



AGENDA REPORT

TO: Sabrina B. Landreth
City Administrator

FROM: Ryan Russo, Director
Department Transportation

SUBJECT: Caltrans Local Roadway Safety Plan
Funding Approval

DATE: February 3, 2020

City Administrator Approval

Date: 2/10/20

RECOMMENDATION

Staff Recommends That The City Council Adopt A Resolution Authorizing The City Administrator Or Designee To Accept And Appropriate A Grant From The California Department Of Transportation (Caltrans), In An Amount Of Seventy Two Thousand Dollars (\$72,000.00) To Develop A Local Roadway Safety Plan; And To Commit A Local Match Of Eight Thousand Dollars (\$8,000.00).

EXECUTIVE SUMMARY

The California Department of Transportation (Caltrans) announced grant applications to fund Local Roadway Safety Plans (LRSP) for local jurisdictions across the state. An adopted LRSP will soon be a requirement to apply for Highway Safety Improvement Program (HSIP) funds. Oakland Department of Transportation (OakDOT) staff applied for LRSP funds in October 2019 and were recommended for award in December 2019.

Adoption of the attached resolution will authorize the City Administrator to accept and appropriate \$72,000 in state funds and appropriate the necessary City matching funds to develop the LRSP. The LRSP, will provide a framework for systematically identifying and analyzing safety problems, recommend safety improvements, and allow the City of Oakland to be eligible to apply for federal HSIP funds. HSIP is a competitive grant program that provides federal funds to improve safety on roadways for all modes of transportation. A LRSP is a requirement for the City of Oakland to be eligible to compete for HSIP funds.

BACKGROUND/LEGISLATIVE HISTORY

In October 2019, the City of Oakland Department of Transportation (OakDOT) applied for Caltrans grant assistance to complete a Local Roadway Safety Plan. In December 2019, the City was awarded \$72,000 in state funds. A local match of \$8,000 is required under the grant program. Beginning in 2022, a LRSP will be required for an agency to be eligible to apply for Highway Safety Improvement Program (HSIP) funds. To assist local agencies in developing their safety plans, Caltrans set aside a total of \$10 million. Each applicant may be awarded up to \$72,000 of these state funds.

Public Works Committee
February 25, 2020

An LRSP is a locally coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and serious injuries on local roads by articulating an agency's safety goals, objectives, and key emphasis areas. The purpose of an LRSP is to identify key safety needs and guide local investment decisions to achieve reductions in fatalities and serious injuries on local public roadways. The LRSP provides the framework for local jurisdictions to proactively identify the specific or unique conditions that contribute to crashes within their jurisdictions. The expected result of a successful LRSP is to save lives and prevent injuries resulting from motor vehicle crashes.

The Highway Safety Improvement Program (HSIP) is a competitive grant program that provides federal funds to improve safety on roadways for all modes of transportation. The grant selection process is based solely on cost effective measures that can reduce the potential number and severity of collisions, especially those that result in severe injuries or fatalities. This federal program funds projects that will achieve a significant reduction in fatalities and serious injuries on all public roads. Since, 2015 the City of Oakland had been awarded \$20,452,016 in HSIP funding to construct 20 safety improvement projects through Oakland, including projects in each Council District.

The grant will allow the City to make significant improvements consistent with our vision for safe, accessible, equitable and sustainable transportation, with an emphasis on promoting non-automobile modes.

ANALYSIS AND POLICY ALTERNATIVES

While all of the City's transportation plans prioritize safety, the LRSP is a requirement to receive federal safety funds. Without the Local Roadway Safety Plan grant funding from Caltrans, completion of this Plan would require the City to use other fund sources such as voter-approved Alameda County Sales Tax Measures B or BB. Using grant funds to augment a small local match extends the City's ability to finance the required planning processes making the City eligible for HSIP funds. To date the City has been awarded \$20,452,016 in HSIP funding to construct 20 safety improvement projects through Oakland. See **Attachment A** for the detailed HSIP project list. This program is a significant source of funding for the City to construct projects to make streets safer.

FISCAL IMPACT

Grant funds totaling seventy-two thousand (\$72,000.00) will be appropriated to the California Department of Transportation Fund (2140), Planning and Project Development Organization (35214), and a new project number to be established.

This grant requires a local cash match, totaling eight thousand (\$8,000.00). This match will be provided by the Oakland Department of Transportation Grant Matching Funds as detailed in Table 1.

Table 1: Match Funding Sources

Source	Fund	Organization	Project	Account	Total Amount
Measure B/BB grant matching funds	2211 or 2216	N/A	1001512	N/A	\$8,000

PUBLIC OUTREACH / INTEREST

Public outreach is not required prior to acceptance of Caltrans funds for developing a Local Roadway Safety Plan. Street safety is a key strategy in the City's 2017 Pedestrian Plan and 2019 Bicycle Plan. During the extensive public engagement processes for both plans, Oaklanders consistently prioritized and requested safety. While the HSIP program only prioritizes data, many collisions go unreported. The Oakland LRSP will include a public engagement, developed and coordinated by OakDOT and the Department of Race and Equity. All public engagement conducted in development of the LRSP will build on current and recent related public engagement efforts, including engagement for the City's 3-year Paving Plan, CIP process, and the East Oakland Community-Based Transportation Plan.

COORDINATION

The Department of Transportation is responsible for envisioning, planning, building, operating and maintaining a transportation system for the City of Oakland and assuring safe, equitable, and sustainable access and mobility for all residents, businesses and visitors. OakDOT projects and programs include paving Oakland's roads, fixing sidewalks, installing and operating traffic signals, pedestrian and bicycle capital projects, and parking enforcement and curb management. Staff consulted with the City's Capital Project Team, Bicycle and Pedestrian Programs and Transportation Planning staff. The LRSP will be consistent with the City of Oakland Pedestrian Plan, Bicycle Master Plan, and Citywide Crash Analysis, as well as the Oakland's Complete Street Policy. The Office of the City Attorney and the City's Budget Bureau also reviewed this report and resolution. Once staff begin to develop the Plan, coordination will expand to the Americans With Disabilities Administration (ADA) Programs Divisions of OakDOT, The Department of Race and Equity, the City's Bicycle and Pedestrian Advisory Committee and others.

SUSTAINABLE OPPORTUNITIES

Economic: Every year, injury crashes involving motor vehicles on Oakland's local roads cost over \$900 million, or 6% of the total annual income of all City residents. This impact includes lost quality of life, property damage, lost work time, medical care, and other costs. The LRSP will help identify and fund projects to make Oakland's streets safer and reduce crashes. Vibrant pedestrian and bicycle friendly streets are good for business. Evaluations similar projects find that people on foot and bicycle shop more frequently and spend more money overall at local businesses after investments in pedestrian and bicycle safety are made.

Environmental: Walking and bicycling are energy efficient and non-pollutions forms of transportation. The development of Oakland's pedestrian infrastructure and bikeway network are key strategies to help the City achieve its 20% reduction in vehicle miles traveled by 2020, as stated in the 2017 Oakland Energy and Climate Action Plan. Traffic signal upgrades improve traffic flow, reduce stops and emissions, and improve air quality. Accessible pedestrian and bicycle infrastructure are also a means for promoting physical activity and public health.

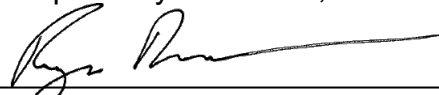
Race & Equity: Projects that enhance safety on Oakland's streets are a key tool to reduce severe and fatal injury crashes by reducing speeding, and in Oakland, severe and fatal traffic crash victims are predominantly people of color, and people of color are more likely to live in zero-car households and thus more dependent on walking, bicycling and transit to get around. People walking, biking, and taking public transit make up under 30% of commute trips but experience nearly 50% of severe or fatal injuries from crashes. 67% of Older Oaklanders' (65+) fatalities occur while walking compared to only 26% for Oaklanders of all other ages. Older Oaklanders (65+) are more than 2 times as likely to be killed in a crash compared to all other Oaklanders. 30% of streets in majority Asian census tracts fall on the City of Oakland Pedestrian High Injury Network - the highest percentage of any ethnicity. African American Oaklanders are 2 times as likely to be killed or severely injured in a crash (all modes) and 3 times as likely to be killed or severely injured while walking compared to all other Oaklanders.

ACTION REQUESTED OF THE CITY COUNCIL

Staff Recommends That The City Council Adopt A Resolution Authorizing The City Administrator Or Designee To Accept And Appropriate A Grant From The California Department Of Transportation (Caltrans), In An Amount Of Seventy Two Thousand Dollars (\$72,000.00) To Develop A Local Roadway Safety Plan; And To Commit A Local Match Of Eight Thousand Dollars (\$8,000.00).

For questions regarding this report, please contact Lily Brown, Transportation Planner, at (510) 238-7883.

Respectfully submitted,



RYAN RUSSO
Director, Department of Transportation

Wladimir Wlassowsky, P.E.
Assistant Director
Department of Transportation

Reviewed by:
Mohamed Alaoui, P.E.
Great Streets Delivery Manager
Department of Transportation

Prepared by:
Lily Brown
Transportation Planner
Department of Transportation

Attachments (1):

A: HSIP Project List