

City of Albany

Marin Bikeway San Pablo Ave to Cornell Ave and the Marin Underground Utility District San Pablo Ave to Masonic Ave

Request for Statements of Qualifications

Answers to Questions

The following are answers to questions that were asked at the pre-proposal meeting held December 11, 2012 in the City Council Chambers of the Civic Center, 1000 San Pablo Avenue, Albany, CA:

1. Question: *Is this a Rule 20A or Rule 20B Project?*

Answer: *Rule 20A.*

2. Question: *Are improvements east of Cornell proposed?*

Answer: *No, but the City's Active Transportation Plan (ATP) indicates an enhanced crossing and bulb outs on the east side of Cornell. The ATP is posted on the City's website at <http://albanyca.org/index.aspx?page=799>.*

3. Question: *Who will design street lighting?*

Answer: *City's joint trench consultant, RGA, will design lighting. Consultant will need to coordinate with RGA.*

4. Question: *Is an irrigation system to be installed for the new landscaping?*

Answer: *Assume that an irrigation system will be installed in all landscaping areas.*

5. **Question:** Will the new landscaping and irrigation system be maintained by the adjacent property owner or the City?

Answer: Assume that new landscaping and irrigation system will be maintained by City and that a new meter will be required. Consultant shall include a landscape architect to design planting and irrigation.

6. **Question:** Who will provide conversion panels?

Answer: PG&E (See Schedule)

7. **Question:** What is the budget for the Project? Construction? Design?

Answer: Approximate budgets are: Design - \$70,000; Construction Contract - \$600,000; Construction Engineering – \$92,000. Attached is a copy of the estimate included in the grant application.

8. **Question:** Will some of the improvements (ie, sidewalk) be funded by the Rule 20A Project?

Answer: Yes.

By: Aleida Andrino-Chavez, Transportation Planner Date: December 13, 2012

Attachments: Pre-Proposal Meeting Sign-In Sheet
Pre-Proposal Meeting Agenda
Grant Application

CITY OF ALBANY
 MARIN BIKEWAY
 SAN PABLO AVE TO CORNELL AVE
 AND THE
 MARIN UNDERGROUND UTILITY DISTRICT

PRE-PROPOSAL MEETING
 SIGN-IN SHEET
 DECEMBER 11, 2012

	NAME	COMPANY	EMAIL	PHONE NUMBER	OTHER
1	Geoff Rubenda	AECOM	geoff.rubenda@aecom.com	570 622 6627	
2	DEVON KUECINA	BKF ENGINEERS	DEVON@BKF.COM	925-396-7720	
3	Ryan McClain	Fehr & Peers	r.mcclain@fehrandpeers.com	925-930-7100	
4	Carrie Nielson	Fehr & Peers	c.nielson@fehrandpeers.com	925 930-7100	
5	Dan Leary	Bellecci	danleary@bellecci.com	681-4880	
6	Mark Fisher	Mark Thomas	mfisher@markthomas.com	925 417-8000	
7	Lawrence Lau	Mark Thomas & Co.	llau@markthomas.com	925 417-8000	
8	CARL NELSON	QUESTA ENGINEERING	CNELSON@QUESTAEC.COM	610)236-6114 x 936	
9	Liam Kelly	City of Albany	M.L.Kelly@cityofalbany.ca.gov	253-241-2991	
10	MICHAEL MOORE	NELSON\NYGARD	MMOORE@NYGARD.COM	415 378-7318	
11	JOHN GIBBS	INPT	JOHN@INPT.COM	915 412-4152	915 299 2806 (D)
12	PAUL KLASSEN	COASTLAND ENGR	pklassen@coastlandcivil.com	707-571-8005	707 495-5202
13	ED SLWITAK	CSG Consultants	ED@CSGENGR.COM	650-522-2533	
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City of Albany

Marin Bikeway
San Pablo Ave to Cornell Ave
and the
Marin Underground Utility District
San Pablo Ave to Masonic Ave

AGENDA

Subject: Pre-Proposal Meeting

Date & Time: December 11, 2012 at 2:00 pm

Location: City Hall

1. Sign-In Sheet
2. Introductions
3. Background and Scope of Project
 - a. Background
 - b. San Pablo Ave Signal
 - c. Widening of Marin for the installation of Class II Bikeways on both sides of Marin, from San Pablo Ave to Cornell
 - d. Rule 20A Underground Utility District
4. Scope of Consultant Services
 - a. Supplemental Surveys
 - b. Prepare Final Plans, Specifications & Estimate (PS&E)
 - c. City will review PS&E at 65% and 95% completion
 - d. Coordination with Caltrans
 - e. Bid & Construction Services
5. Project Schedule
6. Documents Available from the City
 - a. 35% Plans of Buchanan-Marine Bikeway (on City Website)
 - b. Photogrammetric Surveys (to be furnished to selected Consultant)
 - c. Mitigated Negative Declaration (to be posted on City Website)
 - d. Others as indicated on page 7 of Request for Statement of Qualifications (SOQ)
7. SOQ Content Requirements
 - a. Due January 4 as indicated in Request for SOQ
 - b. Questions can be directed to Mariam Munshi as indicated in Request for SOQ
 - c. Consultant selection in January
8. City Agreement & Insurance Requirements (on City Website)
9. Questions

BICYCLE TRANSPORTATION ACCOUNT PROJECT APPLICATION

I. APPLICANT INFORMATION				
Applicant Agency:	City of Albany			
Responsible Local Agency: (City or County)	City of Albany			
Responsible Agency (RA) Address:	1000 San Pablo Avenue			
RA City: Albany	RA County: Alameda	State: CA	RA Zip Code: 94706	
RA Contact Person: Aleida Andrino-Chavez				
RA Title: Transportation Planner				
RA Phone: (510) 528-5759	RA E-mail: achavez@albanyca.org			
Assembly		Senate		Caltrans
Member	District No.	Member	District No.	District
Nancy Skinner	14	Loni Hancock	9	4
II. APPLICANT ELIGIBILITY AND PROJECT SCREENING CRITERIA				
A. Local Match – per California Streets and Highways Code (SHC) 891.4				
1. Attach copy of Local Agency resolution committing applicant to the minimum 10% local match. Y for yes or N for no <u>Y</u> If No, scheduled date of adoption? _____				
B. California Environmental Quality Act (CEQA)				
<i>Note: BTA projects must be in compliance with the applicable provisions of the California Environmental Quality Act (CEQA) by the BTA application submittal date. The lead agency is responsible for preparing the required environmental documentation and submitting it with the application.</i>				
1. Attach documentation of CEQA compliance (signed and dated) with the application package. Y or N <u>Y</u>				
C. Bicycle Transportation Plan (BTP)				
<ul style="list-style-type: none"> ▪ Project in the BTP? Y or N <u>Y</u> What is the title of the BTP the applicant is using to establish eligibility for BTA funding? Albany Bicycle Master Plan ▪ Date BTP was adopted by applicant's governing body: <u>03/07/2011</u> ▪ Regional Transportation Planning Agency (RTPA) of Responsible Local Agency? Metropolitan Transportation Commission ▪ Date BTP was approved and certified by RTPA: <u>03/12/2011</u> ▪ Project must be listed in the Local Agency's adopted BTP. List page(s) that the proposed project is identified in BTP. <u>9.17</u> ▪ Attach BTP page with project to BTA application. _____ 				
D. Prior BTA Funding –				
SHC 893.4. <i>If available funds are insufficient to finance completely any project whose eligibility is established..., the project shall retain its priority for allocations in subsequent fiscal years.</i>				
Was another part or segment of this project funded in a previous BTA cycle? Y or N <u>N</u>				
If yes, what cycle? <u>N/A</u>				
Does Responsible Local Agency have BTA awards active? Y or N <u>N</u>				
If Yes, List BTA Award Numbers <u>N/A</u>				
III. PROJECT INFORMATION				
Project Title:	Buchanan Bikeway			
Project Type: (Enter 1 or More) Class I Bikeway (I), Class II Bikeway (II), Class III Bikeway (III) and/or Other (O)	Class II Bikeway			

Project Location: (see Examples)
"Bikeway" Example: *Along abandoned railroad right-of-way from Apricot Street to Elm Street*
"Other" Example: *Update bike map with detailed information on routes in South Bay region*

Along Marin Avenue. from Cornell Avenue to the intersection of Marin Avenue and San Pablo Avenue.

Type of Work: (keep short – see examples)
"Bikeway" Example: *Design and construct a Class I Bikeway.*
"Other" Example: *Purchase and install front-mount bicycle racks on all regional buses.*

Extend the existing Class II bikeway along both sides of Marin Avenue from Cornell Avenue to San Pablo Avenue. Install a bicycle signal and bicycle phase at the existing signal at the San Pablo Avenue/Marin Avenue intersection.

Project Description:
 The project extends the Marin Ave. bicycle lanes along both sides of the street from Cornell Ave. to San Pablo Ave. (0.10 mile) and improves the existing traffic signal at the intersection of Marin Ave. and San Pablo Ave. by implementing a bicycle signal head and phase to provide for a safe crossing for bicyclists and pedestrians. In order to be able to extend the bike lanes, the curbs along Marin Avenue need to be realigned and set back two or three feet along the 3 city blocks. Traffic flow lanes will be restriped and reduced from 12 feet to 11 feet, and the street median will be replaced. Utilities will be undergrounded as part of a Rule 20A project with PG&E. This project is part of the Buchanan Bikeway, a 0.70-mile facility that entails implementation of Class I, II, and III bicycle facilities along Marin Ave. and Buchanan St. in order to close the existing east-west gap in the bicycle network between the Ohlone Greenway and the Bay Trail. The project was designed following Chapter 1000 of the Calltrans Highway Design Manual. Due to cost and ease of implementation, the Buchanan Bikeway project was divided in three segments: Segment I entails construction of a Class I facility along the south side of Buchanan from Pierce St. to Jackson St. in the vicinity of the Department of Agriculture (USDA), Ocean View Park, and Ocean View School. Segment II continues the path along the south side of Buchanan St. from Jackson St. to San Pablo Ave. Segment II also features a westbound bike lane (Class II) on the north side of Marin Ave./Buchanan St. between the intersections of San Pablo Ave./Marin Ave. and Buchanan St./Pierce St. Segment III, (this application) will install bike lanes from the Marin/San Pablo intersection to Cornell Ave. where the existing Marin Ave. bike lanes end. This project in its entirety was ranked top priority in the 2006 Alameda Countywide Bicycle Plan for its local and regional significance in closing the existing east-west gap in the bicycle network. Currently, there are no bicycle facilities in the area or in neighboring jurisdictions for east-west bicycle travel. The proposed Bikeway project connects the BART Stations at the El Cerrito Plaza and North Berkeley via Ohlone Greenway with the businesses in Berkeley and Emeryville via the Bay Trail. Segments I & II are being funded by a CMAQ grant. The City is seeking funds for construction of Segment III.

Length: 0.10 (miles)

Estimated Cost Note: *Applicant agency must provide 10% (minimum) of the total project cost.*
 Attach Engineer's Estimate

Funding Source	Preliminary Engineering	Construction Engineering	Right of Way Acquisition	Construction Contract	Total Amount	Total Percent
BTA	\$ 0	\$	\$ 0	\$ 616,100	\$ 616,100	87%
Local	\$	\$ 92,415	\$	\$	\$ 92,415	13%
Other	\$	\$	\$	\$	\$	
Total	\$ 0	\$ 92,415	\$ 0	\$ 616,100	\$ 708,515	100%

Map and Cross Section Attachments:

- Attach a map to scale with north arrow showing the project location, length, limits, adjacent land uses, activity centers and origins and destinations served.
- If this is an on-street bikeway project, include cross-sections showing the roadway prior to and after project implementation, or for Class III projects include before cross sections and description and diagram of proposed signing.
- If this is an off-street bikeway project include a cross-section.

Project Schedule - Award announcements are made after State Budget Enactment:

Item	Beginning Date Month/Year	Ending Date Month/Year	Comments
CEQA Clearance	11/01/2009	01/31/2010	
Right of Way Acquisition			
Preliminary Engineering	02/19/2008	02/11/2010	
Final Design	01/01/2011	11/30/2012	In progress - Obtain temporary permit to enter and construct
Advertise Project	01/31/2013	02/28/2013	
Award Construction	05/31/2013	08/31/2013	The City expects to build Segment III at the same time as the Utility Undergr
Submit Final Invoice	10/31/2013	10/31/2013	

IV. EVALUATION CRITERIA

Streets and Highways Code Section 893 requires Caltrans to disburse money "... from the Bicycle Transportation Account... for projects that improve the safety and convenience of bicycle commuters."

Streets and Highways Code Section 890.3 defines bicycle commuter as "... a person making a trip by bicycle primarily for transportation purposes, including, but not limited to, travel to work, school, shopping, or other destination that is a center of activity and does not include a trip by bicycle primarily for physical exercise or recreation without such a destination."

The BTA Evaluation Committee evaluates applications as Excellent, Good, Fair, Poor, or Ineligible according to the following criteria:

How well has the applicant demonstrated that the project:

- Will be used primarily by bicycle commuters?
- Has the potential to increase bicycle commuting?
- Is the best alternative for the situation?
- Improves bikeways and/or amenities that support bicycle commuting e.g., bicycle parking, lockers, showers, lighting, call boxes, maps, and bicycle safety education programs.
- Provides or improves bikeway continuity to activity centers such as public buildings, transit terminals, business districts, shopping centers, schools, etc.
- Is consistent with the applicable BTP?

Other considerations used in evaluating BTA project applications include:

- | | |
|---|--|
| ▪ Citizen and community involvement | ▪ Project readiness |
| ▪ Cost of project and cost-effectiveness | ▪ Project type Class II & III (on-road) / Class I (off-road) / other |
| ▪ Geographic distribution | ▪ Prior funding and project implementation |
| ▪ Projects initiating a community bikeway network | ▪ Urban/Rural balance |
| ▪ Land use, population density, and settlement patterns | ▪ Transportation interface with other modes of transportation |
| ▪ Local - State match ratio | ▪ Trip purpose work, school, shop, social/recreational, other |

1. How will the proposed project benefit bicycle commuters?

Currently, there are no bicycle facilities in the area for east-west travel from Cornell Ave to the Buchanan Bridge overcrossing. Once the Marin Ave. bike lanes end at the intersection of Marin and Cornell Avenues, bicyclists are on their own negotiating their way through congested traffic conditions on Marin Ave and Buchanan St. These roadways are the thoroughfare between the Berkeley and Kensington Hills and the I-80 and I-580 freeway. In addition, Buchanan St. is a bus and truck route and the only access to the City from destinations coming and going via the I-80 freeway. According to the most recent Engineering Survey for Traffic Volumes and Speeds, Marin Ave carries 19,500 vehicles per day with a 85th percentile speed of 29.5 mph. The average daily traffic on Buchanan is 30,138 and the 85th percentile speed reaches 30.4 mph. SWITRS 2009 release reports that accidents on Marin Ave from San Pablo Ave. to Cornell Ave. in the last three years (from 2007 to 2009) amount to 42 collisions. Likewise, Buchanan has had 40 collisions in the same time period. The Albany Bicycle Master Plan, currently being updated, shows that from the previous Bicycle Master Plan cycle in the year 2000, to the current update (data from 2009), Marin Ave. (from San Pablo to Cornell) and Buchanan St. have had a significant share of collisions involving bicyclists, 6 and 8 incidents respectively.

Under these conditions, bicyclists do not experience a safe environment along this segment of Marin Ave. and Buchanan St. and parents from Ocean View and Cornell Elementary Schools have expressed their concerns about their children riding their bikes to school since the City does not have adequate facilities on the route to these schools.

The Buchanan Bikeway project in its entirety would provide the needed facilities that encourage the use of the bicycle for commuting and for the trip to school. The project extends the bicycle lanes along Marin Avenue from Cornell Ave. to San Pablo Ave. and installs a Class I Bikeway from San Pablo Ave. to the intersection of Buchanan St. and Pierce St. A new pedestrian signal phase will be added to the existing signal at San Pablo and Marin and a new signal will be installed at the intersection of Buchanan and Pierce St. The project will be adjacent to important destinations that generate a significant number of commute and utilitarian trips within the City. In addition, it will link residents with regional connections, such as shopping districts and employment opportunities in Berkeley and Emeryville via the Bay Trail, as well as regional connections and shopping opportunities near the El Cerrito Plaza and North Berkeley BART stations. Local destinations are the Albany Library and Community Center, Cornell Elementary School, UC Village, Ocean View Elementary School, Ocean View Park, and the shopping districts along Solano Avenue and San Pablo Avenue with opportunities for local and regional bus transit connections along San Pablo Ave. and Buchanan St. The bikeway will be aligned adjacent to two of the three largest employers in Albany, the USDA (with over 400 employees) and the City of Albany (with over 100 employees).

In summary, this project improves safety for bicycling commuting providing a direct benefit to the existing commuters and residents who use their bikes for utilitarian trips. In addition, the project will bring vitality to this area and will convey the message that Buchanan St and Marin Ave, being the gateways to the City from I-80, are roadways that accommodate all users and that motorists should expect to see bicyclists and pedestrians as equal users of the street.

2. How will the proposed project increase bicycle commuting?

Census 2000 information showed that the bicycle commute share in Albany was 4%, which was second only to that of Berkeley, and twice as much as that of Alameda County. Attachment 7 presents a table included in the ongoing update to the Albany Bicycle Master Plan that depicts the bicycle mode share in the Census 2000. While the Journey to Work survey does not include other utilitarian trips, like shopping and school, and does not account for commuters with multiple modes of travel, the fact that Albany's commute share is high when compared to Alameda County and the state as a whole shows that residents of Albany have a natural disposition to use their bikes for utilitarian trips. The National Bicycle & Walking Study, published by the Federal Highway Administration in 1995, estimated that for every commute trip made by bicycle, there were 1.74 trips made for shopping, social, and other utilitarian purposes. This means that for Albany, using the Census 2000 data, an additional 555 trips are estimated for other utilitarian purposes.

The City's efforts to increase bicycling and walking to school by implementing a Safe Routes to School Program (SR2S) have been somewhat curtailed by the fact that two of the elementary schools in Albany are located either adjacent to Buchanan Street or in the vicinity of Marin Ave. These are two major collectors that carry significant amounts of daily traffic with speeds in excess of the posted speed limit of 25 mph. The proposed bikeway will provide increased safety to bicyclists commuting to work or going to school. The extension of the existing bicycle lanes along the three blocks of Marin Ave. east of San Pablo Ave., will provide continuity in the bicycle facility and will improve the safety conditions for bicyclists at the Marin/San Pablo intersection. The bicycle signal head and phase will provide for a separation of movements between bicyclists/pedestrians and vehicles across the busy Marin/San Pablo intersection.

Given the land uses adjacent to the planned bikeway project, including the shopping district on San Pablo Ave., the USDA, City Hall, and the fact that Marin Ave. and Buchanan St. are the route to school to both Ocean View and Cornell Elementary Schools, the proposed bikeway has the potential to generate significant additional demand. The traffic analysis conducted for this project shows that 13 pedestrians and 3 bicyclists/hour cross the intersection in the east-west direction in the PM peak. Using the Guidelines for Analysis of Investments in Bicycle Facilities, it is estimated that the bikeway project will generate over 200 new bicyclists for the commute and school trip. However, a more conservative approach would be to assume that 100 new bicyclists will be attracted to the project (See Attachment 7).

The Draft Update to the Albany Bicycle Master plan states that the 2010 National Bicycle & Walking Study: 15 Year Status Report found that between 1990 and 2008 funding for bike and pedestrian projects increased from less than 0.5 percent of federal transportation funding to about one percent. Over that same time, pedestrian and bicycle trips increased by about 50 percent. This shows that the return on the investment, in terms of usage is significantly high.

3. Why is the proposed project the best alternative for the situation?

The final Buchanan Bikeway is the result of years of planning efforts and a couple of grants to determine the best option to close the existing east-west gap in the bicycle network within the City. In 2005 the City secured a MTC-TETAP grant to evaluate the feasibility of implementing a bicycle facility along this segment of Marin/Buchanan from Cornell Ave. to Pierce St. Consultants developed more than a dozen alternatives that ranged from Class II all the length of Buchanan to a combination of Class I, II, and III bikeway facilities along Marin Ave. and Buchanan St. Some variations for the crossing at either the intersections of Buchanan at Pierce, Polk, and Taylor were evaluated. During this process, it was determined that a Class I facility could be implemented along the south side of Marin Ave. and Buchanan St. and that the Marin Avenue lanes that currently end at the intersection of Marin and Cornell Avenues, could be extended to the intersection of Marin and San Pablo Avenues given that some modification of the curb alignment, reduction of traffic flow lanes, and mitigation for some parking and tree removal would be done to achieve this.

Later in 2007, the City obtained a grant to develop 35% PS&E, environmental work and traffic analysis for the project. All the segments of the project had more than one alternative developed for evaluation during the design process. Because a Class I facility was proposed for the south side of Marin Ave. and Buchanan St. west of San Pablo Ave., there was the need to provide for a safe transition from the bike lanes to the Class I facility through the Marin/San Pablo intersection. A dedicated right turn lane and a bicycle/pedestrian signal phase were proposed to provide a protected crossing for bicyclists and pedestrians along the south leg of the intersection (see Attachment 2), and the westbound bicycle lane was extended through the Buchanan/Pierce St. intersection.

Two alternatives were developed for Segment III (San Pablo to Cornell Ave). One alternative removed the on-street parking, and the other removed the existing trees. After many community meetings at the Traffic and Safety Commission level, the City Council approved a hybrid of the two alternatives by providing bulbouts at the intersection of Marin Ave with the side streets as a refuge for pedestrians and young bicyclists to cross Marin Ave. This alternative retains almost all of the on-street parking and provides an opportunity to replace the trees that will be removed by the project on the bulbouts planned at the intersections.

4. Discuss citizen and community involvement in the development of the proposed project.

Since 2007 when the City obtained a local Measure B grant to develop 35% PS&E and environmental work for the Buchanan Bikeway project, City staff has engaged public participation in developing the concept design for this project. The City went through a two-year process to develop the concept plans upon which environmental work for the project was conducted. This process involved several community and neighborhood meetings and meetings with stakeholders. As a result, the Bicycle and Pedestrian Advocates in the City (Albany Strollers & Rollers), project stakeholders and members of the Albany community have committed their support for this Project as can be seen in the letters presented in Attachment 7. In addition, this project has full support at the regional level because it is one of the top priorities in the Alameda Countywide Bicycle Plan (See Attachment 7). In January 2010, the City completed CEQA for all the Phases of the project, from Cornell Avenue to the Buchanan Bridge overcrossing. The CEQA process resulted in a Mitigated Negative Declaration, and during this process the City had to address stakeholders' concerns about potential issues that could impact their properties and the environment. All of these issues were addressed and resolved in the design and in the CEQA document. As a result, the Project counts the full support of the stakeholders and the Albany community. Caltrans responded to the Request for Comments during the CEQA environmental process, stating the need to obtain an Encroachment Permit from Caltrans because the Project crossed State Route 123 (Attachment 7). Currently, there are no barriers that could impede the Project implementation.

In 2010, the City secured \$1.7 million in CMAQ funds for the construction of Phase I of the Project. This grant requires that construction of the Project start in the summer of 2012. The City is applying for the BTA funds to build Phase III, which entails extending the bicycle lanes on Marin Ave. from where they currently end at Cornell Ave. to the intersection of San Pablo Ave. In addition, the project includes a bicycle/pedestrian signal head and exclusive phase for the transition from the bicycle lanes to the Class I bikeway along the south side of Marin Ave. and Buchanan St. The westbound bicycle lane will be extended through the Marin/San Pablo intersection to the Buchanan/Pierce intersection to provide continuity for the westbound commuters who wish to stay in the bike lane.

The City has started a process with PG&E for Rule 20A Utility Undergrounding that has a timeframe of approximately 3 years from the time of this writing. While the CMAQ schedule practically dictates the timeframe for Segment I and II of the bikeway project, the City hopes to build Segment III when the undergrounding project takes place between 2013 and 2014. Residents of the project area have also been notified of this process and the City's intention to build the two projects in tandem.

The City has a field review with Caltrans scheduled for March 22, 2011 for Segments I and II of the project that will be funded by the CMAQ grant. From this date, the City expects to work on the NEPA Clearance, Field Review documentation, and Right of Way documentation as required by the federal government to comply with the CMAQ requirements. As stated above, the City has already garnered support from all the stakeholders and draft agreement agreements have been produced. Per CMAQ requirements for segments I and II, the City expects to

5. Is the facility open 24/7? If not what are the hours of use? And why isn't the facility always available?

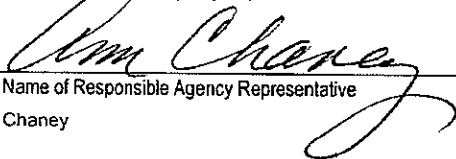
The facility is located in the public right of way and it will be open all the time. Illumination will be available throughout the project for evening hours. The bicycle lanes from Cornell Ave. to San Pablo Ave. will be illuminated by the existing lamp posts. The City is planning a utility undergrounding project in the neighborhood where the bikeway facilities will be built. The undergrounding project is expected to start in about three years, which is the timeframe PG&E has estimated for construction. The intersection of Marin and San Pablo Avenues is located within the commercial district, which is an area with sufficient illumination. The bikeway west of San Pablo Ave. will be lighted by street luminaires located along the landscape shoulder north of the path and the segment adjacent to Ocean View School, Ocean View Park and USDA (Segment I) will use the existing lamp posts.

V. SIGNATURE - RESPONSIBLE AGENCY

An authorized representative of the responsible agency must sign the application.

The undersigned affirms that the statements contained in the application package are true and complete to the best of the applicant's knowledge.

Signature of Responsible Agency Representative



Date Signed

03/17/2011

Print Name of Responsible Agency Representative

Ann Chaney

Title of Responsible Agency Representative

Community Development Director

Distribution:

- Local agency sends original, one copy, and copy saved on CD/DVD to the DLAE.
- Local Agency emails saved PDF application form to BFU.
- DLAE forwards original and CD/DVD to BFU.
- DLAE retains copy for district file.

Buchanan Street Bikeway

Date: March 2, 2010

Location/Description:

Buchanan Street Bikeway – San Pablo Avenue to Cornell Avenue
Albany, CA

Conceptual Cost Estimate

	Quantity	Unit	Unit Price	Total Price	Comment
Roadway Items					
Clearing and Grubbing	3600	SF	\$ 0.50	\$ 1,800	
Tree Removal Diameter > 6"	4	EA	\$ 1,500.00	\$ 6,000	
Tree Removal Diameter < 6"	6	EA	\$ 500.00	\$ 3,000	
Pavement Demolition	4800	SF	\$ 5.00	\$ 24,000	
Driveway Reconstruction	14	EA	\$ 2,000.00	\$ 28,000	
Earthwork - Roadway Excavation	80	CY	\$ 50.00	\$ 4,000	
Curb & Gutter	1200	LF	\$ 25.00	\$ 30,000	
Minor Concrete - Sidewalk	9600	SF	\$ 12.00	\$ 115,200	Includes curb ramps
New Roadway Pavement	3075	SF	\$ 9.00	\$ 27,700	
Roadway Striping	4200	LF	\$ 2.50	\$ 10,500	
Roadside & Bikeway Signage	8	EA	\$ 350.00	\$ 2,800	
Pavement Markings	21	EA	\$ 250.00	\$ 5,300	
Landscaping	3242	SF	\$ 9.00	\$ 29,200	Includes irrigation
Tree Planting	6	EA	\$ 750.00	\$ 4,500	
Total Roadway & Bike Path Construction Items (A)				\$ 292,000	
Utilities					
Bicycle Traffic Signal Phasing at Marin/San Pablo	1	LS	\$ 100,000.00	\$ 100,000	
Utility Pole / Lighting Relocations	4	EA	\$ 3,000.00	\$ 12,000	
Street Light Relocations	3	EA	\$ 2,000.00	\$ 6,000	
Relocate Signal/Electrical Pullbox	8	EA	\$ 500.00	\$ 4,000	
Relocate Fire Hydrant	1	EA	\$ 2,500.00	\$ 2,500	
Relocate Water Meter	14	EA	\$ 750.00	\$ 10,500	
Miscellaneous Drainage (est. 10% of (A) above)	1	LS	\$ 29,200.00	\$ 29,200	Est. 10% of (A) above
Total Utilities (B)				\$ 164,200	
Other Items					
Mobilization (10%)				\$ 45,700	10% of (A+B)
Traffic Control (5%)				\$ 22,900	5% of (A+B)
Construction Contingencies (20%)				\$ 91,300	20% of (A+B)
Total Other Items (C)				\$ 159,900	
Total Estimated Construction Costs (A+B+C)				\$ 616,100	

Notes:

- 1) All costs are estimated in 2008 dollars and are based on historical contract cost data from Caltrans and other local projects.
- 2) Estimate does not include Buchanan/Madison bulbout and intersection reconfiguration.
- 3) Estimate does not include construction of right turn lane from EB Marin to SB San Pablo.
- 4) Right of way costs are not included.

***ENVIRONMENTAL DECLARATION**

(CALIFORNIA FISH AND GAME CODE SECTION 711.4)

LEAD AGENCY NAME AND ADDRESS

FOR COUNTY CLERK USE ONLY

City of Albany
1000 SP- Ave
Albany, CA 94706

**ENDORSED
FILED
ALAMEDA COUNTY**

FEB 24 2010

PATRICK O'CONNELL, County Clerk
By [Signature] Deputy

FILE NO: 10-046

**CLASSIFICATION OF ENVIRONMENTAL DOCUMENT:
(MARK ONLY ONE)**

1. NOTICE OF EXEMPTION / STATEMENT OF EXEMPTION

A - STATUTORILY OR CATEGORICALLY EXEMPT

\$ 50.00 (Fifty Dollars) - CLERK'S HANDLING FEE

2. NOTICE OF DETERMINATION

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

\$ 2,010.25 - STATE FILING FEE

\$ 50.00 (Fifty Dollars) - CLERK'S HANDLING FEE

B - ENVIRONMENTAL IMPACT REPORT

\$ 2,792.25 - STATE FILING FEE

\$ 50.00 (Fifty Dollars) - CLERK'S HANDLING FEE

3. OTHER (SPECIFY) _____

\$ 50.00 (Fifty Dollars) - CLERK'S HANDLING FEE

*A COPY OF THIS FORM MUST BE COMPLETED AND SUBMITTED WITH ALL COPIES OF ENVIRONMENTAL DECLARATIONS BEING FILED WITH THE ALAMEDA COUNTY CLERK.

FOUR (4) COPIES OF ALL NECESSARY DOCUMENTATION ARE REQUIRED FOR FILING PURPOSES. FIVE (5) COPIES ARE REQUIRED FOR IN-OFFICE FILINGS.

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

FEES ARE EFFECTIVE JANUARY 1, 2010

MAKE CHECKS PAYABLE TO: ALAMEDA COUNTY CLERK

To: Office of Planning and Research
For U.S. Mail: P.O. Box 3044
Sacramento, CA 95812-3044
Street Address: 1400 Tenth Street
Sacramento, CA 95814

From: Public/Lead Agency: City of Albany
Address: 1000 San Pablo Avenue
Albany, CA 94706
Contact: Aleida Andrino-Chavez
Phone: 510-528-5759

County Clerk
County of: Alameda
Address: 1106 Madison Street
Oakland, CA 94607

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

Project Title: Buchanan Street Bicycle/Pedestrian Path Project

State Clearinghouse Number (if submitted to State Clearinghouse): 2009112027

Project Location (include county): The project site is located in the City of Albany, Alameda County, and generally follows an east-west alignment along the length of Marin Avenue and Buchanan Street, beginning at the intersection of Marin Avenue and Cornell Avenue and continuing west to the Buchanan Street overcrossing located near the intersection of Cleveland Avenue, Pierce Street and Buchanan Street.

Project Description: The proposed project includes the development of Class I and II bicycle facilities along both sides of Marin Avenue/Buchanan Street from Cornell Avenue to the Buchanan Street overcrossing. The project would also include signalization and location of a crosswalk at the Pierce Street/Buchanan Street intersection, closure of Cleveland Avenue at Pierce Street, reconfiguration of the existing U.S. Department of Agriculture driveway on the south side of Buchanan Street, relocation of power and utility poles and other infrastructure, and landscaped buffers. Approximately 33,085 square feet of additional right of way on the south side of Marin Avenue/Buchanan Street would be acquired.

This is to advise that the City of Albany has approved the above described project on Lead Agency or Responsible Agency

January 19, 2010 and has made the following determinations regarding the above described project:
(Date)

1. The project will will not] have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
 A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures were were not] made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan was was not] adopted for this project.
5. A Statement of Overriding Considerations was was not] adopted for this project.
6. Findings were were not] made pursuant to the provisions of CEQA.

This is to certify that the final MND with comments and responses and record of project approval is available to the General Public at: City of Albany, Community Development Department, 1000 San Pablo Avenue, Albany, CA 94706

Signature (Public Agency): *Aim Chanley*
Date: January 21, 2010

Title: Community Development Director

Date received for filing at OPR: