1.1 General Information

Must be completed by all applicants

**Project Name:** Lafayette Town Center Pathway & BART Bike Station

**Project Type:** (select one) Transportation for Livable Communities

**Project Sponsor(s):** City of Lafayette & Bay Area Rapid Transit (BART)

**Implementing Agency** (if different from sponsor):

**Project Cost and Funding Requested:**

<table>
<thead>
<tr>
<th>Project Cost</th>
<th>Committed Funding</th>
<th>Funding Request</th>
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<tbody>
<tr>
<td>$2,754,000</td>
<td>$775,000</td>
<td>$1,979,000</td>
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</tbody>
</table>

**Program Funding Requested:**

Sponsors may apply for funding from more than one program; check all that apply

- [x] One Bay Area Grant (OBAG 2)
  - Competitive
  - Local Streets and Roads (LSRP)
  - Safe Routes to School (SR2S)
  - Federal Aid Secondary
- [x] Measure J
  - Transportation for Livable Communities
  - Pedestrian, Bicycle and Trail Facilities

**Application Completed By:**

<table>
<thead>
<tr>
<th>Name</th>
<th>James Hinkamp</th>
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</thead>
<tbody>
<tr>
<td>Title</td>
<td>Transportation Planner</td>
</tr>
<tr>
<td>Agency</td>
<td>City of Lafayette</td>
</tr>
<tr>
<td>Phone</td>
<td>(925) 299-3229</td>
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<tr>
<td>Email</td>
<td><a href="mailto:jhinkamp@lovelafayette.org">jhinkamp@lovelafayette.org</a></td>
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**Project Contact:**

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</table>
1.2 Project Description

*Must be completed by all applicants*

**Project Description** (500 characters maximum):

The proposed project consists of three primary components: 1) an improved, ADA-compliant Class I shared-use bicycle and pedestrian pathway connecting the Lafayette BART station and Mount Diablo Boulevard, the principal arterial serving Lafayette's Downtown core, and; 2) a new public plaza serving as community gathering place and safe pedestrian-oriented transition from the shared use pathway to the BART station, and; 3) a new Bike Station at the Lafayette BART station south entrance.

**Expanded Description:** Describe only project components, not project benefits or whether project meets program goals and evaluation criteria

Pathway is approximately 500 feet long

Other key components include:

- Sitting benches
- Decorative pavers
- Lighting upgrades
- Protective bollards delineating turnaround at shifted commuter loading zone (BART station southern entrance)
- ADA-compliant surfaces and grades
- Wayfinding upgrades
- Drought-tolerant landscaping
- Information kiosk
- Public art
**Project Location:** Narrative description including facility and beginning and end points; attach map to application

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<tr>
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<td>Non-automobile oriented plaza</td>
<td>Class I shared use pathway</td>
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</tr>
<tr>
<td>Bike Station</td>
<td>Lafayette BART station</td>
<td>Lafayette BART station</td>
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</tbody>
</table>

If proposed project or program affects a larger area or non-transportation facility, please describe:

The project would traverse an existing East Bay Municipal Utility District (EBMUD) Aqueduct right-of-way, for which both project co-sponsors maintain valid lease and maintenance agreements to provide through access. EBMUD has submitted a letter of support for the proposed project. It is further

**Useable Segment:** Will the project result is a useable segment or actionable plan?  
Yes

**Dependence:** Does the project depend on the completion of another uncompleted capital project?  
No

If yes, describe how the project will be delivered if the other project is delayed or abandoned?

**Project Maintenance:** Describe how the project will be maintained and its operation continued

If awarded the grant, the City of Lafayette and BART will work with EBMUD to amend their respective lease and maintenance agreements. BART would take responsibility for maintaining the Bike Station. It is anticipated that BART would maintain the grounds of the non-automobile oriented plaza with the City of Lafayette maintaining the artwork and benches on the site and that the City of Lafayette would maintain the Class I shared-use pathway.
1.3 Project Readiness

Must be completed by all applicants for capital projects

Conceptual Design

Has the project sponsor completed a PSR or equivalent?  Yes

Document Type  Conceptual design drawings, scope, and schedule.

Approval Date (actual or estimated)  (Estimated) May 2017

Capital Project Design

At what stage is project design?  35% PS&E equivalent with preliminary construction specifications and estimate. Materials are attached to this application.

Percent completed  35 %

Environmental Review

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<th>Status</th>
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<td>Exemption (Section 15302 &amp; 15303)</td>
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<td>NEPA</td>
<td>CE (40 CFR 1508.4 &amp; Sec. 771.117(e)</td>
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</table>

If environmental review is not complete, identify expected completion date

CEQA and NEPA exemption and exclusion filing, respectively, both in progress.

Describe any issues that could complicate or delay the environmental process

None expected.
Right of Way

Is the project entirely within the sponsor’s right of way?  No

If not, what new right of way, permits or easements will be required?

No new right-of-way, permits, or easements are required. Per information provided on page 3 of this application, co-sponsors and EBMUD anticipate amending existing lease and maintenance agreements for the affected project area, to reflect new project features that would impact the EBMUD Aqueduct right-of-way, including access through, to, and from the project on either side of the Aqueduct.

Describe any utility relocations or improvements that will be required?
1.4 Development Milestones

*Must be completed by all applicants*

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<th>Project Schedule</th>
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<th>End Date</th>
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<td>10/2016</td>
<td>06/2018</td>
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2.1 OBAG 2 Screening Criteria

Must be completed by applicants for OBAG 2 funding

Matching Funds
Has the applicant secured or obligated the required local match — at least 11.47% of eligible project costs — from local, State or other non-federal sources?  No

Applicant Type
Is the applicant an entity eligible to receive federal funding? Yes

Project Eligibility
The proposed project is eligible for the available federal funding? Yes

Certified Housing Element Adopted
Has the jurisdiction in which the project is located received HCD certification of its General Plan Housing Element by June 30, 2016? Yes

Complete Streets General Plan or Resolution
Did the jurisdiction in which the project is located adopt, before June 1, 2016, either a General Plan that complies with the Complete Streets Act of 2008 or a complete streets resolution that incorporates elements predefined by MTC? Yes

Complete Streets Checklist
Has the applicant completed a “complete streets checklist” for the proposed project and submitted it to the Authority as part of the OBAG 2 application? Yes

Surplus Lands Resolution
Will the jurisdiction in which the project is located have adopted a surplus lands resolution before June 1, 2016 that ensures that any disposition of surplus land undertaken by the jurisdiction complies with the State Surplus Land Act, as amended by AB 2135, 2014? Yes
Pavement Management

Does the jurisdiction in which the project is located:

- Have a certified Pavement Management Program (StreetSaver® or equivalent) updated at least once every three years (with a one-year extension allowed)  Yes
- Fully participate in the statewide local streets and road needs assessment survey  Yes
- Provide updated information to the Highway Performance Monitoring System (HPMS) at least once every 3 years (with a one-year grace period allowed)  Yes

Minimum Request

Is the funding request at least $400,000 for the competitive and FAS shares or $100,000 for LSRP and SR2S projects?  Yes

Maximum Request

Is the request for competitive OBAG 2 funding no larger than $4,500,000?  Yes

Fatal Flaw

Has the sponsor identified the scope, cost, schedule and environmental analysis required to implement the project?  Yes

Will the sponsor be able to meet federal funding deadlines?  Yes
### 2.2 OBAG 2 Funding Plan

**COMPLETE IF REQUESTING OBAG 2 FUNDS**

Sponsors requesting OBAG 2 funds must complete the following funding plan. As part of this funding plan, sponsors may request Measure J funds, either TLC or PBTF, to use as a match for the requested federal funds or to ensure that the proposed project is fully funded. If requesting Measure J funds as part of the local match, in the project description (Form 1.2) describe the components of the project that are eligible for the Measure J TLC or PBTF funds. Please enter amounts in $1,000s.

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<td>TOTAL</td>
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<td>$ 775</td>
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2.3 Relationship to PDAs

Must be completed by applicants for competitive or LSRP OBAG 2 funding

1. Is the proposed project wholly or partially within the limits of a PDA or directly connect to a PDA? (PDA maps can be found [here])

Yes

2.a Does the project improve access to the PDA and is it:

- within ½ mile of a PDA, or
- within 1 mile of a PDA and within a designated community of concern (COC) [https://www.arcgis.com/home/item.html?id=7f9e8467c8e944869f2652cb2d0fdc8d#visualize], or
- within 2 miles of a PDA and is a project that improves transit access, including bicycle or pedestrian access to transit, on a transit route that serves and connects a PDA?

If applicant answered “Yes” to any of these questions, please explain below:

The project will feature a new BART Bike Station, pedestrian-oriented plaza, and improve a Class I shared use pathway that will collectively improve access to the Lafayette PDA. In fact, the project itself is within the PDA, so is certainly within 1/2-mile and 2 mile radii. The project also improves bicycle and pedestrian access to transit (County Connection routes 6 & 25) that serves the Lafayette PDA.

2.b Will the project:

- Improve a facility or eliminate a gap on the Countywide Bikeway Network designated in the Authority’s Countywide Bicycle and Pedestrian Plan [http://www.ccta.net/_resources/detail/5/1], Yes
- Be located within the designated Contra Costa Urban Limit Line, and Yes
- Improve bicycle and pedestrian access to one or more PDAs? Yes

If applicant answered “Yes”, please explain below:

The project will improve a Class I shared use pathway most clearly identified in Appendix D, Figure D-8, on page D-9 of the Countywide Bicycle and Pedestrian Plan. The project will certainly be located within the designated Urban Limit Line and improve bicycle and pedestrian access to the Lafayette PDA.
2.c  Does the project connect a PDA either to a transit station or transit center or to a significant concentration of jobs, either of which is within 1 mile of the PDA?  

Yes

If applicant answered “Yes” to question 2.c, please explain below:

Yes, the project connects the Lafayette PDA to the Lafayette BART station. The project will provide direct access to a significant concentration of jobs in Downtown Lafayette. As of 2010, there were 6,550 jobs in the Lafayette PDA, with 900 additional jobs estimated per Plan Bay Area.

3.  If the Project more than ½-mile from a PDA and does not meet any of the above criteria, does it provide critical improvements in access to a PDA?  

No

If applicant answered “Yes” to question 3, please explain below:
2.4 Responses to OBAG Criteria

Must be completed by applicants for OBAG 2 funding

OBAG Question 1  Is the project located in a designated Community of Concern (COC)? Is the project located immediately adjacent to a COC? https://www.arcgis.com/home/item.html?id=7f9e8467c8e944869f2652cb2d0fdc8d#visualize

Lafayette is not a designated COC. However, the majority of housing units that are affordable to young families, first time home buyers and seniors - both single family and multifamily - are located within 1 mile of the BART station.

OBAG Question 2  Has the jurisdiction imposed TDM measures consistent with Planning Healthy Places with the project area? Please identify them.

The project co-sponsors have both implemented TDM measures consistent with Planning Healthy Places. The City has approved several multi-family developments and commercial uses that foster living and working within one mile of the high-frequency Lafayette BART station. In fact, there are over 900 housing units within that one mile radius, including 160 below-market-rate units with 15 of those designated for persons with disabilities; these 15 units are directly adjacent to the improved Class I shared use pathway, which will greatly enhance access to transit. Furthermore, within that radius, such development is considered transit-oriented and provides opportunity to shift more easily from single-occupancy vehicle mode to alternate modes, such as walking, biking, and transit. BART has also installed 113 bicycle parking racks and 62 bicycle lockers on station property.

The City has also adopted a City Bikeways Master Plan and conducted Aqueduct Pathways Study, both of which recommend active transportation modes.
OBAG Question 3  Has the jurisdiction imposed traffic management strategies consistent with Planning Healthy Places with the project area? Please identify them.

The City of Lafayette has implemented a rectangular rapid flashing beacon (RRFB) at a pedestrian crossing immediately west of the Lafayette BART station, which provides safe, direct walking access to the southern entrance at the BART station. This feature has introduced traffic calming at that location.

OBAG Question 4  Would the project remedy a demonstrated safety issue? Please provide supporting information. Would the project incorporate features with accepted safety benefits? Please list them. (You may attach supplemental information as necessary.)

The project would remedy multiple demonstrated safety issues. Currently, the pathway lacks complete ADA-compliant gradients and cross-slopes; where such non-compliant points exist, sight- and mobility-impaired users are adversely impacted by uneven or inaccessible areas along the pathway. Spatial constraints along the shared use pathway, as well as spatial preference to motorized modes, create potential for conflicts between walkers and bicyclists, as well as non-motorized and motorized users at the commuter loading zone. Finally, there is no signage to guide pedestrians and bicyclists from BART to the downtown. This project would provide safety benefits, as follows:

a) the pathway will be upgraded to ADA-compliant surfaces and would also feature pathway widening - to better accommodate bicycle and pedestrian traffic concurrently
b) improved lighting would illuminate the pathway, plaza, and southern station entrance and enhance visibility, and thus user safety
c) construction of the new pedestrian-oriented plaza would virtually eliminate potential for conflicts between non-motorized and motorized users
d) similar to above, the existing commuter loading zone would be shifted westward to create more non-vehicular travel space in the plaza and bollards would be installed to separate the loading zone adjacent to the southern BART station parking lot.
e) wayfinding signage to guide pedestrians and bicyclists to the downtown.

The combination of these improvements would enhance safety in the project area by reducing potential for conflicts and providing truly universal mobility and accessibility for all users.
OBAG Question 5  Does the project provide new or improved connection to major destinations, including job centers, governmental services, transit stations and centers, parks and other areas of dense development?

Yes. The project would improve a key Class I shared use pathway connecting to a major commercial (office and retail) area in the Downtown Lafayette core and the jobs therein. Within one mile of the project area, the following exists:

a) 900+ housing units  
b) 160+ below-market-rate housing units; 15 of which are reserved for persons with disabilities  
c) 2 non-profits serving persons with developmental disabilities  
d) Local institutions: city offices, post office, library, elementary school, and Veterans Memorial Building serving veterans from Lafayette and Walnut Creek areas  
e) 25+ restaurants and eateries  
f) 4 grocery stores  
g) 2 parks

OBAG Question 6  Does the project provide direct connections for alternative modes to transit stations or transit centers? If not, does the project improve pedestrian and bike access and connections?

Yes. The primary focus of the project is to improve a direct connection for bicyclists and pedestrians between the Lafayette BART station and the Downtown core. The BART station also features intermodal transit capabilities by virtue of service via County Connection bus routes 6 & 25.
OBAG Question 7  Is the project clearly defined and would it result in a usable segment?

The project is clearly defined as consisting of an improved Class I shared use pathway leading to a new pedestrian-oriented plaza, adjacent to a new, bollard-delineated vehicular loading zone, and transitioning to the southern entrance of the Lafayette BART station where a new Bike Station would be constructed. The new and improved pathway and plaza create a viable, usable segment between the high-frequency transit station and the Downtown core.

OBAG Question 8  How will the project be maintained and continually operated into the future?

The project would traverse an existing East Bay Municipal Utility District (EBMUD) Aqueduct right-of-way, for which both project co-sponsors maintain valid lease and maintenance agreements to provide through access. BART currently maintains the BART parking spaces located on this right-of-way. If awarded the grant, the City of Lafayette and BART will work with EBMUD to amend their respective lease and maintenance agreements in order to designate maintenance responsibilities. BART would take responsibility for maintaining the Bike Station. It is anticipated that BART would maintain the grounds of the non-automobile oriented plaza with the City of Lafayette maintaining the artwork and benches on the site and that the City of Lafayette would maintain the Class I shared-use pathway.

OBAG Question 9  How will the project remove a constraint to the development of nearby dense housing and commercial uses? Is the project essential for the development to occur?

The project will remove an existing constraint caused by lack of ADA compatibility, less-than-desirable pathway width, as well as poor signage and lighting, in order to access Downtown housing and commercial uses. A portion of the project - the Class I shared use pathway - must be improved as a condition of approval for the adjacent transit-oriented Town Center (Phase III) development. The portion of this pathway adjacent to the development recently finished construction. The second segment of that pathway would complete the connection between the BART station and downtown Lafayette, by traversing the EBMUD aqueduct right-of-way that will also feature the new pedestrian-oriented plaza. Thus, the project is essential for final approval of that development, which is slated to house 7 affordable units.
OBAG Question 10  What plans, policies or other actions have the sponsoring or implementing agency adopted that specifically support the project?

General Plan Circulation Element

-Goal C-6: "Provide an attractive, well-designed system of walkways for safe and efficient pedestrian movement in Lafayette. The walkway system should connect residential areas with... public transportation... and the Downtown Core area."

-Goal C-7: "Reduce automobile travel demand."

-Goal C-9: "Provide Access for the Mobility Impaired."

-Goal C-11: "Provide a balanced, multimodal transportation network that meets the needs of all users and provides safe and convenient travel that is consistent with local conditions and needs of the community."

Downtown Specific Plan

-Policy 7.2: "Promote pedestrian safety and mobility for all ages."
--Program 7.2.1: "Eliminate walkway gaps and improve walkways so they are accessible to all people."

-Policy 8.1: "Implement the City's Bikeways Master Plan."
--Program 8.1.1: "Continue to improve bicycle circulation between the downtown and residential neighborhoods."
--Program 8.1.2: "Assess the feasibility of improving the bicycle connection between the Lafayette Moraga Trail, schools, and BART station."

OBAG Question 11  What community outreach has the sponsoring or implementing agency undertaken to review or identify the project?

In July 2006, the City conducted a community workshop to discuss construction of an ADA-compliant bicycle and pedestrian pathway between the southern Lafayette BART station entrance and Downtown Lafayette.

In May 2016, the Lafayette City Council reviewed the proposed project, and staff request to seek grant funding for the project, during a regularly-scheduled public meeting. The Council approved said request.

Since then, the City has received 11 letters of support for the project from a variety of public and private agencies and organizations. Letters are attached to this application.
### 3.1 Measure J Only Funding Plan

**COMPLETE IF REQUESTING ONLY MEASURE J FUNDS**

Sponsors requesting only on Measure J funds to fully fund the project — whether from the TLC or PBTF or either Measure J program — must complete the following table. Please enter amounts in $1,000s.

<table>
<thead>
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<td>$775</td>
<td>$1,979 $775 28.14%</td>
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</tbody>
</table>
3.2 Responses to Measure J TLC Criteria

Must be completed by applicants for Measure J TLC funding

**TLC Question 1**

How does the project help create walkable, pedestrian-friendly neighborhoods and business districts?

The project perpetuates walkable, pedestrian-friendly neighborhoods and business districts by upgrading the existing pathway width (from current 6-8' to new 10'), lighting, ADA accessibility, and safety. A connecting pedestrian-oriented plaza adds to the quality of life and the Bike Station component will provide an attractive method for safekeeping bicycles that will bring a measure of comfort to riders. As the project will be adjacent to a new 69-unit transit-oriented development (Town Center Phase III) and directly connect to the Downtown core, it is fully expected that this project will activate the nearby business district and create a more pedestrian-friendly neighborhood by promoting safer non-motorized travel between the BART station and a mix of land uses in the Downtown core.

**TLC Question 2**

How does the project promote innovative solutions, including compact building design and context-sensitive site planning that is integrated with the transportation system?

The project promotes the principle of compact building design through provision of public open space connected to a compact, transit-oriented development (TOD). The compact building design of this TOD permits more open space to be preserved and allows for a more efficient use of land. The pedestrian plaza provides public open space that residents of the TOD can use and also improves their access to transit. The project embraces context-sensitive design through improving the use of a site with limited functionality. Since the site runs on top of the EBMUD aqueduct pipe, potential uses allowed on the site are limited and must have low weight-bearing. The project also helps to facilitate the connection between the BART station and Downtown Lafayette since under the current configuration, riders are often confused about how to get to downtown from the station. The new design will help to better orient people as they travel between the station and downtown. Finally, the project is innovative through provision of a bike station, which will allow users to securely store their bikes in a state of the art facility with technological key card access.
TLC Question 3  
How does the project help create walkable, pedestrian-friendly access linking housing and job centers to transit?

The project area is adjacent to a mix of land uses in the heart of Downtown Lafayette, including residential, commercial retail (including shopping and restaurants), as well as professional offices. In proximity to such uses, the project will create walkable, pedestrian-friendly access between housing and jobs within Lafayette, as well as between housing outside of Lafayette and jobs in the Downtown business district by virtue of improving the shared use pathway to and from the high-frequency BART station (serving the Pittsburg-Bay Point line). The project will achieve greater walkable, pedestrian-friendly access by increasing the existing pathway width, improving lighting, and creating ADA-compliant surfaces that will lead to overall safety enhancements. A connecting pedestrian-oriented plaza adds to the quality of life and the Bike Station component will provide an attractive method for securing bicycles. The project would serve the following land uses within one mile:

a) 900+ housing units  
b) 160+ below-market-rate housing units; 15 of which are reserved for persons with disabilities  
c) 2 non-profits serving persons with developmental disabilities  
d) Local institutions: city offices, post office, library, and elementary school  
e) 25+ restaurants and eateries  
f) 4 grocery stores  
g) 2 parks  
h) Veterans Memorial Building, serving veterans from Lafayette and Walnut Creek

TLC Question 4  
How does the project help create affordable housing?

Given its direct link between some of the highest density housing in Lafayette and the BART station, the project would provide a highly visible and viable alternative travel path that could lead to reduced reliance on automobile use, and even reduction in automobile ownership. As annual costs associated with automobiles typically represent one of the largest expenses for an individual or family household, relative housing costs could become more affordable by reducing economic costs associated with automobile use and ownership.

Furthermore, as part of the update to the parking code, the City is considering reducing the parking requirements for housing developments within walking distance to BART. This will help to reduce development costs, and could potentially lower rents and housing costs.
TLC Question 5  How does the project encourage a mixture of land uses and support a community's development or redevelopment activities?

The project is accessible to a range of land uses proximate to the Downtown core, including multi- and single-family housing, as well as commercial office and retail uses. By providing direct access to a range of land uses, potential auto trip reduction in the Downtown core would help validate continued investment in active transportation network and encourage future development to invest in high-quality, low-impact structures and infrastructure.

TLC Question 6  How does the project provide for a variety of transportation choices to enhance a community's mobility, identity, and quality of life?

The project enhances the community's mobility by improving pedestrian and bicycle access between the Lafayette BART Station, the new housing development, and Downtown Lafayette. The project will improve safety, ADA accessibility, and perception of this connection. These features will encourage more to use the path and to take transit rather than driving. Furthermore, residents of the new development will be encouraged to walk to shops and services in downtown rather than driving to destinations outside of downtown, helping to stimulate downtown and provide a sense a community. Providing a high quality, aesthetically pleasing pedestrian plaza will also improve identity and quality of life by creating a sense of place that residents can be proud of, transforming the station area into a place to meet up, interact, and share social experiences.
TLC Question 7  Where is the sponsor in the project development process — design, environmental clearance, right-of-way purchase, and PS&E? Describe any outstanding issues.

The co-sponsors are currently in the design phase of project development, having reached 35% PS&E equivalent with this grant application submittal. Design, project specifications and estimates are attached to this application. The project is determined to be exempt from CEQA per sections 15302 and 15303. The project also qualifies for a Categorical Exclusion under NEPA; 40 Code of Federal Regulations section 1508.4 & section 771.117(a) exempt bicycle and pedestrian facility construction (including paths).

TLC Question 8  What local policies support the project, how is the project integrated with other local efforts, and what support from the general public, the RTPCs and other relevant agencies is there for the project?

General Plan Circulation Element

-Goal C-6: “Provide an attractive, well-designed system of walkways for safe and efficient pedestrian movement in Lafayette. The walkway system should connection residential areas with… public transportation… and the Downtown Core area.”

-Goal C-7: “Reduce automobile travel demand.”

-Goal C-9: “Provide Access for the Mobility Impaired.”

-Goal C-11: “Provide a balanced, multimodal transportation network that meets the needs of all users and provides safe and convenient travel that is consistent with local conditions and needs of the community.”

Downtown Specific Plan

-Policy 7.2: “Promote pedestrian safety and mobility for all ages.”
  --Program 7.2.1: “Eliminate walkway gaps and improve walkways so they are accessible to all people.”

-Policy 8.1: “Implement the City's Bikeways Master Plan.”
  --Program 8.1.1: “Continue to improve bicycle circulation between the downtown and residential neighborhoods.”
  --Program 8.1.2: “Assess the feasibility of improving the bicycle connection between the Lafayette-Moraga Trail, schools, and BART station.”

Bikeways Plan

-Recommendation P-13: “Increase Public Bicycle Parking”
-Recommendation P-15: “Encourage Provision of End of Trip Support Facilities”

BART Station Access Policy

-refer to Goals A through F
TLC Question 9  What funds from other sources are or would be committed to the project?

The City of Lafayette and BART are both committed to providing matching funds for this project. The City of Lafayette is committing $325,000 from its General Fund for the project. BART will provide $450,000 in BART Measure J funds which are specifically designated for facilitating access improvements to BART stations in the southwest county area.

Further, this project would build upon investments already made by KB Home, the owner of Phase III of the Town Center development, who contributed $100,000 to pedestrian improvements associated with the development.
3.3 Responses to Measure J PBTF Criteria

Must be completed by applicants for Measure J PBTF funding

PBTF Question 1  How does the project address documented or commonly recognized safety deficiencies, especially conflicts with motor vehicles?

Safety deficiencies currently exist in the project area as a result of less-than-adequate shared-use pathway width, lack of ADA-compliant surfaces, and imbalance in the amount of space dedicated to non-motorized Lafayette BART station users versus motorized users.

To address existing deficiencies, the project would widen the existing pathway (from current 6-8' to new 10' width), including fully ADA-compliant gradients and surfaces, as well as construct a new pedestrian-oriented plaza to connect the improved pathway to the BART station southern entrance featuring a new Bike Station there as well.

The project would also reduce the space allocated to motor vehicles, by constructing a new pedestrian-only plaza where the current pickup/dropoff zone exists at the southern entrance to BART. A new pickup/dropoff zone would be created further west of the existing zone, and would replace approximately 10 existing parking spaces. Bollards would ring the new loading zone, to separate non-motorized and motorized traffic to and from the station.

By reconstructing the project site, as described above, more space is afforded to non-motorized travelers and thereby decreases the chance of conflict between competing modes. That, in addition to enhanced universal access and mobility on the pathway and plaza, will create a safer overall travel environment.

PBTF Question 2  How does the project increase access to key existing and planned activity centers such as shopping areas, employment centers, civic buildings, parks, schools, libraries and other community facilities within normal walking and bicycling distances (one-half to three miles, respectively) of the project area?

The project would widen a Class I shared use pathway, to better facilitate multimodal, non-vehicular access and mobility to existing and planned activity centers. The pathway would connect directly to Mount Diablo Boulevard, which is the prime commercial corridor in Downtown Lafayette. That corridor, in turn, features Complete Street facilities that would leverage this project's ability to facilitate better active transportation throughput in a safe and efficient manner. The project is one of the last segments of a pedestrian and bicycle network that serves the Downtown. It will provide a vital "last link" between Downtown and the BART station. Once completed, it will ease pedestrian and bicycle flow from BART to the following land uses:

a) 900+ housing units
b) 160+ below-market-rate housing units; 15 of which are reserved for persons with disabilities
c) 2 non-profits serving persons with developmental disabilities
d) Local institutions: city offices, post office, library, and elementary school
e) 25+ restaurants and eateries
f) 4 grocery stores
g) 2 parks
h) Veterans Memorial Building, serving veterans from Lafayette and Walnut Creek
PBTF Question 3  How would the project eliminate gaps in existing pedestrian or bicycle facilities, remove barriers, and increase the directness or capacity of the bicycle/pedestrian network (including alternatives to trails that are closed overnight), especially where they facilitate connections to work, school or transit?

The project would remove barriers to access by upgrading existing, non-ADA compliant surfaces and cross slopes between the BART station and Mount Diablo Boulevard. By widening the existing Class I shared use pathway, constructing a new pedestrian-oriented plaza, and shifting the commuter loading zone westward, the bicycle and pedestrian network will benefit from a more direct path of travel with reduced potential conflicts between non-motorized and motorized users.

PBTF Question 4  How would the project serve a wide range of users — children, transit riders, bicycle commuters, shoppers — and increase the number of pedestrians and bicyclists within the project area?

The project provides a direct, safe and attractive bicycle and pedestrian connection between Downtown Lafayette and the Lafayette BART Station. The new Town Center Phase III development, which is currently under construction, will add residents with a range of income levels to the station area. This pedestrian path project will provide synergies with this new development, inviting new residents to use the attractive new path to walk and bike both to the BART station and to destinations in downtown. This will help to establish healthy travel habits among new residents, and will encourage both transit use and shopping in downtown.

The new bike station will serve residents who live farther from the station by providing safe, secure bicycle parking for those who would like to travel to the station by bike, park their bike, and then take transit, either to access jobs or other destinations on BART.

Furthermore, the pedestrian path will encourage shoppers and employees of Downtown Lafayette to take BART and then walk or bike to downtown rather than driving. This has many benefits including increasing the number of people walking and biking around downtown, reducing traffic congestion and reducing parking demand.
PBTF Question 5  Is the project located in a pedestrian priority location or on the countywide bicycle network? [http://www.ccta.net/_resources/detail/5/1](http://www.ccta.net/_resources/detail/5/1)

Yes. Clarity is provided per Figure 5, on page 54, as well as in Appendix D, Figure D-8, on page D-9.

PBTF Question 6  Would the project support increased transit ridership by improving access to bus stops and transit stations, including bicycle parking at transit access points, with an emphasis on “last mile” improvements?

The project would greatly improve the last mile connection to the Lafayette BART Station. The connection to the BART station would be widened, providing more room for pedestrians and cyclists to safely share the path. The grade of the path would be made ADA-compliant, not only benefiting the ADA community, but also benefiting cyclists who appreciate a more gradual slope which is easier to traverse. These improvements are anticipated to encourage some riders who currently access the station by other modes, to shift to cycling to the station, and is also anticipated to encourage some new ridership.

The project will also provide a bike station with space to safely and securely park up to 60 bikes at the station. This will be added to the current bike parking supply of 175 spaces provided by bike racks and lockers. This supply is almost at capacity and we anticipate demand for bike access to the station to increase, particularly with the improvements to the pedestrian path. Currently approximately five percent of riders access the Lafayette Station by bike. We anticipate these improvements to both increase ridership at the station and increase bike access mode share.
PBTF Question 7  How would the project leverage funds from other sources that are or would be committed to the project?

The project would leverage $100,000 in funds already committed to pedestrian improvements at the Town Center Phase III development contributed by KB Homes.

The City of Lafayette and BART are also committed to matching this grant application with a total of $775,000, provided through the City’s General Fund and BART Measure J funds.

PBTF Question 8  Will the project be more likely to generate walking and bicycling trips given other characteristics of the project area — for example, greater population and employment density, mix of land uses, percentage of zero-vehicle households, location in a Community of Concern or relative lack of car parking?

Yes, the project is likely to generate more walking and bicycling trips given the Downtown area immediately surrounding the project area continues to absorb population and job growth. This is particularly evident with construction of a new transit-oriented development adjacent to the project, as well as new, proximate business construction.
PBTF Question 9  Has the project sponsor demonstrated that the project is feasible, can complete the project development process — design, environmental clearance, right-of-way purchase, and PS&E — and resolve any outstanding issues?

The project co-sponsors (Lafayette and BART) have collaborated to achieve the following:

a) 35% design and PS&E equivalent (attached to this coordinated application)
b) determined CEQA exemption per sections 15302 & 15303; also NEPA Categorical Exclusions (40 CFR 1508.4 & Sec. 771.117(a))
c) received support to amend existing lease and maintenance agreements with right-of-way owners, to incorporate the project into the agreements

PBTF Question 10  Does the project implement policies in local plans, integrate with other local efforts, and have support from the general public, the RTPCs and other relevant agencies?

General Plan Circulation Element

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  --Program 8.1.1: "Continue to improve bicycle circulation between the downtown and residential neighborhoods."
  --Program 8.1.2: "Assess the feasibility of improving the bicycle connection between the Lafayette-Moraga Trail, schools, and BART station."
4 Additional Information

Applicants must attach the following:

- A map of the project location(s)
- Conceptual design drawings, if available, indicating the scope of the project, the project components and connections to other existing transit, bicycle, pedestrian and roadway facilities
- Extracts from relevant planning documents or policies specifically supporting the proposed project
- Documentation of outreach related to the project and letters of support
- Detailed budget and estimated cost
- Completed Complete Streets Checklist ([http://completestreets.mtc.ca.gov/](http://completestreets.mtc.ca.gov/)) if applying for OBAG 2 funding

**NOTE:** The Authority is reviewing the criterion on housing anti-displacement for selecting projects for the competitive OBAG 2 program and may ask applicants to provide information on the housing anti-displacement policies their jurisdiction has adopted and their effectiveness. The Authority is expected to decide on how to evaluate this criterion at its October 19, 2016 meeting.

Some of the OBAG 2 criteria will be scored initially by Authority staff and reviewed by a review committee of local staff. Those criteria are identified in the guidelines for the OBAG 2 program included in the call for projects.

While applicants will be given an opportunity to review those initial scores and provide additional information as part of their review, applicants may attach information on how the project addresses those criteria as part of this application.