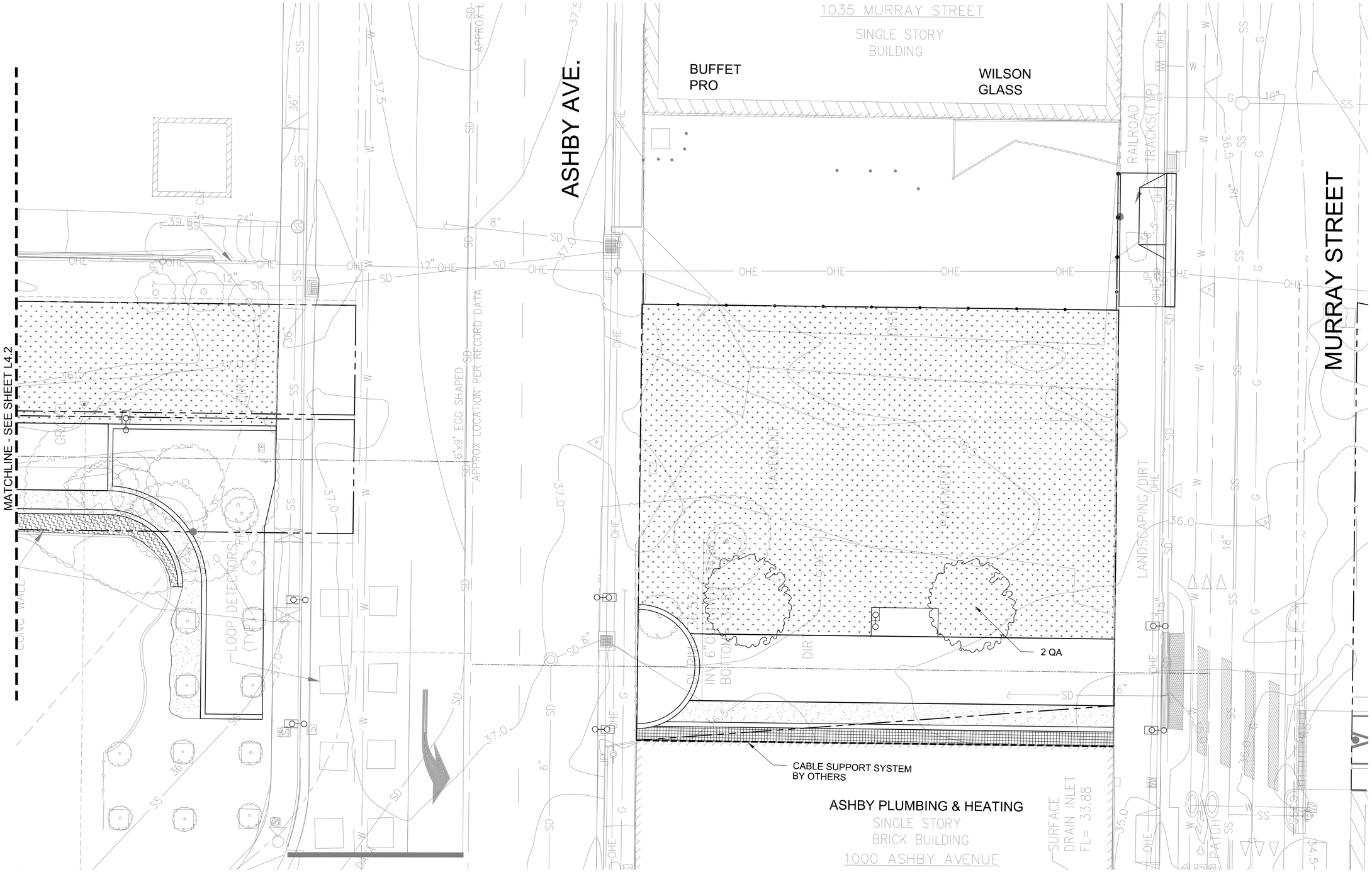
PLANTING AND IRRIGATION PLAN

REVISION	MARK	DATE	DESCRIPTION	APPROVAL

PLAN
FILE
L4.2
SHEET 14 OF 17



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VERT.	N/A
BOOK	N/A
DATE	5/15/15

9TH STREET BICYCLE BOULEVARD EXTENSION PATHWAY PHASE II
SPECIFICATION NO. XXXXXXXXXX

Attachment E

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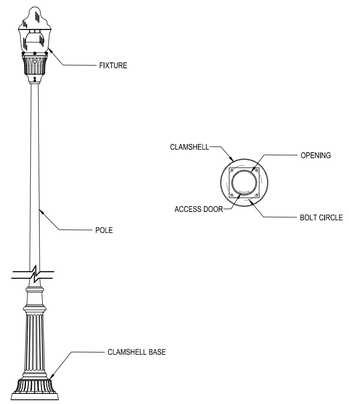
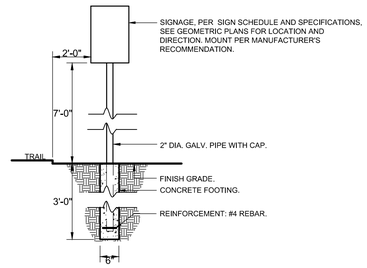
PLANTING AND IRRIGATION PLAN

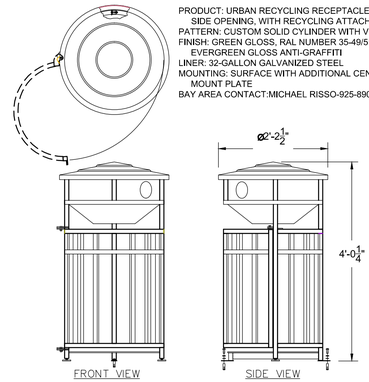
PLAN
FILE
L4.3
SHEET 15 OF 17



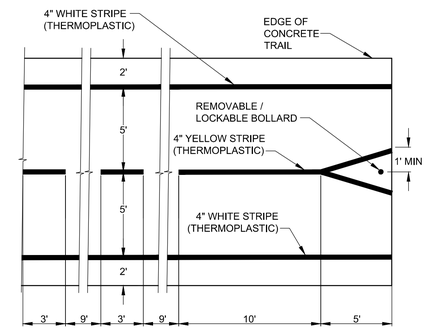
1 LIGHT POLE NTS



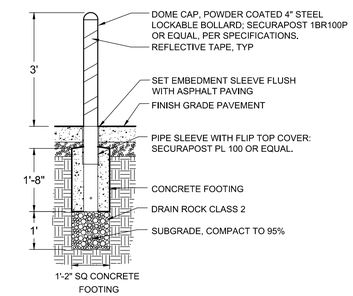
2 SIGN ADJACENT TO TRAIL NTS



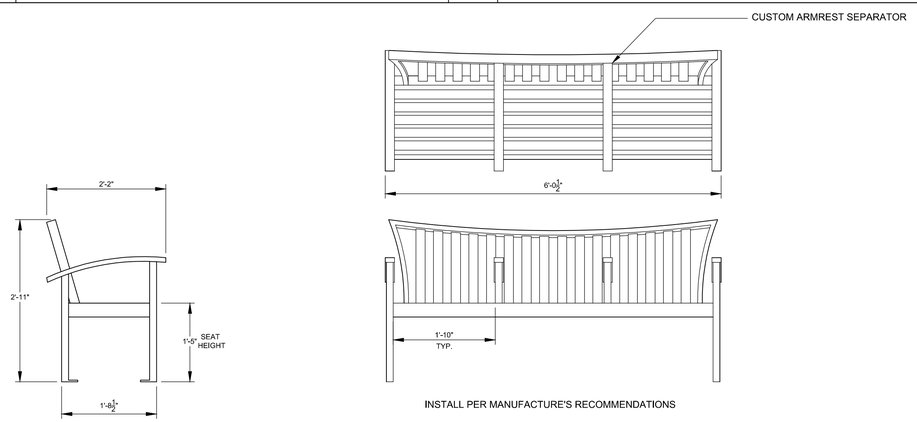
3 TRASH / RECYCLINE RECEPTACLE NTS



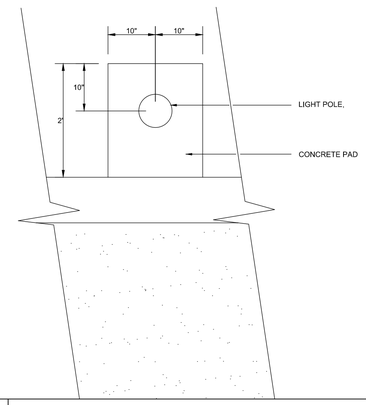
4 TRAIL STRIPING NTS



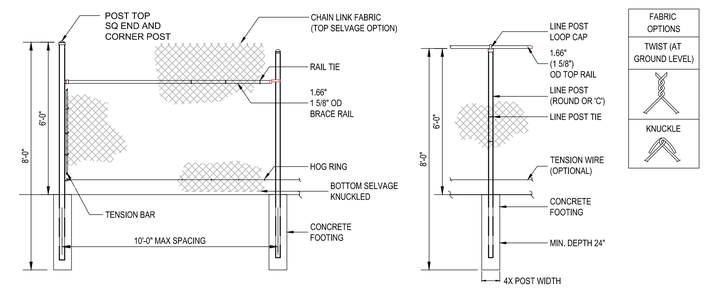
5 REMOVABLE / LOCKABLE BOLLARD NTS



6 BENCH NTS



7 LIGHTING PAD LAYOUT NTS



FENCE SECTION ELEVATION - SQUARE END POSTS

8 CHAIN LINK FENCE NTS

10 - NTS

11 - NTS

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BOOK N/A
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9TH STREET BICYCLE BOULEVARD EXTENSION PATHWAY PHASE II
SPECIFICATION NO. XXXXXXXXXX Attachment E

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CONSTRUCTION DETAILS

PLAN
FILE
L5.1
SHEET 16 OF 17

35% SUBMITTAL – NOT FOR CONSTRUCTION

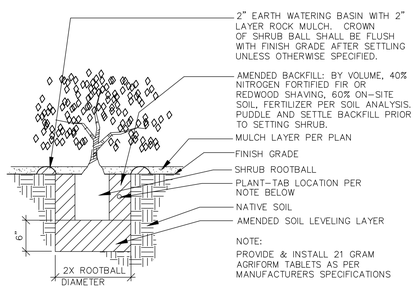
1 NOT USED NTS

2 NOT USED

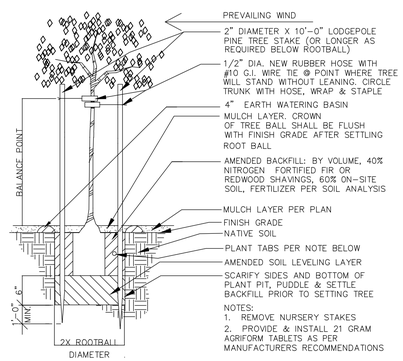
3 NOT USED NTS

4 NOT USED NTS

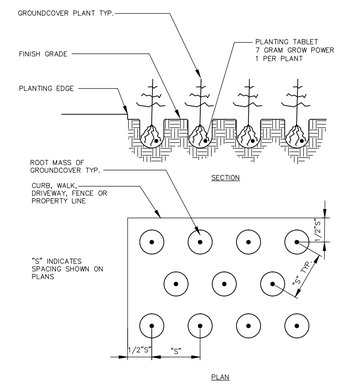
5 NOT USED NTS



6 TYPICAL SHRUB PLANTING NTS

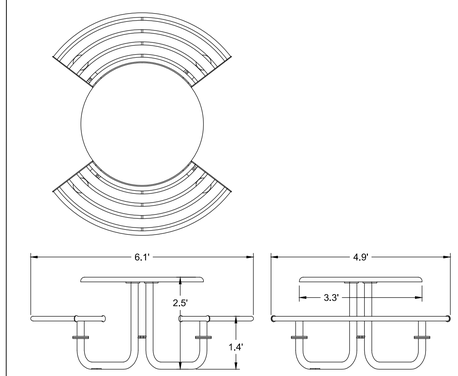


7 TYPICAL TREE PLANTING NTS

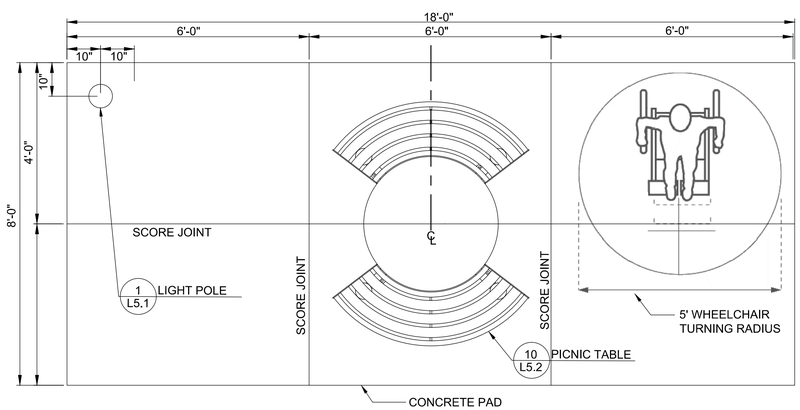


8 TYPICAL GROUND COVER PLANTING NTS

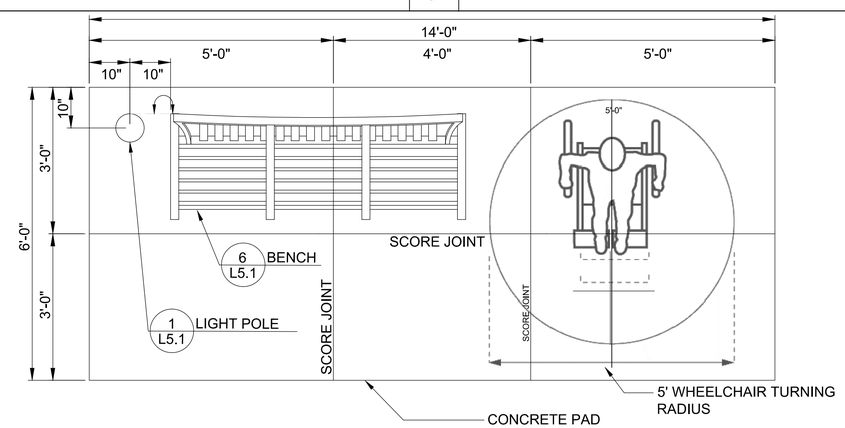
9 NOT USED NTS



10 PICNIC TABLE NTS



11 REST AREA WITH TABLE NTS



12 REST AREA WITH BENCH NTS

X - NTS

MARK	DESCRIPTION	DATE	APPROVAL

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CONSTRUCTION DETAILS

PLAN
FILE
L5.2
SHEET 17 OF 17

Attachment F. Photos of Existing Conditions

Attachment F – Photos of Existing Conditions

On 9th Street Bicycle Boulevard, facing northeast. When this project is completed, the space to the right of the bollards in this image will be paved and delivery trucks will not be allowed to park against the curb.

Existing wayfinding signage for the 9th Street Bicycle Boulevard, facing southeast.

Attachment F – Photos of Existing Conditions

Former Union Pacific Railroad ROW purchased by Berkeley to be used for this shared-use path project, facing south.

Former Union Pacific Railroad ROW purchased by Berkeley to be used for this shared-use path project, facing north.

Attachment F – Photos of Existing Conditions

Former Union Pacific Railroad ROW purchased by Berkeley to be used for this shared-use path project, facing south. The building to the right is "Ashby Lofts," a low-income development which will directly benefit from this project.

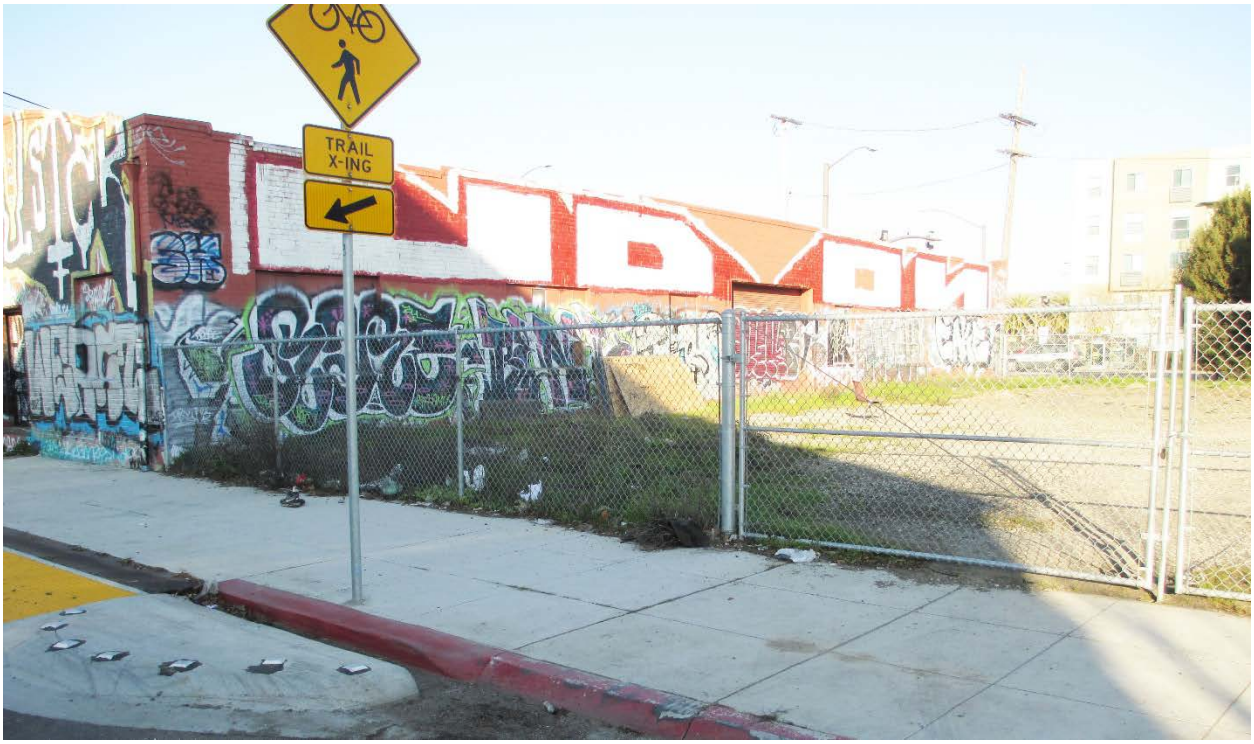
This trail segment will be cleared and paved with concrete to allow people of all abilities to get to the intersection for safe crossing of Ashby Avenue and to continue along the trail south, facing northwest.

Attachment F – Photos of Existing Conditions

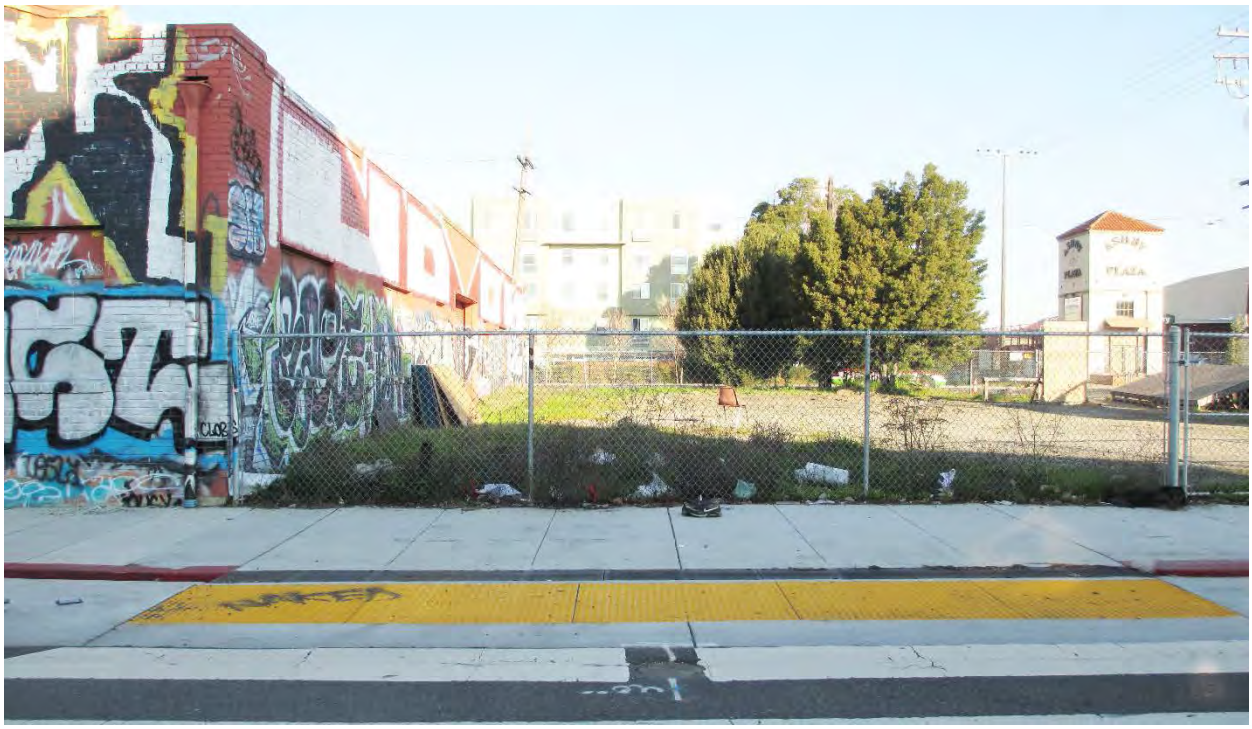
This trail segment will be cleared and paved with hardscape to allow people of all abilities to get to the intersection for safe crossing of Ashby Avenue and to continue along the trail south, facing east.

The last segment of this shared-use path project, facing south.

Attachment F – Photos of Existing Conditions



The last segment this shared-use path project, facing northwest. This side has an existing high visibility crosswalk to connect non-motorized users to the Emeryville Greenway.



The last segment of this shared-use path project, facing north. This side has an existing high visibility crosswalk to connect non-motorized users to the Emeryville Greenway.

04-Berkeley-1

Attachment F – Photos of Existing Conditions

The high visibility crosswalk on Folger Avenue, part of the completed first phase of this project, facing south. The large building is the back of the Berkeley fire warehouse building.

The completed first phase of this shared-use path project, facing south.

04-Berkeley-1

Attachment F – Photos of Existing Conditions

Morning drop-off area for Ecole Bilingue de Berkeley, on 9th Street and Heinz Ave, facing north. A high percentage of teachers and students bicycle or walk to school and will directly benefit from this valuable community improvement project. Further northwest on the same block is the Global Montessori International School.

Parents drop off students for school at Ecole Bilingue de Berkeley, on 9th Street and Heinz Avenue, facing north. Two crossing guards are stationed here to help the non-motorists travel to school safely.

Attachment F – Photos of Existing Conditions

There are plenty of bicycle racks for the many teachers and cyclists who drop off their children at Ecole Bilingue de Berkeley, on 9th Street and Heinz Avenue, facing north.

Attachment G. Project Estimate

Detailed Engineer's Estimate and Total Project Cost

Important: Read the Instructions in the other sheet (tab) before entering data. Do not enter in shaded fields (with formulas).

Project Information:

Agency:	City of Berkeley				
Application ID:	04-Berkeley-1	**Prepared by:**	Laurentiu Dusciuc, PE, Alta Planning + Design	**Date:**	**5/27/2015**
Project Description:	City of Berkeley - 9th Street Bicycle Boulevard Extension - Phase 2				
Project Location:	Bicycle Boulevard Path between 9th Street and Murray Street				

Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)						Cost Breakdown							
						Note: Cost can apply to more than one category. Therefore may be over 100%.							
						ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC	
Item No.	**Item**	**Quantity**	**Units**	**Unit Cost**	**Total Item Cost**	**%**	**$**	**%**	**$**	**%**	**$**	**%**	**$**
1	Mobilization & Demobilization (@ 10%)	1	LS	$59,000.00	$59,000	100%	$59,000						
2	Traffic Control	1	LS	$10,000.00	$10,000	100%	$10,000						
3	Construction Area information Signs	1	LS	$3,000.00	$3,000	100%	$3,000						
4	Water Pollution Control	1	LS	$10,000.00	$10,000	100%	$10,000						
5	Air Quality Monitoring	1	LS	$10,000.00	$10,000	100%	$10,000						
6	SWPPP and Soil Management Plan Implementation	1	SF	$10,000.00	$10,000	100%	$10,000						
7	Sawcut and Remove Asphalt	160	LF	$10.00	$1,600	100%	$1,600						
8	Remove Chain Link Fence	300	SF	$16.00	$4,800	100%	$4,800						
9	Remove and Stockpile Gravel	8600	SF	$5.00	$43,000	100%	$43,000						
10	Clearing & Grubbing	24950	LS	$1.50	$37,425	100%	$37,425						
11	Remove Track Rails and Granite boulder	1	LS	$10,000.00	$10,000	100%	$10,000						
12	Remove Trees	1	LS	$10,000.00	$10,000	100%	$10,000						
13	Miscellaneous Demo	1	CY	$10,000.00	$10,000	100%	$10,000						
14	Remove and Dispose of material for Trail Paving	315	EA	$90.00	$28,350	100%	$28,350						
15	Protection of Existing Trees	9	SF	$200.00	$1,800	100%	$1,800						
16	Stabilized Decomposed Granite	4500	LF	$8.00	$36,000	100%	$36,000						
17	Curb and Gutter	30	SF	$55.00	$1,650	100%	$1,650						
18	Concrete driveway and sidewalk	270	SF	$15.00	$4,050	100%	$4,050						
19	Concrete Path Pavement	9500	SF	$15.00	$142,500	100%	$142,500						
20	Aggregate Base	121	CY	$20.00	$2,420	100%	$2,420						
21	Concrete Band	790	LF	$15.00	$11,850	100%	$11,850						
22	Chain Link Fence (6' Height)	120	LF	$50.00	$6,000	100%	$6,000						
23	Gate at Chain Link Fence	1	EA	$5,000.00	$5,000	100%	$5,000						
24	Bench- (decorative item)	1	EA	$2,500.00	$2,500	100%	$2,500						
25	Picnic Table- (decorative item)	2	EA	$5,000.00	$10,000	100%	$10,000						
26	Trash/Recycling Receptacle- (decorative item)	3	EA	$3,000.00	$9,000	100%	$9,000						
27	Removable/Lockable Bollard	3	EA	$550.00	$1,650	100%	$1,650						
28	Sign and Post	6	EA	$400.00	$2,400	100%	$2,400						
29	Pavement Delineation (4" Thermoplastic)	1640	EA	$4.00	$6,560	100%	$6,560						
30	Three year maintenance for landscape establishment (decorative item)	1	LF	$5,000.00	$5,000	100%	$5,000	100%	$5,000				
33	Hydroseeding	19000	SF	$2.00	$38,000	100%	$38,000	100%	$38,000				
31	48" Box Tree Planting (decorative item)	6	EA	$1,200.00	$7,200	100%	$7,200	100%	$7,200				
32	24" Box Tree Planting (decorative item)	6	EA	$325.00	$1,950	100%	$1,950	100%	$1,950				
32	Shrub/Groundcover (decorative item)	1000	SF	$7.00	$7,000	100%	$7,000	100%	$7,000				
34	Light Poles and Luminaires	16	EA	$5,750.00	$92,000	100%	$92,000						
35	Electrical Service Connection	1	LS	$7,000.00	$7,000	100%	$7,000						
				Subtotal of Construction Items:	**$648,705**		**$648,705**		**$59,150**				
				Construction Item Contingencies (% of Construction Items): **Enter in the cell to the right**	**10.00%**	**$64,871**							
				Total (Construction Items & Contingencies) cost:		**$713,576**							

Project Cost Estimate:

Type of Project Delivery Cost	Cost $		
Preliminary Engineering (PE)			
Environmental Studies and Permits(PA&ED):	$ 20,000		
Plans, Specifications and Estimates (PS&E):	$ 125,687		
Total PE:	**$ 145,687**	**20.42%**	25% Max
Right of Way (RW)			
Right of Way Engineering:	$ -		
Acquisitions and Utilities:	$ -		
Total RW:	**$ -**		
Construction (CON)			
Construction Engineering (CE):	$ 35,737	**4.77%**	15% Max
Total Construction Items & Contingencies:	$713,576		
Total CON:	**$ 749,313**		

Engineer's Estimate (for Construction Items Only)						Note: Cost can apply to more than one category. Therefore may be over 100%.							
						ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	$	%	$	%	$	%	$
Total Project Cost Estimate:				$	895,000								

Attachment H. Non-Infrastructure Work Plan

Not required for Infrastructure Project Applications

Attachment H

Not required for Infrastructure Project Applications

Attachment I. Narrative Questions Backup Information

$520 million; of this, $219 million, or more than 40%, was from the county's largest city, Oakland.
- The jurisdictions' annual maintenance expenditure for bicycle and pedestrian facilities is $6.7 million. The annual funding gap is much larger, $17.2 million; this likely indicates substantial deferred maintenance due to insufficient funds.
- The major obstacles to improving the bicycling environment that were most commonly cited by local-agency staff were inadequate funding, shortage or absence of trained staff and implementation conflicts with other public agencies.
- Four policy areas have emerged or advanced in recent years that will likely contribute significantly to improving the policy landscape for bicycling: complete streets, climate action, smart growth and active transportation.
- A number of policies and practices exist at all levels of government that could be modified to better integrate bicycling into the transportation system.

Plan vision and goals

The plan articulates a vision statement of what bicycling in Alameda County could be like by 2040, with the investments proposed in the plan:

> Alameda County is a community that inspires people of all ages and abilities to bicycle for everyday transportation, recreation and health, with an extensive network of safe, convenient and interconnected facilities linked to transit and other major destinations.

In addition, the plan establishes five goals to guide the actions and decisions of Alameda CTC in implementing the plan and a set of more than 40 specific, detailed and implementable strategies designed to attain the plan's goals. Together, the goals and strategies generally define the roles and responsibilities of Alameda CTC in implementing the Bicycle Plan. The five goals are:

❶ Infrastructure and design

Create and maintain a safe, convenient, well-designed and continuous countywide bicycle network, with finer-grained connections around transit and other major activity centers.

❷ Safety, education and enforcement

Improve bicycle safety through engineering, education and enforcement, with the aim of reducing the number of bicycle injuries and fatalities, even as the number of people bicycling increases.

❸ Encouragement

Support programs that encourage people to bicycle for everyday transportation and health, including as a way to replace car trips, with the aim of raising the percentage of trips made by bicycling.

❹ Planning

Integrate bicycling needs into transportation planning activities, and support local planning efforts to encourage and increase bicycling.

❺ Funding and implementation

Maximize the capacity for implementation of bicycle projects, programs and plans.

Countywide priorities

The Countywide Bicycle Plan establishes countywide capital projects, programs and plans that are intended to implement the plan's vision and goals. They include a "vision network" of countywide bicycle facilities (see Table E.1), a set of priority programs to promote and support bicycling (see Table E.2), and the creation and updating of local bicycle master plans. Because funding is limited, the plan also creates a more constrained "priority network" of capital projects on which to focus capital funding, and proposes to stagger the implementation of the programs.

The vision network consists of 762 miles of bikeways that provide connections between jurisdictions, access to transit, access to central business districts, an inter-jurisdictional trail network and access to "communities of concern" (communities with large concentrations of low-income populations and inadequate access to transportation). Of the total mileage, approximately 394 miles (52%) have been built while 367 miles (48%) are still to be constructed.

a bicycle plan). Another four cities remain without such a plan.

- Local jurisdictions estimated the cost of their capital pedestrian and bicycle project needs to be $520 million; of this, $219 million, or more than 40%, was from the county's largest city, Oakland.
- The jurisdictions' annual maintenance expenditure for pedestrian and bicycle facilities is $6.7 million. The annual funding gap is much larger, $17.2 million; this likely indicates substantial deferred maintenance due to insufficient funds.

- The major obstacles to improving the walking environment that were most commonly cited by local-agency staff were inadequate funding, shortage or absence of trained staff and implementation conflicts with other public agencies.
- Four policy areas have emerged or advanced in recent years that will likely contribute significantly to improving the policy landscape for walking: complete streets, climate action, smart growth and active transportation.
- A number of policies and practices exist at all levels of government that could be modified to better integrate walking into the transportation system.

Plan vision and goals

The plan articulates a vision statement of what walking in Alameda County could be like by 2040, with the investments proposed in the plan:

> Alameda County is a community that inspires people of all ages and abilities to walk for everyday transportation, recreation and health. A system of safe, attractive and widely accessible walking routes and districts is created by interconnected pedestrian networks, strong connections to transit and pedestrian-friendly development patterns.

In addition, the plan establishes five goals to guide the actions and decisions of Alameda CTC in implementing the plan and a set of more than 40 specific, detailed and implementable strategies designed to attain the plan's goals. Together, the goals and strategies generally define the roles and responsibilities of Alameda CTC in implementing the Pedestrian Plan. The five goals are:

❶ Infrastructure and design

Create and maintain a safe, convenient, well-designed and inter-connected pedestrian system, with an emphasis on routes that serve transit and other major activity centers and destinations.

❷ Safety, education and enforcement

Improve pedestrian safety and security through engineering, education and enforcement, with the aim of reducing the number of pedestrian injuries and fatalities, even as the number of people walking increases.

❸ Encouragement

Support programs that encourage people to walk for everyday transportation and health, including as a way to replace car trips, with the aim of raising the number and percentage of trips made by walking.

❹ Planning

Integrate pedestrian needs into transportation planning activities, and support local planning efforts to encourage and increase walking.

❺ Funding and implementation

Maximize the capacity for implementation of pedestrian projects, programs and plans.

Countywide priorities

The Countywide Pedestrian Plan establishes countywide capital projects, programs and plans that

The Berkeley 9th Street Bicycle Boulevard Extension Pathway Phase II (04-Berkeley-1)

Traffic Volumes and Bicycle Counts

0 500 1,000 Feet

Project Locations

- 9th St. Bikeway

Bike Facilities

- Existing Class I
- Existing Class II
- Existing Class III

Traffic Volumes

- 743 - 3000
- 3001 - 9000
- 9001 - 15000
- 15001 - 25000
- 25001 - 277000

Volume of Cyclists

- 45 - 150
- 151 - 275
- 276 - 400
- 401 - 805

- City Boundary
- Park
- 1/2 mi Project Buffer

Attachment I-1

2005 Berkeley Bicycle Plan Update:
An Addendum to the 2000 Berkeley Bicycle Plan

Introduction

This document, the 2005 Berkeley Bicycle Plan Update, serves as an update to the 2000 Berkeley Bicycle Plan. As such, it should not be seen as a stand-alone plan, but rather as an addendum to the existing, previously approved plan. The primary purposes of this document are to reaffirm the 2000 plan as a document that is essentially still current, relevant and useful as a guide for the development and maintenance of bicycle infrastructure and programs in Berkeley, as well as to update certain elements of them 2000 plan and provide some supplementary information not contained in the original. Lastly, the purpose of this update is to reestablish the City of Berkeley's eligibility for funding under the State Department of Transportation's Bicycle Transportation Account. Toward that end, this document takes the form of an annotated list of the required Bicycle Transportation Plan elements as specified in Section 891.2 of the California Streets and Highways Code (California Bicycle Transportation Act).

Required Plan Elements

1) Estimated current and future bicycle commuters, including increase resulting from plan implementation:

According to the 2000 Census 5.6% of Berkeley residents (3,071 of 54,674) commute to work by bike, up from 4.9% in 1990 (2,651 of 54,590). This change represents a 15% increase in the number of bicycle commuters in Berkeley from 1990 to 2000. Over the same time period, the percentage of bike commuters in Alameda County stayed essentially stable at around 1.2%, with a 5.9% increase in the number of bicycle commuters. The initial goal of 7.85% of commute trips by bike from the 2000 Berkeley Bicycle Plan (page 1-3) still seems reasonable and attainable if Berkeley maintains its leadership role in promoting cycling.

2) Maps

a) Plan area, including residential, schools, shopping, employment centers and public building:
See *Plan Area Map*, attached.
b) Bikeways: existing and proposed bikeways:
See *Bikeway Network Map*, attached.
c) Parking: current and proposed parking facilities:
See *Parking, Transport and Shower Map*, attached.
d) Transit: current and proposed bike transport [on transit] and parking facilities at transit:
See *Parking, Transport and Shower Map*, attached.
e) Showers: current and proposed restrooms, clothes storage, locker rooms near parking
See *Parking, Transport and Shower Map*, attached.

Berkeley 9th Street Path
Meeting Notes from December 9, 2009 10:00AM-12:00PM
Berkeley City Hall

Meeting Attendees:

- Matt Nichols, City of Berkeley
- Eric Anderson, City of Berkeley
- Evelyn Chan, City of Berkeley
- Lucas Paz, LFR/Arcadis
- Ron Zeiger, Zeiger Engineers
- Mike McNeely, Nolte Associates
- Charmaine Zamora, Nolte Associates
- Tom Kurkjain, Nolte Associates
- Ian Moore, Alta Planning and Design
- Kristin Maravilla, Alta Planning and Design

Via conference call:

- Mary Stewart, Alta Planning and Design
- Emily Duchon, Alta Planning and Design

Discussion	Required Action(s)
Opportunities and Constraints Discussion	
Constraint: The pathway corridor width narrows to 20 feet at the Fire Warehouse site. The Fire Warehouse driveway/access may conflict with the proposed path. The City has received site plans for the Fire Warehouse site that show the driveway/access configuration. The pathway design must provide for pedestrian and bicycle circulation and meet applicable design standards within the allowable width.	City staff provided Alta with the Fire Warehouse plans on 12/10/2009. Alta to design pathway within available right-of-way per conceptual design and revisions by 1/15/2009.
Constraint: Civil related items, specifically soil removal, need to be addressed. It may be necessary to import material.	Nolte to determine in 60% design by 1/15/2010.
Constraint: The Redico building loading dock near the northwest corner of building is currently used for garbage truck access only. The City thinks it is not an active or legal loading dock and will check on any potential requirement for continued access. The City attorney should be notified of this issue; it could be important if City tries to dispose of the property. The City attorney should be cognizant of the fact that buildings constructed with historic railroad access may retain some right of access even after railroad property is abandoned and transferred to a new owner.	Alta to provide City staff with memorandum by 12/17/2009 for the City Attorney.
Constraint: The area near Ashby Plumbing and Heating is frequented by many local contractors and includes steep ramps between finish floors and street level. There is a need for consolidated pedestrian movement at this location. The City's original intent was to construct new sidewalk, curb and gutter on both sides of street; however, this area is too	Alta to provide City staff with memorandum by 12/17/2009.

Discussion	Required Action(s)
constrained. It will be important to communicate the infeasibility of a sidewalk on east side of 9th Street to City staff.	
Constraint: Drainage could be an issue between Murray Street and Folger Avenue. Emery-Go-Round is considering buying the property west of the propose path and the City would prefer to avoid that property draining into the pathway corridor. Fence line encroachment is also an issue that will need to be addressed in the design and in City communications to the property owner.	Nolte to address drainage design in civil by 1/15/2010. Alta to advise City on require fence movement by 1/15/2009 City to communicate with property owner regarding required fence relocation. TBD
Phase 1 Plan Review	
Murray Street sidewalk improvements require defined end points to the east and west, to be determined in conjunction with the Fire Warehouse plans.	Nolte/Alta will address civil in 60% design by 1/15/2010.
Pathway shoulder options. Various shoulder surfacing materials and the preferences of different trail users were discussed. It was determined that decomposed granite is the preferred shoulder surfacing material.	Alta to research decomposed granite shoulder design specifications and convey recommendation to City by 1/7/2010.
The City's Bicycle Subcommittee recommends constructing a 4-foot shoulder on one side of the bike path instead of having 2-foot shoulders on both sides. Pedestrians are directed to use the west side of the path in Emeryville on a separate pedestrian pathway. With a four-foot wide pedestrian path, there could be contiguous pathway from Emeryville to Berkeley that would be more consistent and obvious to users. This may decrease maintenance issues. The path would still require a two-foot clear shoulder on the side without pedestrian path.	Alta to revise plan to show 4-foot wide pedestrian path on west side of trail after receipt of City comments.
Alignment Option 1 and 2	
The City may dispose of the excess property between Ashby Avenue and Murray Street where the park/public art space is proposed. Approximately 20 to 25 of width is required for the pathway and landscape and the remainder could be another use. The pathway design should be revised to allow for this possible future use/building.	Alta to revise Area 4 segments when authorized by City staff to proceed with a contract amendment.
City staff advocate for a buffer at the Redico building without the proposed path curvature. Bicyclists will tend to shortcut tight curves.	Alta to revise plan after receipt of City comments.

Discussion	Required Action(s)
City Boundary: The City of Emeryville/City of Berkeley boundary is not shown on plans.	Alta to add Emeryville/Berkeley border to plan after receipt of City comments.
Emeryville Pathway Construction Timeline: Emeryville intends to make the path construction a condition of approval for the Redico project and is not likely to construct as an independent project.	Alta team to identify Emeryville project as separate in plans and cost estimate for all subsequent deliverables.
Concrete Design Theme: City staff likes the proposed "railroad tie" design theme connection to the historic railroad use, but questions whether this design introduces an excessive number of joints (two joints per "tie"). Alta states that a similar treatment was successfully used on the Virginia Corridor trail. City staff advocate that the surface should stay as clean as possible. The City of Davis worked to ensure the joints on their paths were flush. Alta will consult with the City of Davis regarding what technique was used.	Alta contacted Tim Bustos, former City of Davis Bicycle Coordinator, regarding joints on 12/11/2009. Bustos confirmed expansion joints with saw cuts resulted in a smooth surface. Bustos didn't receive any complaints from cyclists or any other bike path users, including in-line skaters and skateboarders regarding these paths.
Folger Street to 67th Street Segment Pathway Alignment: City staff advocate for reducing pathway curvatures to allow for additional uses on the property. City staff does not advocate for gratuitous berms or curvilinear pathways; however, City staff states that if there is a good reason to have them (ex: handling soils onsite, drainage, water retention/infiltration) such features might be desirable design elements.	Alta to revise plan after receipt of City comments.
Street Rights-of-Way Surface Drainage: Need to resolve drainage issues on Murray Street and Folger Street crossings so as not to induce ponding or other drainage complications.	Nolte will address drainage in 60% design by 1/15/2010.
Folger Street crossing design options include: A) curb extensions with advance warning signage (if used, signage should be placed further in advance of the crossing than signage is currently placed in Emeryville), and B) a speed table crossing.	Alta/Nolte to: A) match curb extensions to Fire Warehouse frontage improvements in concept design revisions after receipt of City comments, and B) consider design speed table by 1/15/2010.
Lighting	
Emeryville uses different lighting fixtures than Berkeley. The existing lights are powered; however, solar powered lights are an alternative. Zeiger Engineers expressed concerned about creating a toxic soil problem if trenching is required during	Alta to revise lighting fixture placement in plan, if needed, after receipt of City comments.

Discussion	Required Action(s)
construction. Two types of solar-powered lights were discussed (see below). Both fixtures are outdoor light poles that utilize solar energy to power a LED lighting system. Neither option would require trenching. 1) Inovus Solar SmartPole. The solar panels are integrated into the pole, which is 25 feet tall. These light poles can be spaced 70-100 feet apart. Emeryville lighting spacing is around 75 feet. The poles are vandal resistant and work well when they get adequate light (i.e., are not obstructed by trees). A distance of 20 feet is recommended from light pole to tree trunk. The light poles should be placed on the side of the path that receives the most sun exposure; alternating sides may work as long as the shading is not too extreme. 2) Hanover Lantern Solar LED Lighting. The light fixture is 14 feet to 22 feet tall, depending on whether the solar panel is placed above or below the luminaire and the type of luminaire used. The luminaire is available in both acorn (similar to existing Emeryville lighting standards) and bell (similar to Berkeley) designs. An intermediate light may be needed by the Berkeley Bowl Market, which utilizes street lighting only. Lighting in this area will need to be surveyed. City staff recommends pursuing solar powered lights (one of the two types).	Alta provided brochures/specs to City staff on 12/11/2009. City to review solar maintenance and operations requirements by 12/22/2009. Zeigler/Nolte to provide costs for 60% design depending on City determination regarding solar.
Schedule	
The 60% design is now due the week of January 10th. Need to involve Public Works Maintenance and Parks. Though the planting palette is in direct response to input from Parks, they may have comments on placement.	After receiving comments on conceptual design from City staff, Alta to revise plan and resubmit to City. Evelyn to schedule meeting with Parks and Maintenance for 12/17/2009 and 12/18/2009.
City staff stated their preference for Alignment Option 2, with modifications. Integrate elements of Alignment Option 1 into Alignment Option 2. City will discuss with Parks.	After receiving City's comments: Alta to write narrative of what elements should be modified in Alignment Option 2: pedestrians to west, bikes to east; at 9th Street and Murray Street; at each intersection. Alta to revise plan after receipt of City comments.

Discussion	Required Action(s)
Public Review: Alta to present at Bicycle Subcommittee week of 1/18/2010 (60% design) and at Transportation Commission week of 2/15/2010.	Matt, Eric, Evelyn and Ian to discuss and confirm by 12/18/2009.
A cost estimate needs to be prepared.	Nolte to prepare cost estimate after receipt of City comments based on revised design by Alta.

Berkeley Bicycle Subcommittee of the Transportation Commission
January 28, 2010
North Berkeley Senior Center

Sign-In Sheet

	Name	Affiliation	email	City (if not Berkeley resident)
1	Leila Greene	66th Street Neighborhood Group	lgreene3683@sbcglobal.net	
2	John Richardson	66th Street Neighborhood Group	johnrichardson@gmx.net	
3	Rebecca Stievater	Bicycle-Friendly Berkeley Coalition	rebecca@bfbc.org	
4	Steve Glaeset	BPWA	steveglaeset@concast.net	
5	Roger Marquist			
6	Phil Morton	Bicycle-Friendly Berkeley Coalition	pmorton@lmi.net	
7	George Martin	Neighbor to path	grmartin@geomartin.com	
8	C Mann	Bicyclists - Berkeley +	paws_on3d@yahoo.com	
9	Arly Cassidy	City of Emeryville	acassidy@emeryville.org	
10	Tom Modic	Emeryville BPAC	tommodic@yahoo.com	Emeryville
11	Scott Mace		scott@wiredmuse.com	
12	Steven Keller	Emeryville/UC Berkeley		Emeryville
13	Dave Campbell	Bicycle-Friendly Berkeley Coalition	dcampbel@lmi.net	
14	Charlie Bowen	Berkeley Path Wanderers Association	charlie_paths@comcast.net	
15	Ryan Stahlman	Emeryville BPAC	rstahlman@gmail.com	Emeryville
16	Melanie Curry	UC Berkeley	curryme@berkeley.edu	

Berkeley Bicycle Subcommittee of the Transportation Commission
January 28, 2010
North Berkeley Senior Center

	Name	Affiliation	email	City (if not Berkeley resident)
17	Colin Dentel-Post	UC Berkeley		
18	Teresa Tapia	UC Berkeley	teresa.tapia06@gmail.com	
19	Timothy Fok	UC Berkeley	timothy.wc.fok@gmail.com	
20	Ken Bukowski	Emeryville Council Member	kenb@paxio.net	
21	Kat Swift	Cyclists in Oakland, Berkeley, Emeryville	katpawzs@yahoo.com	Oakland/Emeryville
22	Troy Reinhatter	UC Berkeley		
23	Matt Weber		weber@alumni.haas.org	
24	Jason Meggs	Bicycle-Friendly Berkeley Coalition	jason@healthycity.net	
25				
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Transportation Commission

AGENDA

Bicycle Subcommittee
of the Berkeley Transportation Commission

Thursday, Jan. 22, 2009
5:00-6:30 p.m.
Public Works/Transportation Division
1947 Center Street, 3rd Floor

1) Introductions; agenda approval; appoint notes-taker: 5:00-5:05

2) Public comment on items not on the agenda: 5:05 – 5:15 (time limit of 3 min. per speaker)

3) Announcements: 5:15- 5:20 (time limit of 1 min. per speaker)

4) Updates from Staff and Commissioners: 5:20 – 5:35

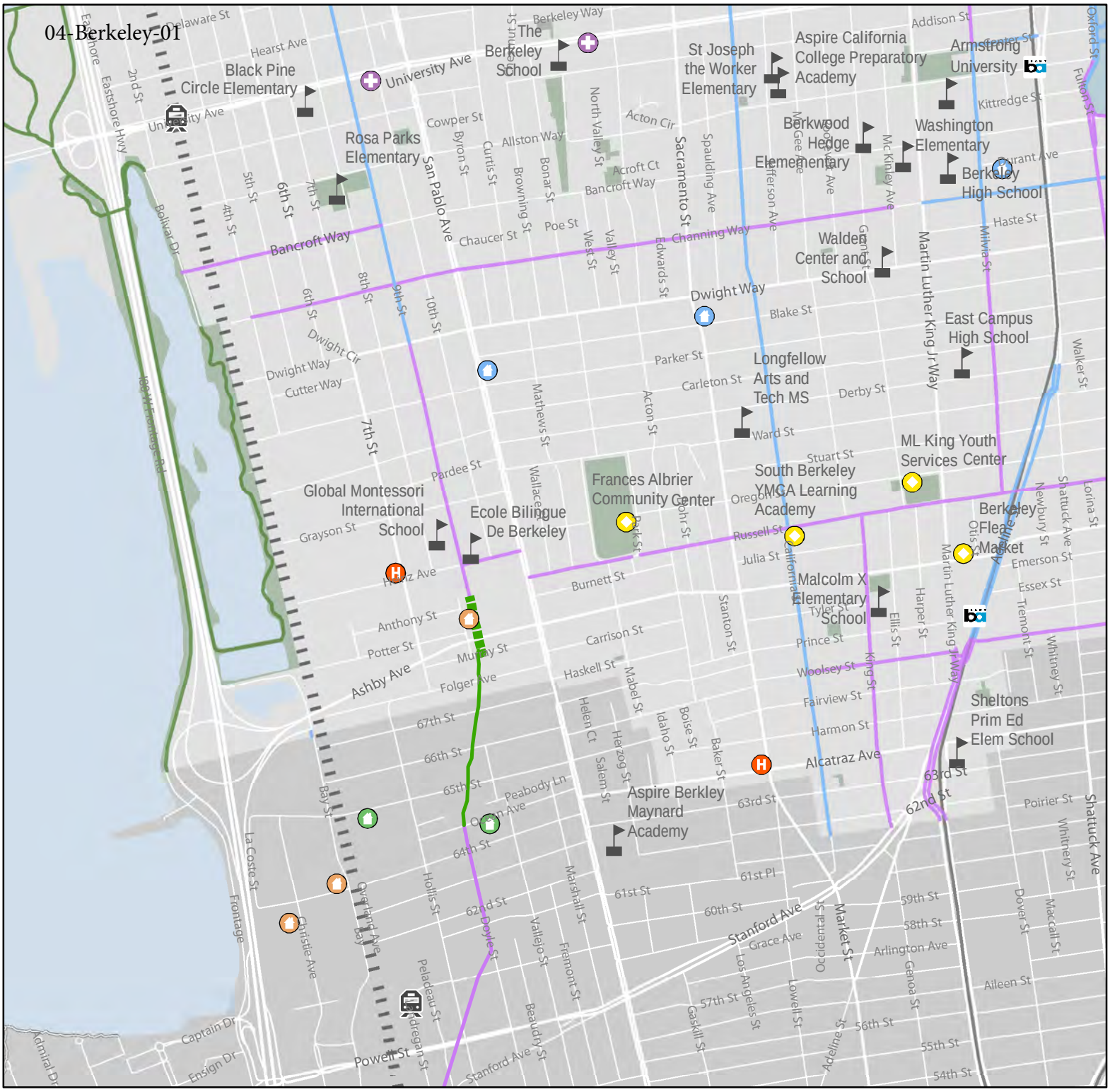
   a) Completed 2008 Grant Applications:
      1. West St. Pathway completion (BTA Grant)
      2. 9th Street Bicycle Boulevard/Emeryville Greenway (Measure B Bike/Ped CDF)
   b) 2009-2011 Bicycle Parking Project
   c) Abandoned bicycle removal
   d) Bike Station Expansion
   e) Bikeways and 5-Year Repaving Plan
   f) Speed Cushions, Speed Tables and related traffic calming treatments (report from Commissioners on Transportation Commission discussion)

5) Items for discussion: 5:35 – 6:30

   a) Planning for Bike to Work Day
   b) Concrete Pavers
   c) Traffic Circles
   d) "Dooring" Prevention

Important NOTES:

- **Front building doors are locked at 5:30; if you arrive late, call conference room phone# 510-981-4990**
- **This meeting is at the new "regular" time of 5:00 – 6:30 p.m.**



The Berkeley 9th Street Bicycle Boulevard Extension Pathway Phase II (04-Berkeley-1)

Disadvantaged Community Map

0 ¼ ½ Miles

9th Street Shared-Use Path

Boundry

City Boundary

Points of Interest

- Health Care Facility
- Homeless Shelter
- Low Income Housing
- Community Center
- Low Income Senoir Housing
- Low Income & Disabled Housing

Bike Facilities

- Existing Class I
- Existing Class II
- Existing Class III

Transit

- Amtrak Station
- BART Station
- BART Route
- Rail

Project Name: 9th Street Bicycle Boulevard Extension Pathway - Phase II
Project Location: City of Berkeley

INFRASTRUCTURE

Bike Projects (Daily Person Trips for All Users) (Box1A)

	Without Project	With Project
Existing	805	
Forecast (1 Yr after completion)	821	1026
	Commuters	Recreational Users
Existing Trips	81	266
New Daily Trips (estimate)	40.5	132.825
(1 YR aftercompletion) (actual)		

Project Information- Non SR2S Infrastructure

Bike Class Type	Bike Class II
Average Annual Daily Traffic (AADT)	26,589

Pedestrian Projects (Daily Person Trips for All Users) (Box 1B)

	Without Project	With Project
Existing		
Forecast (1 YR after project completion)		
	Without Project	With Project
Existing step counts (600 steps=0.3mi=1 trip)		
Existing miles walked		

Safe Routes to School (SR2S) (Box 1C)

	Total
Number of student enrollment	
Approximate no. of students living along school route proposed for improvement	
Percentage of students that currently walk or bike to school	
Projected percentage of students that will walk or bike to school after the project	

Project Costs (Box 1D)

Non-SR2S Infrastructure Project Cost	$895,000
SR2S Infrastructure Project Cost	$0

ATP Requested Funds (Box 1E)

Non-SR2S Infrastructure	$850,250
SR2S Infrastructure	$0

CRASH DATA (Box 1F)

	Last 5 Yrs	Annual Average
Fatal Crashes	0	0
Injury Crashes	39	7.8
PDO	0	0

SAFETY COUNTERMEASURES (improvements) (Box 1G)

		Y or N (Capitalized)
Signalized Intersection	Pedestrian countdown signal heads	N
	Pedestrian crossing	N
	Advance stop bar before crosswalk	N
	Install overpass/underpass	N
Unsignalized Intersection	Raised medians/refuge islands	N
	Pedestrian crossing (new signs and markings only)	N
	Pedestrian crossing (safety features/curb extensions)	N
	Pedestrian signals	N
Roadways	Bike lanes	Y
	Sidewalk/pathway (to avoid walking along roadway)	N
	Pedestrian crossing (with enhanced safety features)	N
	Pedestrian crossing	N
	Other reduction factor countermeasures	N

20 Year Invest Summary Analysis	
Total Costs	$895,000.00
Net Present Cost	$860,576.92
Total Benefits	$20,683,431.06
Net Present Benefit	$13,698,212.69
Benefit-Cost Ratio	15.92

20 Year Itemized Savings	
Mobility	$5,800,120.96
Health	$364,491.57
Recreational	$10,804,994.18
Gas & Emissions	$114,509.18
Safety	$3,599,315.17

Funds Requested	$850,250.00
Net Present Cost of Funds Requested	$817,548.08
Benefit Cost Ratio	16.76

FY 2012 & 2013 PROPOSED BIENNIAL BUDGET CAPITAL IMPROVEMENT PROJECTS

ELECTED OFFICIALS

Mayor
Tom Bates

Councilmembers
Linda Maio, District 1
Darryl Moore, District 2
Maxwell Anderson, District 3
Jesse Arreguin, District 4
Laurie Capitelli, District 5
Susan Wengraf, District 6
Kriss Worthington, District 7
Gordon Wozniak, District 8

City Auditor
Ann-Marie Hogan

City Manager
Phil Kamlarz

Deputy City Manager
Christine Daniel

Research and Preparation by:
The Office of Budget & Fiscal Management

Teresa Berkeley-Simmons, Budget Manager
Vanee Bartholomew, Administrative Assistant
Stacey Johnson, Associate Management Analyst
Rama Murty, Senior Management Analyst

A special thanks to the following individuals:
Danielle Habr, Public Works
Ethel Leonares, Parks, Recreation and Waterfront
Public Works Engineering, Equipment Maintenance, and
Transportation CIP Project Managers and staff
Mary Kay Clunies-Ross (cover photo)

CITYWIDE PROJECTS -
One-time

Status	Category	Funding Source	Project Name	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	Project Total
One-time	Parks & Marina	State Coastal Conservancy	Bay Trail Extension (Phase I)	535,000					**535,000**
One-time	Planning	West Berkeley Imrpovement Fund	Pedestrian and Bicycle Improvement	131,955	131,955	131,955	131,955	131,955	**659,775**
One-time	Storm Drains	Capital Improvement Fund	Clean Storm Maintenance and Repairs	700,000	700,000	700,000			**2,100,000**
One-time	Street Repair	Special Gas Tax (30)	Street Rehabilitation Sacramento from University to Dwight	13,300					**13,300**
One-time	Street Repair	Special Gas Tax Disc	Street Rehabilitation Sacramento from University to Dwight	62,940					**62,940**
One-time	Street Repair	State - SB 300	Street Rehabilitation Sacramento from University to Dwight	178,408					**178,408**
One-time	Street Repair	Measure B Local Streets and Roads	FY 11 Street Rehablitation Phase 1	243,466					**243,466**
One-time	Street Repair	ISTEA_STP	Sacramento Street - Dwight to Ashby	955,000					**955,000**
One-time	Street Repair	Proposition 1B	Sacramento Street Overaly (University to Dwight)	261,346					**261,346**
One-time	Transportation	UC LRDP Settlement Funds	Downtown Berkeley BART Plaza Improvements (TLC grant match)	400,000					**400,000**
One-time	Transportation	UC LRDP Settlement Funds	Transit Capital Improvements; Pedestrian Plan Implementation	0	31,000	550,000			**581,000**
One-time	Transportation	Capital Improvement Fund (Reimbursement from City of Emeryville)	9th Street Bicycle Boulevard Extension	154,000					**154,000**

CITYWIDE PROJECTS -
One-time

Status	Category	Funding Source	Project Name	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	Project Total
One-time	Transportation	Capital Improvement	Berkeley BART Bike Station (5-year contract)	60,000	60,000	60,000	60,000	60,000	**300,000**
One-time	Transportation	BAAQMD TFCA	9th Street Bicycle Boulevard Extension	247,316					**247,316**
One-time	Transportation	BAAQMD TFCA	Berkeley Transportation Action Plan (BTAP)		100,000				**100,000**
One-time	Transportation	BAAQMD TFCA	On-Street Bicycle Parking	46,887					**46,887**
One-time	Transportation	TDA Article 3	9th Street Bicycle Boulevard Extension	184,206					**184,206**
One-time	Transportation	MTC Climate Initiatives (CMAQ)	Berkeley Transportation Action Plan (BTAP)		1,000,000	990,000	10,000		**2,000,000**
One-time	Transportation	Caltrans Bicycle Transportation Account (BTA) Grant	9th Street Bicycle Boulevard Extension	500,000					**500,000**
One-time	Transportation	CalTrans (4th Bore Coalition Settlement Funds)	Asbhy Corridor Improvements		250,000	1,000,000	750,000		**2,000,000**
One-time	Transportation	Federal Highway Administration (CalTrans) Grant	Berkeley Parking Pricing and Real Time Guidance for City and University Project (City portion of grant)		940,000	860,000			**1,800,000**
One-time	Transportation	Caltrans Grant	West Street Bike Blvd. Phase 2	788,055					**788,055**
One-time	Transportation	Caltrans Safe Routes to School Grant	Safe Routes to School	898,660					**898,660**

TRANSPORTATION

Summary

The City of Berkeley is committed to improving traffic safety, encouraging transit use, bicycling and walking, and addressing a variety of transportation issues. Capital projects include traffic calming measures such as signals, signs, markings, striping, traffic circles and other treatments. Bicycle and pedestrian infrastructure improvements are also included in the capital improvement budget. General Fund monies are limited to recurring expenditures: the FY 2012 & FY 2013 adopted annual allocations for Bicycle Plan implementation and traffic calming are maintained at FY 2011 levels.

Funding

For FY 2012 and FY 2013, $250K has been allocated from the State Transportation Tax (formerly Traffic Congestion Relief - Proposition 42 funding) to address the City-wide need for pavement markings. Department has also been awarded $5.6 million in grant-funded Transportation projects; to be spent over the course of 2 years.

Multiple transportation capital projects are planned for FY 2012 and FY 2013, including:

- The first phase of the 9th Street Bicycle Boulevard Extension project was completed in FY 2011, completing a multi-use path from Berkeley's 9th Street Bicycle Boulevard to Emeryville's Doyle Street Greenway. A second phase, to complete the Ashby-adjacent path segments and signalized crossing of Ashby will be constructed in FY 2013 (pending design approval and funding.). Other bicycle/pedestrian capital projects include improvements to the Ohlone Greenway, to be carried out as part of a BART Seismic Upgrade, and completion of the West Street Path in FY 2012.

- Improvements to the operations and safety of the I-80/Gilman Interchange are planned in FY 2012 through FY 2016.

- San Pablo and Ashby improvements will be made in FY 2013 to increase capacity at the intersection.

- Neighborhood traffic calming projects and the retiming and coordination of traffic signals will continue in FY 2012.

- Construction is anticipated in FY 2013 for the $2.25M Downtown Berkeley BART Plaza and Transit Area Capital Improvement Project.

- The City will construct $998K of Safe Routes to Schools capital improvements at four elementary schools (Malcolm X, Rosa Parks, Berkeley Arts Magnet and Thousand Oaks) in FY 2012.

- The City will expend $538K for Safe Routes to Transit capital projects on upper Solano and Shattuck at Vine in FY 2012 and FY2013.

- The City has received $2M for transportation improvements for the Ashby corridor as part of the 4th Bore Coalition Settlement with Caltrans.

alta

Lola Torney <lolatorney@altaplanning.com>

Caltrans ATP Question 8 - CCC

Active Transportation Program <inquiry@atpcommunitycorps.org> Wed, May 27, 2015 at 2:24 PM
To: Mary Stewart <marystewart@altaplanning.com>
Cc: Alan Lessik <alan.lessik@cvcorps.org>, Lola Torney <lolatorney@altaplanning.com>

Hi Mary,

Please make sure to include this email chain in your application as proof that you reached out to the Local Conservation Corps.

Thank you,
Danielle

On Wed, May 27, 2015 at 2:11 PM, Mary Stewart <marystewart@altaplanning.com> wrote:

> Thank you for the response, I know you must be inundated with ATP questions/requests!
>
> **Mary Stewart**, ASLA, NCI
> Senior Design Associate : San José Group Leader
>
> **alta PLANNING+DESIGN**
> 96 N. 3rd Street, Suite 200 :: San José, CA 95112
> 408.564.8606 :: www.altaplanning.com
>
> *Our Mission: Creating active communities.*
>
> On Wed, May 27, 2015 at 2:09 PM, Alan Lessik <alan.lessik@cvcorps.org> wrote:
>
>> Civicorps does not have capability to adequately deal with toxic soils so we will not participate in this project.
>>
>> Alan Lessik
>>
>> Executive Director
>>
>> Civicorps
>>
>> 101 Myrtle St.
>>
>> Oakland, CA 94607
>>
>> 510.992.7842
>>
>> 415.830.0589 cell

www.cvcorps.org

From: Mary Stewart [mailto:marystewart@altaplanning.com]
Sent: Wednesday, May 27, 2015 11:20 AM
To: Alan Lessik; inquiry@atpcommunitycorps.org
Cc: Lola Torney

Subject: Re: Caltrans ATP Question 8 - CCC

Hi Alan - I'm bringing this back up to the top of your inbox. We're wrapping up the ATP application today and hoping to get an answer from you on the CCC's willingness to work in toxic soils. We have a soils report available if that helps.

Thank you!

Mary

Mary Stewart, ASLA, NCI

Senior Design Associate : San José Group Leader

alta PLANNING+DESIGN

96 N. 3rd Street, Suite 200 :: San José, CA 95112
408.564.8606 :: www.altaplanning.com

Our Mission: Creating active communities.

On Fri, May 22, 2015 at 5:18 PM, Mary Stewart <marystewart@altaplanning.com> wrote:

Hi Alan,

I wanted to check in to make sure that the CCC is comfortable and insured to work in contaminated soils. Our site is on former UPRR ROW and has fairly toxic soils, we'll have a soils management plan in place, but it is the responsibility of each contractor to maintain dust control measures for their employees during work and I don't think that was very evident in a 35% submittal plan set we sent you. Please confirm if you

are still able to assist the city with clearing, grubbing, and landscape tasks.

Thank you,

Mary

Mary Stewart, ASLA, NCI

Senior Design Associate : San José Group Leader

alta PLANNING+DESIGN

96 N. 3rd Street, Suite 200 :: San José, CA 95112
408.564.8606 :: www.altaplanning.com

Our Mission: Creating active communities.

On Tue, May 19, 2015 at 6:08 PM, Lola Torney <lolatorney@altaplanning.com> wrote:

Sent from my iPad

Begin forwarded message:

> **From:** Active Transportation Program <inquiry@atpcommunitycorps.org>
> **Date:** May 19, 2015 at 5:03:23 PM PDT
> **To:** Lola Torney <lolatorney@altaplanning.com>
> **Cc:** "atp@ccc.ca.gov" <atp@ccc.ca.gov>
> **Subject: Re: Caltrans ATP Question 8 - CCC**
>
> Hi,
>
> Alan Lessik of Civicorps has responded that they are able to assist the city with the following:
>
> - Clearing, grubbing, and all landscaping portions.
>
> Please include this email with your application as proof that you reached out to the Local Corps.
> Feel free to contact Alan (alan.lessik@cvcorps.org) directly if your project receives funding.
>
> Thank you!
>
> Monica

On Thu, May 14, 2015 at 12:28 PM, Lola Torney <lolatorney@altaplanning.com> wrote:

Hello Wei Hand Danielle,

Please find attached ATP submittal on behalf of the City of Berkeley. This is one of six applications being submitted; the other five were previously sent by Hannah Day-Kapell.

- Project Title

: City of Berkeley - 9th Street Bicycle Boulevard Extension Pathway Phase II

- Project Description

-

see Part A

- Detailed Estimate

- see Attachment G

- Project Schedule

- see Part A

- Project Map

- see Attachment D

- Preliminary Plan

- see Attachment E

Please let me know if you would like to be involved in this project.

Thanks for your time,

Lola

–

Lola Torney

Planner

alta PLANNING+DESIGN

96 N. 3rd Street, Suite 200 :: San José, CA 95112
408.564.8606 :: www.altaplanning.com
Creating active communities where bicycling and walking are safe, healthy and fun daily activities

–

Monica Davalos | Legislative Policy Intern

Active Transportation Program

California Association of Local Conservation Corps

1121 L Street, Suite 400

Sacramento, CA 95814

916.426.9170 | inquiry@atpcommunitycorps.org

--

Monica Davalos | Legislative Policy Intern
Active Transportation Program
California Association of Local Conservation Corps
1121 L Street, Suite 400
Sacramento, CA 95814
916.426.9170 | inquiry@atpcommunitycorps.org

Lola Torney <lolatorney@altaplanning.com>

Caltrans ATP Question 8 - CCC

ATP@CCC <ATP@ccc.ca.gov> Fri, May 22, 2015 at 9:22 AM
To: "lolatorney@altaplanning.com" <lolatorney@altaplanning.com>
Cc: "Hsieh, Wei@CCC" <Wei.Hsieh@ccc.ca.gov>, "Arzaga, Frank@CCC" <Frank.Arzaga@ccc.ca.gov>, "Notheis, Larry@CCC" <Larry.Notheis@ccc.ca.gov>, "ATP@CCC" <ATP@ccc.ca.gov>, "inquiry@atpcommunitycorps.org" <inquiry@atpcommunitycorps.org>

Hi Lola,

Thank you for contacting the CCC. Unfortunately, we are unable to participate in this project. Please include this email with your application as proof that you reached out to the CCC.

Thank you,

Wei Hsieh, Manager

Programs & Operations Division

California Conservation Corps

1719 24th Street

Sacramento, CA 95816

(916) 341-3154

Wei.Hsieh@ccc.ca.gov

From: Lola Torney [mailto:lolatorney@altaplanning.com]
Sent: Thursday, May 14, 2015 12:28 PM
To: ATP@CCC; inquiry@atpcommunitycorps.org
Subject: Caltrans ATP Question 8 - CCC

Hello Wei Hand Danielle,

Please find attached ATP submittal on behalf of the City of Berkeley. This is one of six applications being submitted; the other five were previously sent by Hannah Day-Kapell.

- Project Title

: City of Berkeley - 9th Street Bicycle Boulevard Extension Pathway Phase II

- Project Description

-

see Part A

- Detailed Estimate

- see Attachment G

- Project Schedule

- see Part A

- Project Map

- see Attachment D

- Preliminary Plan

- see Attachment E

Please let me know if you would like to be involved in this project.

Thanks for your time,

Lola

--

Lola Torney

Planner

alta PLANNING+DESIGN

96 N. 3rd Street, Suite 200 :: San José, CA 95112
408.564.8606 :: www.altaplanning.com
Creating active communities where bicycling and walking are safe, healthy and fun daily activities

Attachment J. Letters of Support

CITY OF BERKELEY

Office of the City Manager

May 28, 2015

Kenneth Kao
Metropolitan Transportation Commission
Cycle 2 Regional ATP Applications
101 8th St., Oakland, CA 94607

RE: City of Berkeley 9th Street Bicycle Boulevard Extension Pathway Phase II Active Transportation Program Grant Application

Dear Mr. Kao,

Please accept the attached application for Active Transportation Program funding for the 9th Street Bicycle Boulevard Extension Pathway Phase II. The 9th Street Bikeway Extension has been a recommended project in the Berkeley Bikeway Network since the 1998 Berkeley Bicycle Plan. The project is consistent with the Alameda County Bicycle Plan (2012), the Alameda County Pedestrian Plan (2012), and Plan Bay Area (2013).

This grant would fund the critical final infrastructure gap that will connect the Emeryville Greenway and high density residential housing to schools such as the Global Montessori International School and Ecole Bilingue de Berkeley and other residential areas to the north. Additionally, it provides a more direct and convenient bicycle and pedestrian connection to business and work centers in West Berkeley.

Phase I of this project was completed in 2011 and created a two block section of the path south of Ashby Avenue (State Route 13). Phase II will replace the existing on-street shared roadway segments north and south of Ashby Avenue with a dedicated off-street shared use path, completing the connection from West Berkeley to the existing Emeryville Greenway. The City lacks sufficient funding to address this regional bikeway network gap. The ATP funding requested by City of Berkeley would be added to local matching funding from the City of Berkeley, to leverage greater improvements for Berkeley.

Sincerely,

Christine Daniel, City Manager

2180 Milvia Street, 5th Floor, Berkeley, California, 94704
Telephone: 510.981.7000 TDD: 510.981.6903 Fax: 510.981.7099
E-mail: manager@ci.berkeley.ca.us

May 19, 2015

Caltrans
Division of Local Assistance, MS-1
Attention: Chief, Office of Active Transportation and Special Programs
P.O Box 942874
Sacramento, CA 95814

RE: Letter of Support for City of Berkeley 9th Street Bicycle Boulevard Extension Pathway Phase II Active Transportation Program Grant Application

Dear Caltrans:

I am writing to express my strong support for the City of Berkeley's application for Active Transportation Program funding for the 9th Street Bicycle Boulevard Extension Pathway Phase II. In recent years, Berkeley has experienced bicycle and pedestrian collisions involving adults and school-aged children, including fatality and severe injury incidents. These tragedies highlight the critical need for safety improvements linking our neighborhoods, commercial areas, and schools.

Bicycle and pedestrian facilities in southwest Berkeley have been historically underfunded. The Ninth Street Bikeway Extension has been a recommended project in the Berkeley bikeway network since the 1998 Berkeley Bicycle Plan. This grant would fund the critical **final infrastructure gap** that will connect the Emeryville Greenway and nearby high density residential housing to schools such as the Global Montessori International School and Ecole Bilingue de Berkeley and other residential areas to the north. Additionally, it provides a safer and more direct bicycle and pedestrian connection to business and work centers in West Berkeley.

Phase I of this project was completed in 2011 and includes a two block detour of the greenway onto an on-street route that crosses Highway 13 (Ashby Avenue) at 9th Street. Phase II will replace the on-street shared roadway segment with a **dedicated shared use path** that would connect the final two blocks between the 9th Street Bicycle Boulevard on the north end to the existing Emeryville Greenway on the south end. Currently, this bicycle network gap is characterized by a busy roadway shared with cars, delivery areas, and many driveways which can be very dangerous for both adults and children and families on bicycles.

Phase II of this project is critical to ensuring a **safer and more accessible** bicycle network for better north/south connections in West Berkeley and could create an unbroken bikeway of regional and countywide significance connecting Emeryville to Berkeley and on to Albany. The City lacks sufficient funding to address this **interjurisdictional** bicycle network gap. The additional ATP funding requested by City of Berkeley would be added to local matching funding from the City of Berkeley, to leverage greater improvements for the neighborhood and community.

Sincerely,

ASHBY PLUMBING SUPPLY
1000 Ashby Ave
Berkeley, CA 94710
Ph: 510-843-6652
Fx: 510-843-6424

Berkeley Climate Action Coalition

May 20, 015

Caltrans
Division of Local Assistance, MS 1
Attention: Chief, Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 95814

RE: Letter of Support for City of Berkeley 9th Street Bicycle Boulevard Extension Pathway Phase II Active Transportation Program Grant Application

Dear Caltrans:

I am writing to express my strong support for the City of Berkeley's application for Active Transportation Program (ATP) funding for the 9th Street Bicycle Boulevard Extension Pathway Phase II. In recent years, Berkeley has experienced bicycle and pedestrian collisions involving adults and school aged children, including fatality and severe injury incidents. These tragedies highlight the critical need for safety improvements inking ur eighborhoods, ommercial reas, nd chools.

Bicycle and pedestrian facilities in southwest Berkeley have been historically underfunded. The 9th Street Bikeway Extension has been a recommended project in the Berkeley bikeway network since the 1998 Berkeley Bicycle Plan. This grant would fund the critical **final infrastructure gap** that will connect the Emeryville Greenway and nearby high density residential housing to schools such as the Global Montessori International School and Ecole Bilingue de Berkeley and other residential areas to the north. Additionally, it provides a safer and more direct bicycle and pedestrian connection to business and work centers in West Berkeley.

Phase I of this project was completed in 2011 and includes a two block detour of the greenway onto an on street route that crosses Highway 13 (Ashby Avenue) at 9th Street. Phase II will replace the on street shared roadway segment with a **dedicated shared use path** that would connect the final two blocks between the 9th Street Bicycle Boulevard on the north end to the existing Emeryville Greenway on the south end. Currently, this bicycle network gap is characterized by a busy roadway shared with cars, delivery areas, and many driveways that can be very dangerous for both adults and children riding bicycles.

Phase II of this project is critical to ensuring a **safer and more accessible** bicycle network for better north/south connections in West Berkeley and could create an unbroken bikeway of regional and countywide significance connecting Emeryville to Berkeley and Albany. The City lacks sufficient funding to address this **interjurisdictional** bicycle network gap. The additional ATP funding requested by City would be added to local matching funding to leverage greater improvements for the neighborhood and community.

Sincerely,

Sandra Hamlat

Sandra Hamlat
Chair
BCAC Transportation Working Group

2530 San Pablo Avenue, Suite H, Berkeley, CA 94702

BIKE EAST BAY
BikeEastBay.org

May 9, 2015

Caltrans
Division of Local Assistance, MS-1
Attention: Chief, Office of Active Transportation and Special Programs
P.O Box 942874
Sacramento, CA 95814

RE: Letter of Support for City of Berkeley 9th Street Bicycle Boulevard Extension Pathway Phase II Active Transportation Program Grant Application

Dear Caltrans:

Bike East Bay is writing to express our strong support for the City of Berkeley's application for Active Transportation Program funding for the 9th Street Bicycle Boulevard Extension Pathway Phase II. In recent years, Berkeley has experienced bicycle and pedestrian collisions involving adults and school-aged children, including fatality and severe injury incidents. These tragedies highlight the critical need for safety improvements linking our neighborhoods, commercial areas, and schools.

Bicycle and pedestrian facilities in southwest Berkeley have been historically underfunded. The 9th Street Bikeway Extension has been a recommended project in the Berkeley bikeway network since the 1998 Berkeley Bicycle Plan. This grant would fund the critical **final infrastructure gap** that will connect the Emeryville Greenway and nearby high density residential housing to schools such as the Global Montessori International School and Ecole Bilingue de Berkeley and other residential areas to the north. Additionally, it provides a safer and more direct bicycle and pedestrian connection to business and work centers in West Berkeley, including Clif Bar, Novartis and Bayer Corporation.

Phase I of this project was completed in 2011 and includes a two block detour of the greenway onto an on-street route that crosses Highway 13 (Ashby Avenue) at 9th Street. Phase II will replace the on-street shared roadway segment with a **dedicated shared use path** that would connect the final two blocks between the 9th Street Bicycle Boulevard on the north end to the existing Emeryville Greenway on the south end. Currently, this bicycle network gap is characterized by a busy roadway shared with cars, delivery areas, and many driveways which can be very dangerous for both adults and children and families on bicycles.

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

BIKE EAST BAY
BikeEastBay.org

Phase II of this project is critical to ensuring a **safer and more accessible** bicycle network for better north/south connections in West Berkeley and could create an unbroken bikeway of regional and countywide significance connecting Emeryville to Berkeley and on to Albany. The City lacks sufficient funding to address this **interjurisdictional** bicycle network gap. The additional ATP funding requested by City of Berkeley would be added to local matching funding from the City of Berkeley, to leverage greater improvements for the neighborhood and community.

Thank you for considering funding this important walking and bicycling project.

Sincerely,

Advocacy Director
Bike East Bay

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

CITY OF EMERYVILLE
INCORPORATED 1896

1333 PARK AVENUE
EMERYVILLE, CALIFORNIA 94608-3517

TEL: (510) 596-4330 FAX: (510) 596-4389

May 19, 2015

Caltrans
Division of Local Assistance, MS-1
Attention: Chief, Office of Active Transportation and Special Programs
P.O Box 942874
Sacramento, CA 95814

RE: Letter of Support for City of Berkeley 9th Street Bicycle Boulevard Extension Pathway Phase II Active Transportation Program Grant Application

Dear Sir or Madam:

I am writing to express my strong support for the City of Berkeley's application for Active Transportation Program funding for the 9th Street Bicycle Boulevard Extension Pathway Phase II. This grant would fund the critical **final infrastructure gap** that will connect the Emeryville Greenway and nearby high density residential housing to schools such as the Global Montessori International School and Ecole Bilingue de Berkeley and other residential areas to the north. The Emeryville Greenway is a heavily-used alternative to San Pablo Avenue for bicyclists and pedestrians from across the region, and a very common route to Berkeley destinations, such as schools and shopping, for Emeryville residents. Completion of the Phase II of the 9th Street Bicycle Boulevard Extension Pathway will provide a safer and more direct bicycle and pedestrian connection for the many active transportation users traveling between the growing residential areas and businesses in Emeryville to business and work centers in West Berkeley via the Greenway.

Phase I of this project was completed in 2011 and includes a two block detour of the greenway onto an on-street route that crosses Highway 13 (Ashby Avenue) at 9th Street. Phase II will replace the on-street shared roadway segment with a **dedicated shared use path** that would connect the final two blocks between the 9th Street Bicycle Boulevard on the north end to the existing Emeryville Greenway on the south end. Currently, this bicycle network gap is characterized by a busy roadway shared with cars, delivery areas, and driveways, which can be very dangerous for both adults and children on bicycles.

Phase II of this project is critical to ensuring a **safer and more accessible** bicycle network for better north/south connections in West Berkeley and could create an unbroken **interjurisdictional** bikeway of regional and countywide significance connecting Oakland and Emeryville to Berkeley and on to Albany.

Sincerely,

Maurice Kaufman
Director of Public Works

04-Berkeley-01

Ecole Bilingue de Berkeley

May 9, 2015

Caltrans
Division of Local Assistance, MS-1
Attention: Chief, Office of Active Transportation and Special Programs
P.O Box 942874
Sacramento, CA 95814

RE: Letter of Support for City of Berkeley 9th Street Bicycle Boulevard Extension Pathway Phase II Active Transportation Program Grant Application

Dear Caltrans:

I am writing to express my strong support for the City of Berkeley's application for Active Transportation Program funding for the 9th Street Bicycle Boulevard Extension Pathway Phase II. In recent years, Berkeley has experienced bicycle and pedestrian collisions involving adults and school-aged children, including fatality and severe injury incidents. These tragedies highlight the critical need for safety improvements linking our neighborhoods, commercial areas, and schools.

Bicycle and pedestrian facilities in southwest Berkeley have been historically underfunded. The Ninth Street Bikeway Extension has been a recommended project in the Berkeley bikeway network since the 1998 Berkeley Bicycle Plan. This grant would fund the critical **final infrastructure gap** that will connect the Emeryville Greenway and nearby high density residential housing to schools such as the Global Montessori International School and Ecole Bilingue de Berkeley and other residential areas to the north. Additionally, it provides a safer and more direct bicycle and pedestrian connection to business and work centers in West Berkeley.

Phase I of this project was completed in 2011 and includes a two block detour of the greenway onto an on-street route that crosses Highway 13 (Ashby Avenue) at 9th Street. Phase II will replace the on-street shared roadway segment with a **dedicated shared use path** that would connect the final two blocks between the 9th Street Bicycle Boulevard on the north end to the existing Emeryville Greenway on the south end. Currently, this bicycle network gap is characterized by a busy roadway shared with cars, delivery areas, and many driveways which can be very dangerous for both adults and children and families on bicycles.

Phase II of this project is critical to ensuring a **safer and more accessible** bicycle network for better north/south connections in West Berkeley and could create an unbroken bikeway of regional and countywide significance connecting Emeryville to Berkeley and on to Albany. The City lacks sufficient funding to address this **interjurisdictional** bicycle network gap. The additional ATP funding requested by City of Berkeley would be added to local matching funding from the City of Berkeley, to leverage greater improvements for the neighborhood and community.

Sincerely,

Frédéric Canadas
Head of School

Lower School / Ecole Primaire: 1009 Heinz Avenue - Berkeley, CA 94710 USA - Telephone: (510) 549-3867 - Fax: (510) 845-3209
Middle School / Collège: 901 Grayson Street - Berkeley, CA 94710 USA - Telephone: (510) 549-2851 - Fax: (510) 549-0639
www.eb.org - contact@eb.org

SAHA
SATELLITE AFFORDABLE HOUSING ASSOCIATES

Caltrans
Division of Local Assistance, MS-1
Attention: Chief, Office of Active
Transportation and Special Programs
P.O Box 942874

May 21, 2015

RE: **Letter of Support for City of Berkeley 9th Street Bicycle Boulevard Extension Pathway Phase II Active Transportation Program Grant Application**

Dear Caltrans:

I am writing to express my strong support for the City of Berkeley's application for Active Transportation Program funding for the 9th Street Bicycle Boulevard Extension Pathway Phase II. In recent years, Berkeley has experienced bicycle and pedestrian collisions involving adults and school-aged children, including fatality and severe injury incidents. These tragedies highlight the critical need for safety improvements linking our neighborhoods, commercial areas, and schools.

Bicycle and pedestrian facilities in southwest Berkeley have been historically underfunded. The Ninth Street Bikeway Extension has been a recommended project in the Berkeley bikeway network since the 1998 Berkeley Bicycle Plan. This grant would fund the critical final infrastructure gap that will connect the Emeryville Greenway and nearby high density residential housing to schools such as the Global Montessori International School and Ecole Bilingue de Berkeley and other residential areas to the north. Additionally, it provides a safer and more direct bicycle and pedestrian connection to business and work centers in West Berkeley.

Phase I of this project was completed in 2011 and includes a two block detour of the greenway onto an on-street route that crosses Highway 13 (Ashby Avenue) at 9th Street. Phase II will replace the on-street shared roadway segment with a dedicated shared use path that would connect the final two blocks between the 9th Street Bicycle Boulevard on the north end to the existing Emeryville Greenway on the south end. Currently, this bicycle network gap is characterized by a busy roadway shared with cars, delivery areas, and many driveways which can be very dangerous for both adults and children and families on bicycles.

Phase II of this project is critical to ensuring a safer and more accessible bicycle network for better north/south connections in West Berkeley and could create an unbroken bikeway of regional and countywide significance connecting Emeryville to Berkeley and on to Albany. The City lacks sufficient funding to address this interjurisdictional bicycle network gap. The additional ATP funding requested by City of Berkeley would be added to local matching funding from the City of Berkeley, to leverage greater improvements for the neighborhood and community. If you have any questions please feel free to call me at (510) 809-2760.

Sincerely,

Lena Ortiz

Property Supervisor

CITY OF BERKELEY
Transportation Commission

May 19, 2015

Caltrans
Division of Local Assistance, MS-1
Attention: Chief, Office of Active Transportation and Special Programs
P.O Box 942874
Sacramento, CA 95814

RE: Letter of Support for City of Berkeley 9th Street Bicycle Boulevard Extension Pathway Phase II Active Transportation Program Grant Application

Dear Caltrans:

I am writing to express my strong support for the City of Berkeley's application for Active Transportation Program funding for the 9th Street Bicycle Boulevard Extension Pathway Phase II. In recent years, Berkeley has experienced bicycle and pedestrian collisions involving adults and school-aged children, including fatality and severe injury incidents. These tragedies highlight the critical need for safety improvements linking our neighborhoods, commercial areas, and schools.

Bicycle and pedestrian facilities in southwest Berkeley have been historically underfunded. The Ninth Street Bikeway Extension has been a recommended project in the Berkeley bikeway network since the 1998 Berkeley Bicycle Plan. This grant would fund the critical **final infrastructure gap** that will connect the Emeryville Greenway and nearby high density residential housing to schools such as the Global Montessori International School and Ecole Bilingue de Berkeley and other residential areas to the north. Additionally, it provides a safer and more direct bicycle and pedestrian connection to business and work centers in West Berkeley.

Phase I of this project was completed in 2011 and includes a two block detour of the greenway onto an on-street route that crosses Highway 13 (Ashby Avenue) at 9th Street. Phase II will replace the on-street shared roadway segment with a **dedicated shared use path** that would connect the final two blocks between the 9th Street Bicycle Boulevard on the north end to the existing Emeryville Greenway on the south end. Currently, this bicycle network gap is characterized by a busy roadway shared with cars, delivery areas, and many driveways which can be very dangerous for both adults, children and families on bicycles.

Phase II of this project is critical to ensuring a **safer and more accessible** bicycle network for better north/south connections in West Berkeley and could create an unbroken bikeway of regional and countywide significance connecting Emeryville to Berkeley and on to Albany. The City lacks sufficient funding to address this **interjurisdictional** bicycle network gap. The additional ATP funding requested by City of Berkeley would be added to local matching funding from the City of Berkeley, to leverage greater improvements for the neighborhood and community.

Sincerely,

Ghanya Thomas

Ghanya Thomas
Chair, Pedestrian Subcommittee of the Berkeley Transportation Commission

Ben Gerhardstein
Chair, Bicycle Subcommittee of the Berkeley Transportation Commission

TransForm

Our communities. Our transportation. Our future.

May 20, 2015

Caltrans
Division of Local Assistance, MS-1
Attention: Chief, Office of Active Transportation and Special Programs
P.O Box 942874
Sacramento, CA 95814

RE: Letter of Support for City of Berkeley 9th Street Bicycle Boulevard Extension Pathway Phase II Active Transportation Program Grant Application

Dear Caltrans:

As the Safe Routes to Site Coordinator who manages the SR2S program in the City of Berkeley I am writing to express my strong support for the City of Berkeley's application for Active Transportation Program funding for the 9th Street Bicycle Boulevard Extension Pathway Phase II. Improving bicycle pathways throughout the city is crucial to our mission of getting more families biking to and from school. Berkeley as district is not organized by neighborhood schools, and bicycle infrastructure improvements are important in our mission to increase the numbers of students and families who can safely bike to school.

Bicycle and pedestrian facilities in southwest Berkeley have been historically underfunded. The Ninth Street Bikeway Extension has been a recommended project in the Berkeley bikeway network since the 1998 Berkeley Bicycle Plan. This grant would fund the critical **final infrastructure gap** that will connect the Emeryville Greenway and nearby high density residential housing to schools such as the Global Montessori International School, Ecole Bilingue de Berkeley and other residential areas to the north. Additionally, it provides a safer and more direct bicycle and pedestrian connection to business and work centers in West Berkeley. And of particular interest Rosa Parks Elementary, a Berkeley school that has been in the Safe Routes program now for many years.

Phase I of this project was completed in 2011 and includes a two block detour of the greenway onto an on-street route that crosses Highway 13 (Ashby Avenue) at 9th Street. Phase II will replace the on-street shared roadway segment with a **dedicated shared use path** that would connect the final two blocks between the 9th Street Bicycle Boulevard on the north end to the existing Emeryville Greenway on the south end. Currently, this bicycle network gap is characterized by a busy roadway shared with cars, delivery areas, and many driveways which can be very dangerous for both adults and children and families on bicycles.

Phase II of this project is critical to ensuring a **safer and more accessible** bicycle network for better north/south connections in West Berkeley and could create an unbroken bikeway of regional and countywide significance connecting Emeryville to Berkeley and on to Albany. The City lacks sufficient funding to address this **interjurisdictional** bicycle network gap. The additional ATP funding requested by City of Berkeley would be added to local matching funding from the City of Berkeley, to leverage greater improvements for the neighborhood and community.

Sincerely,

Rachel Davidman

Rachel Davidman
Alameda County Safe Routes to Schools
Education Program Manager, Site Coordinator for Alameda, Albany and Berkeley

ALAMEDA County Transportation Commission
1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

May 27, 2015

Mr. Carl Guardino, Chair
California Transportation Commission
1120 N Street, Room 2221 (MS-52)
Sacramento, CA 95814

RE: Letter of Support for City of Berkeley 9th Street Bicycle Boulevard Extension Pathway Phase II Active Transportation Program Grant Application

Dear Mr. Guardino:

I am writing to express my strong support for the City of Berkeley's application for Active Transportation Program funding for the 9th Street Bicycle Boulevard Extension Pathway Phase II. In recent years, Berkeley has experienced bicycle and pedestrian collisions involving adults and school-aged children, including fatality and severe injury incidents. These tragedies highlight the critical need for safety improvements linking our neighborhoods, commercial areas, and schools.

Bicycle and pedestrian facilities in southwest Berkeley have been historically underfunded. The Ninth Street Bikeway Extension has been a recommended project in the Berkeley bikeway network since the 1998 Berkeley Bicycle Plan. This grant would fund the critical **final infrastructure gap** that will connect the Emeryville Greenway and nearby high density residential housing to schools such as the Global Montessori International School and Ecole Bilingue de Berkeley and other residential areas to the north. Additionally, it provides a safer and more direct bicycle and pedestrian connection to business and work centers in West Berkeley.

Phase I of this project was completed in 2011 and includes a two block detour of the greenway onto an on-street route that crosses Highway 13 (Ashby Avenue) at 9th Street. Phase II will replace the on-street shared roadway segment with a **dedicated shared use path** that would connect the final two blocks between the 9th Street Bicycle Boulevard on the north end to the existing Emeryville Greenway on the south end. Currently, this bicycle network gap is characterized by a busy roadway shared with cars, delivery areas, and many driveways which can be very dangerous for both adults and children and families on bicycles.

Phase II of this project is critical to ensuring a **safer and more accessible** bicycle network for better north/south connections in West Berkeley and could create an unbroken bikeway of regional and countywide significance connecting Emeryville to Berkeley and on to Albany. The City lacks sufficient funding to address this **interjurisdictional** bicycle network gap. The additional ATP funding requested by City of Berkeley would be added to local matching funding from the City of Berkeley, to leverage greater improvements for the neighborhood and community.

04-Berkeley-01

Sincerely,

Tess Lengyel, Deputy Director of Planning and Policy
Alameda County Transportation Commission

Attachment K. Additional Attachments

Office of the City Manager

CONSENT CALENDAR
May 26, 2015

To: Honorable Mayor and Members of the City Council

From: Christine Daniel, City Manager

Submitted by: Andrew Clough, Director, Public Works

Subject: Grant Application: Active Transportation Program 9th Street Pathway

RECOMMENDATION

Adopt a Resolution authorizing the City Manager to submit a grant application to the Caltrans Active Transportation Program for completion of the 9th Street Bicycle Boulevard Extension Pathway Phase II for an amount up to $850,250.

FISCAL IMPACTS OF RECOMMENDATION

If awarded, this Active Transportation Program (ATP) application would bring in about $850,250 of competitive grant funding revenue in a fund to be determined.

The total estimated cost of the project is $895,000. The $44,750 difference represents City local matching funds, which will be available incrementally from the Measure B Bike/Ped Fund (Fund 392) beginning in FY 2016. While not required for ATP grants, matching funds improve the competitiveness of the application by leveraging local resources. If awarded, the grant funds must be fully expended within 3 years of the fiscal year award date, by the end of FY 2018.

CURRENT SITUATION AND ITS EFFECTS

The 9th Street Bicycle Boulevard currently terminates just south of Heinz Street, north of Ashby Avenue adjacent to the Berkeley Bowl West. Phase I of the 9th Street Bicycle Boulevard Extension Pathway was completed in June 2012 and consists of a shared-use pathway on the south side of Ashby between Murray Street and Folger Street adjacent to the Fire Warehouse; and further south between Folger Street and the Emeryville border adjacent to the Marchant Building.

The only existing route between the end of the 9th Street Bike Boulevard and the existing 9th Street Bicycle Boulevard Extension Pathway Phase I is along 9th and Murray Streets. This route crosses Ashby Avenue at a busy intersection and has heavy vehicle traffic (including large commercial trucks) accessing Berkeley Bowl and other nearby businesses as well as the nearby freeway interchange.

The 9th Street Bicycle Boulevard Extension Pathway Phase II closes the gap between the end of the 9th Street Bike Boulevard and the existing 9th Street Bicycle Boulevard

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Extension Pathway Phase I. This project will construct two sections of new shared use pathway, one between the end of 9th Street and Ashby Avenue, and the other between Ashby Avenue and Murray Street. The project will be coordinated with the proposed signal improvements at 9th/Ashby which are being designed and constructed using funds from the Caldecott Tunnel 4th Bore Project mitigation settlement. Phase II completes the connection between West Berkeley and Emeryville by providing a continuous off-street route from the 9th Street Bicycle Boulevard across Ashby Avenue connecting to the Emeryville Greenway.

BACKGROUND

The 9th Street Bicycle Boulevard Extension (Phase I and II) is a proposed bikeway connecting Berkeley's 9th Street Bicycle Boulevard to the Emeryville Greenway. The project closes the existing gap in bikeways between the intersection of Heinz and 9th Streets in West Berkeley and the Emeryville City limit, following the former Union Pacific railroad right-of-way. Upon completion, the project will provide a direct and protected bicycle and pedestrian crossing of Ashby Avenue offering cyclists an unbroken, regional route through Albany, Berkeley, Emeryville, and into Oakland.

Council first approved the concept of the 9th Street Bicycle Boulevard Extension with adoption of the City's Bicycle Plan in April of 2000. Also in 2000, the City of Berkeley was awarded $398,250 from the federal Congestion Mitigation and Air Quality (CMAQ) program and $51,750 in State Transportation Improvement Program funds for this project. In 2001, $135,000 in Transportation Development Act Article 3 funding was allocated to the project. In 2003, the City was awarded a $500,000 construction grant from Caltrans' Bicycle Transportation Account (BTA) for the project. In 2005, the project was awarded $1,034,000 in Regional Bicycle and Pedestrian Program funding. City staff, with the support of design consultants, completed design for the project in 2011 and then bid and constructed the project in 2012.

The Phase II project will be coordinated with the proposed signal improvements at 9th/Ashby which are being designed and constructed using funds from the Caldecott Tunnel 4th Bore Project mitigation settlement. This signal project will provide a pedestrian and bicycle pathway crossing of Ashby, protected from conflicting vehicle movements along busy Ashby Avenue.

ENVIRONMENTAL SUSTAINABILITY

The project in this grant application is designed to improve pedestrian and bicycle safety and convenience, and thus increase the number of Berkeley residents and visitors walking and biking. Increasing cycling and walking is the number 2 goal under the Transportation and Land Use section of the Climate Action Plan. The Plan sets the goal of reducing transportation emissions 33% below 2000 levels by 2020 and 80% by 2050, and states that transportation modes such as public transit, walking, and cycling must become the primary means of fulfilling our mobility needs in order to meet these goals.

RATIONALE FOR RECOMMENDATION
Active Transportation Program funding will allow the City to address a critical local and regional bikeway gap between West Berkeley and Emeryville. In addition to the public outreach conducted as part of the development of both the 2000 and 2005 Berkeley Bicycle Plans, the project in this application has been reviewed and thoroughly vetted with stakeholders such as the Bicycle Subcommittee of the Berkeley Transportation Commission and Bike East Bay. Not approving the application would mean foregoing at least $850,250 in potential grant funding.

ALTERNATIVE ACTIONS CONSIDERED
The City could choose not to apply for these funds, and this important bikeway gap would likely remain unfunded.

CONTACT PERSON
Farid Javandel, Transportation Division Manager, Public Works, 981-7061
Eric Anderson, Associate Transportation Planner, Public Works, 981-7062

Attachments:
1: Resolution

RESOLUTION NO. 67,033-N.S.

GRANT APPLICATION: ACTIVE TRANSPORTATION PROGRAM FOR 9TH STREET BICYCLE BOULEVARD EXTENSION PATHWAY PHASE II

WHEREAS, the 9th Street Bicycle Boulevard currently terminates just south of Heinz Street adjacent to the Berkeley Bowl West; and

WHEREAS, Phase I of the 9th Street Bicycle Boulevard Extension Pathway was completed in June 2012 and consists of a shared-use pathway on the south side of Ashby between Murray Street at the Fire Warehouse and the Emeryville border; and

WHEREAS, the 9th Street Bicycle Boulevard Extension Pathway Phase II closes the gap between the end of the 9th Street Bike Boulevard and the existing 9th Street Bicycle Boulevard Extension Pathway Phase I; and

WHEREAS, state Active Transportation Program funds can be used to make pedestrian and bicycle safety improvements to bicycle and pedestrian routes and fill gaps in those routes; and

WHEREAS, this project will construct two sections of new shared use pathway, one between the end of 9th Street and Ashby Avenue, and the other between Ashby Avenue and Murray Street, including landscaping, lighting, and wayfinding signs; and

WHEREAS, if awarded, the grant funds will be placed in a fund to be determined; and the City will provide matching funds in the amount of $44,750, which will be available from the Measure B Bike/Ped Fund (Fund 392) beginning in FY 2016.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the City Manager is authorized to submit a grant application to the Caltrans Active Transportation Program for completion of the 9th Street Bicycle Boulevard Extension Pathway Phase II for an amount up to $850,250; and accept the grants awarded, and execute any resultant agreements and amendments.

The foregoing Resolution was adopted by the Berkeley City Council on May 26, 2015 by the following vote:

Ayes: Anderson, Arreguin, Capitelli, Droste, Maio, Moore, Wengraf, Worthington and Bates.

Noes: None.

Absent: None.

Tom Bates, Mayor

Attest: Mark Numainville, City Clerk