

OFFICE OF THE CITY ADMINISTRATOR
20061212 5:39

CITY OF OAKLAND
AGENDA REPORT

TO: Office of the City Administrator
ATTN: Deborah Edgerly
FROM: Public Works Agency
DATE: December 12, 2006

RE: **Resolution Authorizing The City Of Oakland To Apply For, Accept, And Appropriate Up To One Hundred Eighty-Seven Thousand And Fifty Dollars (\$187,050.00) In FY 2007-08 California Department Of Transportation Community-Based Transportation Planning Grant Funds For The Harrison /Oakland Corridor Community Transportation Plan**

SUMMARY

A resolution has been prepared for the City Council that authorizes the City Administrator, or her designee, to apply for, accept, and appropriate up to \$187,050.00 in FY 2007-08 California Department of Transportation Community-Based Transportation Planning Grant funds for the Harrison Street/Oakland Avenue (Harrison/Oakland) Corridor Community Transportation Plan. The Harrison/Oakland corridor spans across Council Districts 1, 2 and 3, from the City of Piedmont border to Lake Merritt. See Attachment A: Planning Area Map.

Funds will be used to hire a transportation planning and engineering team to work collaboratively with the public, Councilmembers and their staff, City staff, and other agencies to identify and evaluate issues, conduct traffic engineering studies, and propose design solutions. The goal is to produce a ready-to-implement plan that includes conceptual designs and prioritized capital projects to calm traffic and improve bicycle, pedestrian, motor vehicle and bus access along the corridor. The plan will position the City to take advantage of grant funds to construct the capital improvements.

FISCAL IMPACTS

Approval of the resolution will allow the City to accept and appropriate up to \$187,050.00 in grant funding from the California Department of Transportation (Caltrans). Funds will be deposited and appropriated into the California Department of Transportation (Caltrans) Fund (2140), Traffic Engineering Organization (92246), and a new project number will be established if the City receives the grant.

The total project budget is \$224,800.00. The grant requires a minimum 20% local match. Matching funds totaling \$20,470 are available within the Gas Tax Fund (2230), Capital Improvement Project – Council Organization (94001), Neighborhood Transportation CIP, District 1 Project (B246410) - \$7,500.00, Neighborhood Transportation CIP, District 2 Project

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(B246510) - \$4,400.00, and Neighborhood Transportation CIP, District 3 Project (B246610) - \$8,840.00. Measure B Pass Through Fund (2211), Traffic Engineering Organization (92246), On-Call Traffic Projects (C161840) will supplement these funds in the amount of \$1,760.00. An in-kind match of \$15,650.00 will also be provided in staff time from Measure B Pass Through Fund (2211), Traffic Engineering Organization (30262), to provide the total required match of \$37,410.00. Grant funds must be expended by February 28, 2010.

BACKGROUND

The Harrison/Oakland corridor is one of the most densely populated areas of Oakland with three of its census tracts in the top 20% for population density. Originally, Oakland Avenue and Harrison Street were two-way streets that created a transparent travel corridor between Lake Merritt and the lower hills neighborhoods above Adams Point. When the I-580 freeway was constructed, the streets were converted to one-way and engineered for easier vehicular pass-through access. For years, this area has experienced the combined traffic impact of the I-580 freeway and the arterial approaches. Vehicular congestion during the peak hours and speeding during the off-peak hours detract from neighborhood livability. Considerable noise and air pollution are also experienced daily by the residents, and rental turnover rates are high. The freeway on and off ramps divide the upper and lower sections of the corridor, and the multi-lane streets make it difficult and unsafe to walk, bicycle, cross the streets, or access bus stops and parked cars. These issues have been exacerbated by recent developments and increasing traffic. A number of disjointed pedestrian staircases lace the neighborhood.

Caltrans' Community-Based Transportation Planning Grant funds are intended to fund transportation and land use planning that promotes public engagement and supports livable communities. The Harrison/Oakland Corridor Community Transportation Plan meets these two criteria.

The proposed project was selected because the Harrison/Oakland corridor, (a predominately residential area) has been disproportionately impacted by traffic issues, created by the decision made over thirty years ago to convert the streets to one-way couplets accessing new freeway ramps.

The traffic issues have been the subject of chronic complaints from neighborhood residents and schools in the area. With increasing air pollution, speeding and safety concerns, the quality of life in this fragile neighborhood corridor has deteriorated. Residents have long expressed the desire to minimize the impact of vehicular traffic, and to make alternate modes of transportation safer and more attractive. Unless the traffic concerns are addressed, the neighborhood attractions, such as the proximity to Lake Merritt and good commuter transit service to San Francisco and downtown Oakland, will not outweigh the current negative impressions and experience of this area.

The Harrison/Oakland corridor, however, does not fall within a Redevelopment Area, making it ineligible for funding from other sources, such as the Metropolitan Transportation Commission's Transportation for Livable Communities program, or Redevelopment funds. Most of the major

streetscape projects under development throughout the City are contained within redevelopment areas. This grant will enable the City to work closely with key community stakeholders, including neighborhood and non-profit organizations, local businesses, and public agencies, to reach consensus on how best to improve neighborhood livability in a densely populated area of Oakland.

Similar grants have been secured in the past to fund community-based planning efforts, including the Fruitvale Alive! Community Transportation Plan (2005), the Foothill-Seminary Transportation for Livable Communities (TLC) Transit and Streetscape Plan (2006), the MacArthur BART Station West Side Pedestrian Enhancement Project (2004), and the Revive Chinatown Community Transportation Plan (2004).

The City received 14 letters of support for this project including those from community-based organizations, senior center residents, the Oakland Bicycle and Pedestrian Advisory Committee, County Supervisor Keith Carson, State Senator Don Perata, and Congresswoman Barbara Lee.

KEY ISSUES AND IMPACTS

Adoption of this resolution will allow the City to accept and appropriate grant funds to address traffic issues in a dense residential area located along an arterial corridor that serves a major freeway. Currently, the City does not have adequate resources or a community process in place to address these issues holistically.

The planning grant will establish a community planning model that can be applied to other neighborhoods along arterial streets negatively impacted by traffic. Without this funding, the City does not have the means to study the transportation issues comprehensively and address the longstanding community concerns. The funding also provides a mechanism to develop creative new solutions as a result of interactive collaboration with the community, as well as agencies such as Caltrans and AC Transit.

PROJECT DESCRIPTION

The project will establish a process to achieve consensus among a diverse group of stakeholders along the Oakland Avenue /Harrison Street Corridor, including local residents, businesses, AC Transit and Caltrans. Consensus building is a critical element in developing an effective solution to this type of problem. It will follow a community decision-making and problem-solving process that looks at both the entire neighborhood context, as well as isolated issues. The goal will be to reach agreement on incremental and long-term improvements. The completed plan will define community safety and livability concerns and goals, identify specific capital improvements and marketing efforts that address those concerns, and detail project priorities with estimated costs. The project subgoals include marketing commute alternatives, identifying locations for tree planting and other measures to reduce air pollution impact on the area, and identifying potential sites for residential development and light commercial activity such as a local farmers' market.

SUSTAINABLE OPPORTUNITIES

Economic: The project will encourage neighborhood stability and help retain home values, by bringing neighbors together to address neighborhood livability. The planning goals improve support for the new Whole Foods Market on this corridor, and downtown development by improving non-motorized access to these and other destinations.

Environmental: The project will develop materials to encourage walking, bicycling and transit use to reduce reliance on the automobile and improve air quality. The planning effort will identify bicycling, walking and bus stop capital improvements that will physically improve the neighborhood environment. New trees will buffer the neighborhood from freeway and arterial particulate matter and improve air quality.

Social Equity: The plan will address accessibility and safety to persons who depend on non-motorized transportation and public transit to access jobs, services, and recreational facilities.

DISABILITY AND SENIOR CITIZEN ACCESS

The Harrison/Oakland corridor is flanked by numerous senior residences and facilities accommodating persons with disabilities, such as the Bay Area Community Services Center on upper Oakland Avenue, the Saint Paul's Towers Senior Center on Bay Place and the Downtown Senior Center. The planning effort will seek ways to involve these residents to create facilities that better meet their needs.


RECOMMENDATION AND RATIONALE

Staff recommends that the City Council authorize the City Administrator, or her designee, to apply for, accept, and appropriate up to \$187,050.00 in FY 2007-08 California Department of Transportation Community-Based Transportation Planning Grant funds for the Harrison/Oakland Corridor Community Transportation Plan. The grant funds are needed to respond to transportation issues in one of the most impacted areas of our City.

ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends that the City Council approve the resolution.

Respectfully submitted,

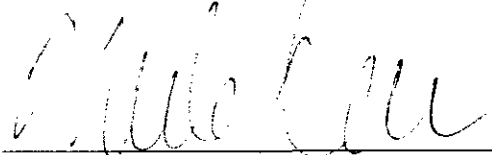
for 

Raul Godinez II, P.E.
Director, Public Works Agency

Reviewed by:
Michael J. Neary, P.E.
Assistant Director, Public Works Agency

Prepared by:
Kathryn Hughes, Bicycle/Pedestrian Program Manager
Transportation Services Division

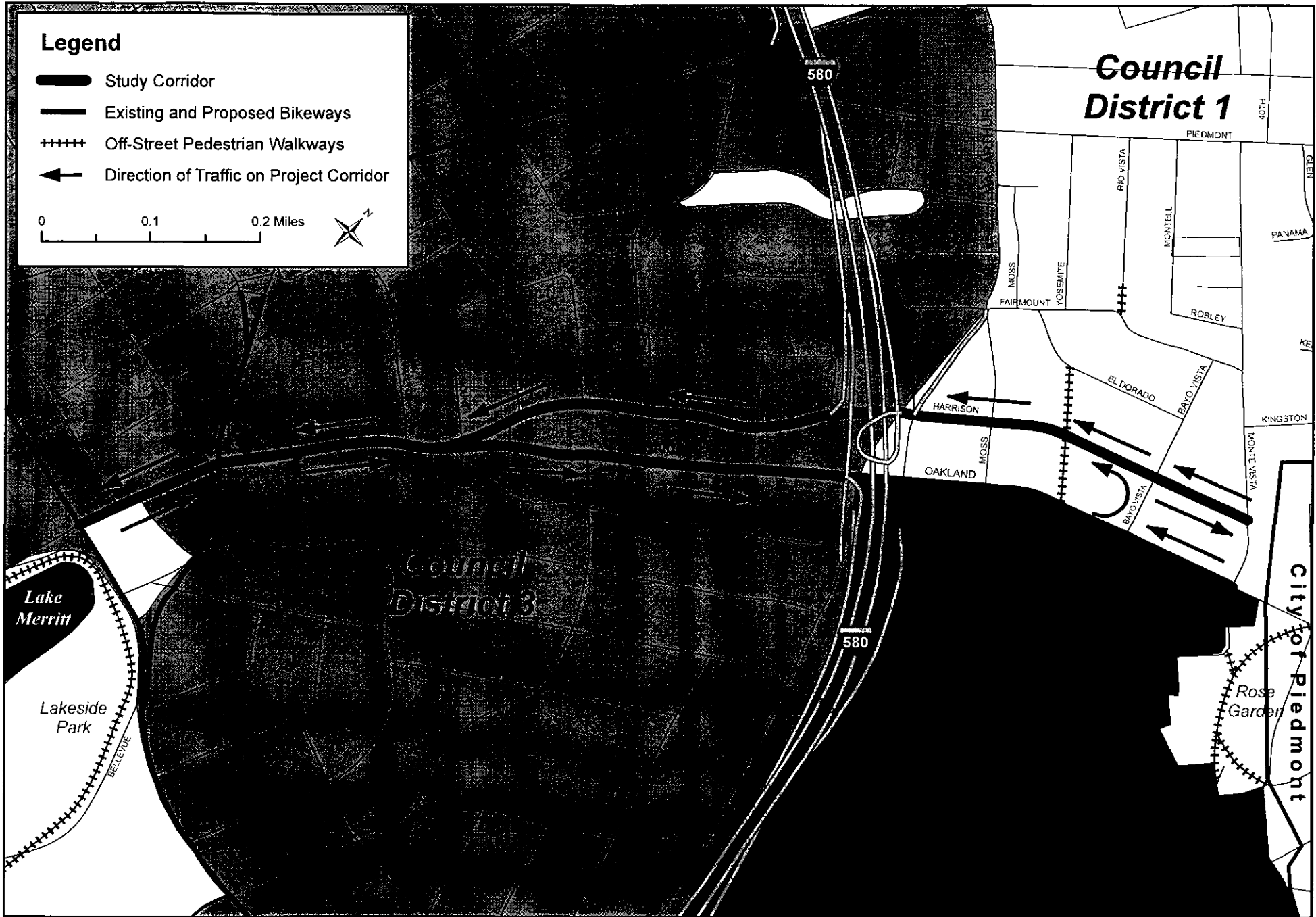
APPROVED AND FORWARDED TO
THE PUBLIC WORKS COMMITTEE:



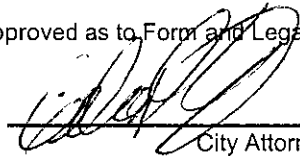
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Harrison St. - Oakland Ave. Corridor



OFFICE OF THE CLERK
OAKLAND CITY COUNCIL



City Attorney

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RESOLUTION NO. _____ C.M.S.

Introduced by Councilmember _____

RESOLUTION AUTHORIZING THE CITY OF OAKLAND TO APPLY FOR, ACCEPT, AND APPROPRIATE UP TO ONE HUNDRED EIGHTY SEVEN THOUSAND AND FIFTY DOLLARS (\$187,050.00) IN FY 2007-08 CALIFORNIA DEPARTMENT OF TRANSPORTATION COMMUNITY-BASED TRANSPORTATION PLANNING GRANT FUNDS FOR THE HARRISON/OAKLAND CORRIDOR COMMUNITY TRANSPORTATION PLAN

WHEREAS, the California Department of Transportation's (Caltrans) Community-Based Transportation Planning Grant Program (CBTP) disburses funding to eligible jurisdictions for planning activities that encourage livable communities; and

WHEREAS, the City of Oakland is an eligible applicant and desires to apply for, accept and appropriate up to \$187,050.00 in FY 2007-08 CBTP funds for the purpose of appropriating said funding to Caltrans Fund (2140), and Public Works Agency, Transportation Services Division Organization (92246); and

WHEREAS, CBTP grants require a 20% local match, available within the Gas Tax Fund (2230), Capital Improvement Project – Council Organization (94001), Neighborhood Transportation CIP, District 1 Project (B246410) - \$7,500.00, Neighborhood Transportation CIP, District 2 Project (B246510) - \$4,400.00, Neighborhood Transportation CIP, District 3 Project (B246610) - \$8,840.00 and Measure B Pass Through Fund (2211), Traffic Engineering Organization (92246), On-Call Traffic Projects (C161840) - \$1,760.00; and

WHEREAS, A required in-kind match of \$15,650.00 will be provided by Measure B Pass Through Fund (2211), Public Works Agency, Transportation Services Division Organization (30262), non-project (staff time); and

WHEREAS, said funding will be used to retain consultant services to engage local residents to participate in producing the Harrison/Oakland Corridor Community Transportation Plan, which will define ways to improve bicycle, pedestrian, motor vehicle and bus access along the corridor; now, therefore, be it

RESOLVED: That the City Council hereby authorizes the application, acceptance and appropriation of FY 2007-08 CBTP funds in the amount of \$187,050.00 for the Harrison/Oakland Corridor Community Transportation Plan; and be it

FURTHER RESOLVED: That these grant funds will be deposited to Caltrans Fund (2140), Transportation Services Division (92246); and be it

FURTHER RESOLVED: That should the Caltrans CBTP planning grant funds be received for this project, the 20% local match is available as local matching funds within the Gas Tax Fund (2230), Capital Improvement Project – Council Organization (94001), Neighborhood Transportation CIP, District 1 Project (B246410) - \$7,500.00, Neighborhood Transportation CIP, District 2 Project (B246510) - \$4,400.00, Neighborhood Transportation CIP, District 3 Project (B246610) -\$8,840.00 and Measure B Pass Through Fund (2211), Traffic Engineering Organization (92246), On-Call Traffic Projects (C161840) - \$1,760.00; and be it

FURTHER RESOLVED: That an in-kind match of \$15,650.00 will be provided by Measure B Pass Through Fund (2211), Public Works Agency, Transportation Services Division Organization (300262), non-profit (staff time); and be it

FURTHER RESOLVED: That the City Administrator or her designee, is authorized, on behalf of the City of Oakland, to execute and submit all documents, payment requests and related actions, as well as to appropriate any additional funds received for the completion of the project; and be it

FURTHER RESOLVED: That should additional funds be received for this project, the City Administrator, or her designee, is hereby authorized to accept and appropriate the same for the purposes described above.

IN COUNCIL, OAKLAND, CALIFORNIA, _____, 20__

PASSED THE FOLLOWING VOTE:

AYES – BROOKS, BRUNNER, CHANG, KERNIGHAN, NADEL, QUAN, REID, AND PRESIDENT DE LA FUENTE

NOES –

ABSENT –

ABSTENTION –

ATTEST: _____

LaTonda Simmons
City Clerk and Clerk of the Council
of the City of Oakland, California