

BRT Master Cooperative Agreement
 Exhibit B: Conformance Standards for Oakland Conditions of Approval Numbers I through IX

August 1, 2013

NOTE: These COA Standards exclude operations and maintenance (O&M) requirements. The O&M Agreement shall full describe such requirements and the respective responsibilities of AC Transit and the City for operations and maintenance of BRT facilities located within the geographic boundaries of the City of Oakland.

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<p>I. Business Impacts The City has supported economic development along the DOSL BRT Project line through many methods, one of which is the establishment of parking spaces to support automobile access to business. The DOSL BRT Project will need to remove some parking spaces where fixed stations will be built and the roadway width is too narrow to accommodate both parking and travel lanes. At this stage of the conceptual design process, it is not possible to tell with certainty how some existing businesses' parking needs will be impacted by this Project. When Required: Prior to finalizing the 35% stage of preliminary design</p> <p>IA. Parking and Business Operation Impacts Requirement: AC Transit will continue to identify and resolve business owner issues related to the impact of the BRT on parking and business operations. Where possible, AC Transit will physically configure parking spaces in ways that are mutually agreeable to business owners, AC Transit and the City of Oakland. Where that is not possible, AC Transit will work with business owners to identify appropriate ways to compensate business owners for the financial impacts on their businesses caused by the loss of parking, up to and including possible relocation to comparable sites, within the financial constraints of the project.</p> <p>During the course of construction and implementation of the project there may be other impacts to businesses which require mitigation. Mitigations may be short-term (during construction) or may be permanent. Such mitigations may include</p> <ul style="list-style-type: none"> • Substitute parking • Entranceway realignment or other changes to layout or façade to improve interaction between the site and the BRT system • Compensation for lost business and/or lost functionality • Relocation 	<p>AC Transit shall submit a draft Business Impact Mitigation Plan and a corresponding draft Parking Impact Mitigation Plan for Oakland City Council review on or before completion of the 65% Design Phase of the BRT Project. AC Transit and City staff shall consult with impacted business owners, associations, and representation groups such as Allen Temple Baptist Church, the East Bay Asian Youth Center, Unity Council, Eastside Arts Alliance, and East Bay Asian Local Development Corporation in the revision of the Business Impact Mitigation and Parking Impact Mitigation Plans. The approved plans shall be attached to the Master Cooperative Agreement between the City and AC Transit for Final Design and Construction of the BRT Project.</p> <p>The Business Impact Mitigation Plan (BIM-P) is separate and distinct from the Parking Impact Mitigation Plan (PIM-P) for the BRT Project. The PIM-P covers the replacement or relocation of on corridor parking permanently lost to the BRT Project construction pursuant to COA I.A & II. The BIM-P covers all other BRT Project efforts to identify and resolve the short term and all other long-term impacts of BRT construction on business operations pursuant to COA I.A & I.B</p> <p>The Business Impact Mitigation Plan (BIM-P) shall include, but not necessarily be limited to, the following baseline Business Support Mitigations (BSM) activities. All baseline BSM activities shall be fully funded and implemented by AC Transit.</p> <p>1. Business Support Mitigations Listed in Draft BIM-P (June 11, 2013) AC Transit shall complete all activities listed in the Draft BIM-P under Business Support Mitigations, Public Information and Motorist Information, which includes but is not limited to staffing for a centrally-located BRT Project Office and an Ombudsperson Program (See Tables 3 & 5, Draft Business Mitigation Plan, Dated 6-11-2013 and published in the July 9, 2013 Oakland Public Works Committee agenda).</p> <p>2. BRT Project Offices on International Blvd The District shall open one central office on International Blvd that provides information about the BRT Project and mitigations, including project schedule and mitigation details such as environmental health mitigations during construction, access to business assistance resources and construction and other job opportunities. The District shall</p>

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<ul style="list-style-type: none"> • Transportation Demand Management 	<p>consider offering similar information in two other locations along International Blvd, possibly through satellite offices. The District shall work with community based organizations along International Blvd to help disseminate information about the Project offices.</p> <p>The Parking Impact Mitigation Plan (PIM-P) shall clearly address the following:</p> <ol style="list-style-type: none"> 1. During the Preliminary Engineering (35% Design) Phase, the District shall develop the preliminary baseline geometry for the BRT Project, inclusive of baseline parking impacts along the corridor, and develop baseline mitigation plans to fully offset all on-street parking loss within the geographic boundaries of the City of Oakland. The term “fully offset all on-street parking loss” means that all on-street parking stalls lost to BRT Project construction are to be replaced as detailed under item 4 below. 2. During the Final Design Phase (65%, 95% and 100% milestones), the District shall further define and refine the baseline geometry and the corresponding mitigation plans needed to fully offset all on-street parking loss within the geographic boundaries of the City of Oakland. 3. During the Final Design Phase (65%, 95% and 100% milestones), the District shall develop plans and or specifications that identify parking impacts during construction. Said plans and/or specifications shall define the location of all parking stalls impacted by the project construction activities and identify the corresponding mitigation necessary to fully offset all on-street parking loss within the geographic boundaries of the City of Oakland. 4. The term “fully offset all on-street parking loss” means that all on-street parking stalls lost to BRT Project construction are to be replaced as follows: <ol style="list-style-type: none"> a) When an existing on-street parking stall is removed due to the proposed BRT project, a “replacement” parking stall shall be created. The replacement parking stall shall, to the maximum extent possible, be located within 200 feet of the lost parking stall but in no case shall the replacement parking stall be located more than 500 feet from the lost parking stall. b) All on-street parking stalls shall be “replaced” in kind: <ol style="list-style-type: none"> 1. Metered (paid) Parking shall be replaced on a one to one basis. All such Metered Parking space relocations are subject to City review and approval. The City may require the installation of new equipment. 2. Loading Zones shall be replaced on a one to one basis. Loading Zones will generally be relocated to the closest available parking space(s) but, in all cases, impacted business owners shall be consulted and Loading Zones shall be located and physically configured in ways that are mutually agreeable to the District, City and impacted business owners. All impacts on existing on-street parking space caused by the relocation or creation of loading zones shall be fully mitigated. 3. Disabled Parking Zones (DPZ) shall be replaced on a one to one basis; all such relocations are subject to City review and approval. Further, the District shall

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	<p>install additional DPZ as required by the City’s On-Street Disabled Parking Zone Policy (2009) and/or by Americans with Disabilities Act regulations. All DPZ locations and configurations are subject to City review and approval.</p> <p>c) Replacement parking stalls may be created by displacing existing on-street parking stalls that are currently underutilized (less than 85% utilized). AC Transit shall conduct additional parking utilization studies as necessary to update / supplement the Final Environmental Impact Study (FEIS) (2011). Displacement of any underutilized parking stall requires specific approval by the City’s Public Works Director, or designee. Creation of replacement parking stalls by displacing underutilized on-street parking stalls requires a parking inventory analysis on a block by block basis; and consultation with impacted businesses/residents. Furthermore, creation of parking stalls by displacing underutilized on-street parking stalls shall conform to all City requirements when creating new and when modifying existing on-street parking rules (converting uncontrolled parking to controlled parking), including, but not limited to, the following Public Works Agency standards: http://www2.oaklandnet.com/Government/o/PWA/o/EC/s/DGP/OAK025902</p> <p>EXCEPTION</p> <ol style="list-style-type: none"> 1. Replacement parking stalls can be created by constructing off-street parking lots as specified in COA Number II below or as otherwise approved by the Oakland City Council. 2. For the Elmhurst area only, <u>all</u> on-street parking lost due to the BRT project shall be replaced on a one for one basis.
<p>IB. Parking, Construction and Other Impacts: Mitigation Fund Requirement: In order to assure that business impacts are addressed, details shall be agreed to between the City of Oakland and AC Transit to create an impact mitigation fund, and establish disbursement procedures for that fund, which may be used for such needed mitigations as are identified during the upcoming phases of the project. Authorization of the Mitigation Fund shall be by the Oakland City Administrator (or designee) and AC Transit General Manager (or designee).</p> <p>When Required: Prior to finalizing the 35% stage of preliminary design</p>	<p>Business Impact Mitigation Fund: The City and AC Transit will jointly develop a business impact mitigation plan that includes a business impact mitigation fund and a disbursement procedure for those funds. City and AC Transit staff shall return to Council with updates on or before completion of the 65% and 95% Design Phases of the BRT Project. The Fund may be used for such needed mitigations as identified during Final Design and Construction phases of the project. Authorization of the Mitigation Fund shall be by the City Administrator (or designee) and the AC Transit General Manager (or designee).</p>
<p>IC. Local Hire AC Transit will encourage prime and subcontractors to voluntarily hire local residents and shall provide regular progress reports to the Oakland City Council.</p>	<p>AC Transit shall develop a Construction Careers Policy (CCP), consistent with federal funding guidelines, targeting employment and training opportunities to residents of low-income areas and disadvantaged workers, and shall integrate said CCP into a Project Labor Agreement (PLA). The AC Transit Board approved CCP and PLA shall be attached to the Master Cooperative Agreement and AC Transit staff shall regularly update the Oakland City Council on its CCP and PLA activities.</p>

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<p>II. Parking Mitigation: Three commercial areas were identified where the DOSL BRT Project displaces significant parking, demand exceeds 85 percent, existing off-street parking is limited, opportunities to park on nearby cross-streets is limited, and opportunities to provide parking by improving the use of nearby existing parking is limited. For these reasons, provision of parking lots that fully offset parking loss will be required, and the City will collect any revenue from meters or parking lot control systems in the following areas:</p> <p>A. San Antonio District Requirement: AC Transit shall coordinate acquisition, design, construction, operations and maintenance efforts necessary to provide off-street parking in the vicinity of International Boulevard and 20th Avenue to mitigate the removal of on-street parking in the San Antonio District. This may occur by locating or creating new parking spaces, or acquiring a parking lot, whichever best meets the business owner’s needs. AC Transit shall also assure that pedestrian safety lighting, according to City standards, is provided at any parking lot and along the path of travel to E. 12th Street and to International Boulevard.</p> <p>B. Fruitvale District Requirement: AC Transit shall coordinate acquisition, design, construction, operations and maintenance efforts necessary to provide off-street parking in the Fruitvale District to mitigate the removal of on-street parking along International Boulevard due to construction of the DOSL BRT project. AC Transit shall also assure that pedestrian safety lighting is provided at the subject parking lot and along the path of travel to International Boulevard according to City requirements.</p> <p>C. Elmhurst District Requirement: AC Transit shall coordinate acquisition, design, construction, operations and maintenance efforts necessary to provide off-street parking in the vicinity of International Boulevard and 87th Avenue to mitigate the removal of on-street parking in the Elmhurst District due to construction of the BRT project. AC Transit shall also assure that pedestrian safety lighting is provided at the subject parking lot and along the path of travel to International Boulevard according to Oakland’s published lighting standards and City requirements.</p>	<ol style="list-style-type: none"> 1. Where the BRT Project will construct Off-Street Parking Lots to offset on-street parking displacement, AC Transit is wholly responsible for real estate acquisition and construction, of the lots in full conformance with the Final Environmental Impact Study (FEIS), Federal Record of Decision (ROD), and local requirements, except that the City shall collect revenue from any meters or parking lot control systems installed to off-set metered (paid) parking loss. 2. Parking Lot parcels shall be acquired prior to construction award for the respective BRT roadway construction contracts. Parking Lots shall be constructed and made operational prior to construction in each subject geographic area. 3. AC transit shall conform to all City requirements and obtain all necessary permits and approvals for construction or reconstruction of Parking Lots. 4. For the San Antonio and the Fruitvale area, as defined in the FEIS, AC transit shall provide new and/or replacement parking within these areas such that the new and/or replacement parking will fully offsets as defined under the conformance standards for Parking Impact Mitigation Plan in Section 4 all on-street parking lost due to the BRT project. Said new or replacement parking shall conform to one or more of the following: <ol style="list-style-type: none"> a. AC Transit shall create new parking stalls by acquiring, designing, constructing, maintaining and operating Off-Street Parking Lots; b. AC Transit shall create new parking stalls by reconfiguring existing parallel on-street parking stalls to diagonal parking stalls that are in the vicinity of the BRT corridor; and/or c. AC Transit shall relocate existing controlled on-street parking to side streets (arterials). All such relocated spaces shall, to the maximum extent possible, be located within 200 feet of the lost parking stall but in no case shall the replacement parking stall be located more than 500 feet from the lost parking stall. 5. For the Elmhurst area, as defined in the FEIS, AC transit shall provide replacement parking by acquiring, designing, constructing, maintaining and operating an Off-Street Parking Lot(s). For the Elmhurst area only, <u>all</u> on-street parking lost due to the BRT project shall be replaced on a one for one basis.
<p>III. Relocated and Additional BRT Project Station Locations In response to concerns raised by the community, several stations shall be moved and two additional stations shall be added to the DOSL BRT</p>	<ol style="list-style-type: none"> 1. AC Transit shall complete 40% Geometric Approval Drawings (GAD) on or before July 30, 2013, that incorporates the Relocated or Additional BRT Project Stations and all other changes to project geometry as required by these Conditions of Approval or other City

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<p>Project. In total, these small adjustments are intended to better serve senior centers, schools, and residential areas, and will result in shorter walking distances to reach the stations for these populations. If these station relocations have a negative effect on other constituents, AC Transit will hold additional meetings with those businesses or residents impacted by the DOSL BRT Project and work with the City to resolve these issues to the City's satisfaction.</p> <p>A. International at 63rd Avenue Requirement: AC Transit shall coordinate design and construction of a new BRT Project station in the vicinity of 63rd Avenue, in order to achieve better station spacing.</p> <p>B. International at 67th Avenue Requirement: AC Transit shall coordinate design and construction of a relocated BRT Project station at 67th Avenue, replacing the planned BRT Project station at 65th Avenue, in order to better serve nearby schools.</p> <p>C. International at 86th Avenue Requirement: AC Transit shall coordinate design and construction of a relocated BRT Project station at 86th Avenue, replacing the planned BRT Project station at 87th Avenue, in order to achieve better station spacing.</p> <p>D. International at 90th Avenue Requirement: AC Transit shall coordinate design and construction of a new BRT Project station in the vicinity of 90th Avenue, in order to achieve better station spacing.</p> <p>E. International at 103rd Avenue Requirement: AC Transit shall coordinate design and construction of a relocated BRT Project station at 103rd Avenue, replacing the planned BRT Project station at 104th Avenue, in order to better serve nearby senior facilities</p>	<p>requirements, such as Fire and Life Safety requirements. Throughout the development of final design and construction documents, AC transit shall manage, document and inform the City in a timely manner about all changes in geometry that have a potential impact on station locations, parking and/or emergency vehicle response times.</p> <p>2. AC Transit shall hold community meetings and otherwise provide businesses and residents impacted by these station relocations the opportunity to comment and request further modifications. AC Transit shall develop final design resolutions that, to the maximum extent possible, are mutually agreeable to the District, City and stakeholders.</p>
<p>IV. Pedestrian Safety: Pedestrian and patron safety needs to be specifically addressed as part of this project.</p> <p>A. Pedestrian lighting at Stations: Requirement: AC Transit shall provide pedestrian-scale safety lighting in the vicinity of all DOSL BRT Project stations, including the stations themselves and adjacent sidewalks. This lighting will be replaced by AC Transit as needed and will also be the responsibility of AC Transit for energy supply and maintenance.</p>	<p>1. Pedestrian Safety. AC Transit shall specifically address pedestrian and patron safety as part of this project by:</p> <ul style="list-style-type: none"> a. installing safety lighting; b. installing camera equipment; and c. providing safety personnel <p>2. Pedestrian Lighting at BRT Stations.</p> <ul style="list-style-type: none"> a. AC Transit shall install, own, operate and maintain pedestrian-scale safety lighting within

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<p>B. Pedestrian lighting at All New and Upgraded Signalized Intersections: Requirement: AC Transit shall provide safety lighting at all signalized intersections being upgraded or implemented by the DOSL BRT Project. This lighting will be replaced or repaired by AC Transit as needed. The lighting will be the responsibility of the City for energy supply and maintenance.</p> <p>C. Pedestrian Lighting at All New and Upgraded Pedestrian Crossings: Requirement: AC Transit shall provide safety lighting at all pedestrian crossings with pedestrian detection being upgraded or implemented by the DOSL BRT Project. This lighting will be replaced or repaired by AC Transit as needed. The lighting will be the responsibility of the City for energy supply and maintenance.</p> <p>D. Security Provisions at All Stations: Requirement: AC Transit shall provide security, to include cameras and safety personnel as necessary to ensure the security of the patrons at the stations and in nearby areas. The security systems will be replaced or repaired by AC Transit as needed. The security system will be the responsibility of AC Transit for energy supply and maintenance.</p>	<p>each BRT station, which includes the entire station canopy and platform area.</p> <p>b. AC Transit shall install, own, operate and maintain pedestrian-scale safety lighting in the vicinity of each BRT stations as follows:</p> <ol style="list-style-type: none"> 1. The sidewalk area immediately adjacent to the BRT station (street curb to back of sidewalk or City right of way); 2.. The sidewalk ramps that are ingress/egress to the station; and 3. At all sidewalks around each curb return within the intersection closest to the BRT station, the BRT will install pedestrian-scale lighting where necessary to augment safety lighting installed in accordance with Item 3 below. <p>This pedestrian-scale lighting shall provide the average light illumination per the City of Oakland Street Lighting Warrants for Transit Access (www2.oaklandnet.com/oakca1/groups/pwa/documents/policy/oak025394.pdf).</p> <p>3. Pedestrian Lighting at Signalized Intersections.</p> <p>a. AC Transit shall install new or upgraded safety lighting within the BRT project corridor at all signalized intersections that are within the City of Oakland geographic boundary. Said safety lighting shall conform to the City of Oakland Outdoor Lighting Standards (www2.oaklandnet.com/oakca1/groups/pwa/documents/policy/oak026007.pdf) and the City of Oakland Street Lighting Warrants (www2.oaklandnet.com/oakca1/groups/pwa/documents/policy/oak025394.pdf).</p> <p>4. Pedestrian Lighting at All New and Upgraded Pedestrian Crossings. AC Transit shall install new or upgrade existing pedestrian lighting, within the City of Oakland geographic boundary, at all new or upgraded pedestrian crossings. The safety lighting illumination at each crosswalk shall provide the average light illumination per the City of Oakland Street Lighting Warrants for Transit Access (www2.oaklandnet.com/oakca1/groups/pwa/documents/policy/oak025394.pdf). This safety lighting shall be placed in locations to maximize the illumination of pedestrians inside each crosswalk.</p> <p>5. Cameras at Stations. AC Transit shall install surveillance cameras at BRT stations areas as defined by the Operations and Maintenance (O&M) Agreement). The BRT Security Plan shall include the type of cameras; the process for law enforcement to review data stored on camera equipment; when, where and how will the data be stored and the process for ensuring the equipment is well maintained. The BRT Security Plan shall be attached the O&M Agreement.</p> <p>6. Safety Personnel for the BRT System. AC Transit shall provide safety personnel for the BRT system, with an emphasis on station area security. The BRT Security Plan shall fully describe the safety standards for the BRT system; the minimum qualifications for safety personnel; and the interrelationship of AC Transit, City, and County public safety personnel. The BRT Security Plan shall be attached the O&M Agreement.</p>

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<p>V. Functional Needs Access</p> <p>A. Staff Review: Sign-off by the City Americans with Disabilities Act (ADA) Title II Coordinator is required for all improvements to the public right-of-way under city's control, at regular intervals as part of the established Oakland Public Works (PW) review process.</p> <p>B. Community Review: A joint AC Transit / City of Oakland Access Advisory Committee will review and provide comment on all aspects of the project design and delivery.</p> <p>1. The existing AC Transit Access Advisory Committee and City of Oakland Mayor's Commission on Persons with Disabilities/Commission on Aging Access Compliance Advisory Committee shall jointly review the BRT in Oakland prior to the finalization of the 35% preliminary design, prior to the 65% design, prior to the 100% design, and prior to finalization of service and operating plans.</p> <p>2. This joint body shall function as the official ADA / Rehabilitation Act of 1973 [Section 504] review committee for the BRT Project in Oakland. This joint body shall ensure that the BRT Project is meeting the local priorities of persons with disabilities in Oakland and shall be afforded the opportunity to provide comment on all aspects of the design and delivery of BRT Project, such as:</p> <ul style="list-style-type: none"> a. Infrastructure (street improvements) b. Stations c. Vehicles d. Fare Collection e. Intelligent Transportation Systems f. Service and Operating Plans <p>C. ADA Compliance Standards: Requirement: The BRT Project in Oakland shall comply with federal ADA Guidelines and Standards, as well as all applicable State and Local accessibility requirements, such as: U.S. DOJ 2010 ADA Standards [link]; http://www.ada.gov/2010ADASTandards_index.htm U.S. Access Board ADA Guidelines for Transportation Vehicles [link]; http://www.access-board.gov/transit/</p> <p>D. International Best Practices: AC Transit shall apply international best practices and universal design principles in the design and delivery of bus rapid transit in Oakland. This applies to infrastructure, vehicle, and service delivery system design, construction, and operation.</p>	<p>A. ADA Staff Review: AC Transit shall follow the City of Oakland's established Oakland Public Works review process, which is to prepare and submit intermediate plans and discuss preliminary ADA designs at regular intervals with the City's ADA Title II Coordinator. The preparation of said preliminary plans and the preliminary consultations with the ADA Coordinator are considered part of the normal in-house design process to identify and resolve all ADA requirements early in the design development process. Throughout the design development process, AC Transit shall clearly identify the required accessibility improvements; areas or locations where deviations from standards are requested; justifications for any and all deviations and or notify the ADA coordinator when design modifications change the previously decided ADA designs. See Item C below.</p> <p>B. Disability Community Review: AC Transit shall provide and present the proposed project designs to the joint AC Transit / City of Oakland Access Advisory Committee prior to each of the 35%, 65%, 100% and final project delivery milestones. The joint AC Transit / City of Oakland Access Advisory Committee will provide comments on all aspects of the design and delivery of BRT Project including: infrastructure (street improvements), stations, vehicles, fare collection, Intelligent Transportation Systems, and service and operating plans. AC Transit shall work with the joint committee in the following ways:</p> <ul style="list-style-type: none"> 1. Provide at least one representative from AC Transit's BRT Project Management team, AC Transit's Accessible Services team, and AC Transit's BRT design/engineering team to attend all joint committee meetings through to the completion of this project. 2. Document the concerns raised at the joint committee meetings and respond to each unresolved concern, as identified by the joint committee, in writing within two weeks of the meeting. 3. Where committee-identified concerns cannot be accommodated, AC Transit will specifically, in writing, explain why they cannot accommodate those changes. 4. AC Transit further commits to provide any such communications at least one week prior to any City Council or City Council Committee review of AC Transit's progress on BRT Project Final Design and Construction. <p>C. ADA Compliance Standards: The BRT Project in Oakland shall comply with federal ADA Guidelines and Standards, as well as all applicable State and local accessibility requirements including, but not limited to: the 2010 ADA Standards; current Caltrans Standard Details for ADA features in the public right-of-way; and the City's ADA Curb Ramp Transition Plan (2009).</p> <p>D. International Best Practices: AC Transit shall provide updates to the joint committee on how they are meeting or exceeding International Best Practices and Universal Design Principles as part of the 35%, 65%, and 95% Design review processes.</p>

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<p>VI. Paving: The BRT Project will remove parking lanes and restrict autos and trucks to one lane in each direction, increasing total wear and tear of these roadways. In order to accommodate this increased level of use, and to minimize future repairs that would force temporary suspension of dedicated bus lanes or detours to adjacent facilities, these lanes must be reconstructed and paved as part of the seamless whole of the paving project.</p> <p>A. Paving for the Downtown Oakland to San Leandro component of the BRT Project Requirement: AC Transit shall rehabilitate (not spot pave) all lanes, including the BRT-dedicated travel lanes, general purpose lanes, and any remaining parking lanes on International Boulevard, 11th Street, 12th Street, and E. 12th Street from curb to curb, wherever needed, to provide a 12-year useful life for these facilities. Rehabilitation method will be determined based on the existing condition and anticipated traffic index.</p>	<p>Paving. AC Transit shall evaluate the existing pavement condition on International Boulevard, 11th Street, 12th Street and E. 12th Street from curb to curb, and all other street pavement areas reconstructed by the BRT Project in Oakland, and determine the necessary rehabilitation of all existing pavement and/or supporting subsurface materials to ensure the roadway pavement will have a 12-year useful life. Said evaluation shall be in the form of a materials report approved by the Public Works Agency Director concurrent with the 65% project milestone. This Materials Report shall clearly identify locations and the designs for all necessary pavement and/or subsurface structural section reconstruction to ensure the 12-year useful life of the pavement and justify the Traffic Index(s) that will be used for the pavement design(s).</p> <p>AC Transit shall rehabilitate (not spot pave) all lanes, including the BRT-dedicated travel lanes, general purpose lanes, and any remaining parking lanes as required by the approved Paving Study. Paving rehabilitation shall minimally consist of a 2" asphalt overlay on International Boulevard, 11th Street, 12th Street and E. 12th Street across the full width (curb to curb) within the geographic boundaries of the City of Oakland.</p> <p>AC Transit shall make provisions in the construction cost estimate for additional pavement and/or subsurface structural section reconstruction that may be subsequently identified during the 95% and 100% design phases and /or during construction of the BRT Project.</p>
<p>VII. Bicyclist Safety Where compatible bike lanes exist along the corridor, the DOSL BRT Project shall fill gaps in the system and provide bike parking.</p> <p>A. Class II bike lanes AC Transit shall design and construct Class II bike lanes on East 12th Street from 2nd Avenue to 3rd Avenue to close the bike lane gap between the current 12th Street Measure DD Project and the East Bay BRT Project as proposed.</p> <p>B. Bicyclist Safety Provisions Near Each BRT Station AC Transit will install bike racks in the near vicinity of stations, to meet demand, based on availability of space. These will allow bicyclists to have safe, lighted, and easy access to the BRT system. These racks shall be designed and located in conjunction with the City's Bicycle and Pedestrian Program, and maintained by AC Transit.</p>	<p>1. AC Transit shall meet with the City of Oakland Bicycle/Pedestrian Program Manager to clearly define and document all of the City's planned bike lane projects that are overlapping or are adjacent to the BRT project on or before completion of the 65% Design Phase. AC Transit shall close the gaps where compatible bike lanes exist or are planned along the corridor, inclusive of:</p> <ul style="list-style-type: none"> a) Construct class II bike lanes on East 12th Street from 2nd Avenue to 3rd Avenue to close the gap between the current 12th Street Measure DD project and the BRT project. b) Develop improvements to accommodate a safe and uninterrupted bicycle route from 54th Avenue, along International Boulevard and to E.12th Street. c) Implement necessary improvements for a safe crossing for bicyclist at the East 8th Street, East 12th Street and 14th Avenue intersection, which will close the unsafe bike lane gap between the BRT project and the proposed E. 12th Street bike lane project – just east of 14th Street to Fruitvale Avenue. d) Implement appropriate bike lane improvements on International Boulevard between 82nd Avenue and 85th Avenue to safely transition existing bike lanes across the BRT corridor. <p>2. AC Transit shall calculate the demand for bike racks for each BRT station. AC Transit shall install the as calculated number of bike racks in the near vicinity of BRT stations</p>

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	based on availability of space. Said bike racks are to be placed to provide bicyclists with safe, lighted and easy access to the BRT system, as well as be in conformance with the City of Oakland Bicycle and Pedestrian Program. AC Transit shall maintain all bike racks installed as part of the BRT project
<p><u>VIII. Oakland Streetscape Coordination</u></p> <p>A. 14th Avenue Streetscape Project: AC Transit shall coordinate design and construction efforts on East 12th Street/International Boulevard and 14th Avenue with the 14th Avenue Streetscape Project, which is currently in design development under a design/build contract by the City of Oakland. If the City's 14th Avenue project does not go through, AC Transit will work with the City to ensure that 14th Avenue design components related to the BRT Project are incorporated into the design and construction of the BRT Project.</p>	AC Transit will work with City Staff during the design process so BRT project can tie into the City's design/build 14th Avenue Streetscape Project. The extent to which AC Transit shall install portions of the City's 14 th Avenue Streetscape Project that are on and within the vicinity of International Boulevard is to be determined during the 65% Design Phase and by mutual agreement of the City Public Works Director and AC Transit General Manager.
<p><u>IX. Coordination with International Blvd Transit-Oriented Development (IB-TOD) Plan:</u></p> <p>The BRT project should coordinate with and help meet the public access goals of the International Boulevard Transit Oriented Development Plan completed in 2011 by the City of Oakland.</p> <p>A. Implement Category 1 pedestrian improvements: AC Transit shall install pedestrian signals or other pedestrian improvements at named locations along International, or, if infeasible, at alternate locations that provide a minimum of 800-foot spacing between adjacent signalized crossings.</p>	AC Transit shall install pedestrian signals or other pedestrian improvements along International Boulevard that provide a minimum of 800-foot spacing between adjacent signalized crossings. AC Transit shall convene a meeting with the City's International Boulevard Transit-Oriented Development experts to specifically define the required pedestrian signal locations and the other required pedestrian improvements.