

# CITY OF OAKLAND

## AGENDA REPORT

FILED  
OFFICE OF THE CITY CLERK  
OAKLAND

2008 FEB 28 PM 4:45

TO: Office of the City Administrator  
ATTN: Deborah Edgerly  
FROM: Community and Economic Development Agency  
DATE: March 11, 2008

RE: **Resolution Authorizing The City Of Oakland To Accept And Appropriate Up To Eight Hundred Three Thousand Seven Hundred Thirty-Seven Dollars (\$803,737.00) In State Cycle 7 Safe Routes To School Grant Funds For Pedestrian Safety Improvements Near Oakland Technical High School And The Castlemont Community Of Schools**

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### SUMMARY

A resolution has been prepared for the City Council that authorizes the City Administrator, or her designee, to accept and appropriate State 2007/08 Safe Routes to School Program (SR2S) Cycle 7 award in the amount of \$803,737.00 for pedestrian safety improvements near Oakland Technical High School, Castlemont Community of Schools and E.C. Reems Academy.

If the City is successful in obtaining the grant, the Cycle 7 SRTS funds will be used for the design and construction of focused pedestrian improvements, including new ADA-compliant sidewalk "bulb-outs" at intersections, reconfigured traffic lanes, traffic signal upgrades, pedestrian countdown signals and enhanced pavement markings and safety signage. These improvements were identified in collaboration with the Police Department (officers, crossing guards, neighborhood services coordinators), the Department of Human Services (Safe Walk to School Interdepartmental Agency), and representatives from schools and the school district. They will primarily improve safety along major walking routes to and from schools and nearby public transit services.

The projects are located in Council Districts 1 and 7.

### FISCAL IMPACTS

If the City receives the grant, approval of this resolution will allow the City to accept and appropriate \$803,737.00 to design and construct these prioritized projects. Funds will be deposited and appropriated within the State of California Department of Transportation Fund (2140), Transportation Services Division Organization (92246), and a new project number will be established. The program requires a minimum 10% local match. Matching funds in the amount of \$89,302.00 will be provided by City Safe Routes to School Matching Funds in Transportation Services Division Organization (92246), Measure B Fund (2211), Project C268810.

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The required allocations for Contract Compliance will be set aside in the appropriate accounts upon approval of this resolution. The City's 1.5% public art fee is not an eligible expense under State SR2S Fund guidelines, which limit expenditures to bicycle and pedestrian safety improvements. For this reason, staff requests that this fee be waived for this project. Grant funds must be expended by June 30, 2012.

Ongoing maintenance costs as a result of the project improvements are expected to be minimal and will be absorbed within current maintenance appropriations.

## **BACKGROUND**

The State Safe Routes to School program has funded several City projects over the past several years (Cycles 1-6). Awards have consisted of \$459,000.00 secured from the 1999-2000 SR2S Program (First Cycle), \$449,523.00 from the 2001-2002 SR2S Program (Second Cycle), \$441,045.00 from the 2003-2004 SR2S Program (Fourth Cycle), and \$384,912.00 from the 2005-2006 SR2S Program (Sixth Cycle). The City has installed new traffic signals, in-pavement crosswalk flashers, sidewalk bulb-outs, and pedestrian signal heads with this funding.

In August, 2005 the passage of the Federal SAFETEA-LU (The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) established a similar federal-level Safe Routes to School (SRTS) Program. Like the State SR2S program, this federal program was established to mitigate pedestrian and bicyclist safety issues at priority school locations. Council recently approved acceptance and appropriation of a Federal Cycle 1 SRTS award of \$700,425.00 for pedestrian safety improvements for elementary and junior high schools throughout the City.

The federal funds are restricted to projects at schools with grades kindergarten through eighth. Since high schools are eligible only under the state program, the State's recent call for SR2S projects provided an opportunity to address pedestrian issues at Oakland Technical High School and Castlemont High School, where staff has received numerous complaints about pedestrian safety.

The City is continuing to identify eligible projects to apply for the next round of Federal (Cycle 2) SRTS funds. The call for projects is expected to be issued this spring. The State SR2S program has ended, and, is awaiting legislation for a possible extension to 2013.

Community stakeholders and supporters of Safe Routes to School projects include a broad range of community school personnel, parents, school volunteers, local residents and others. Several community-based groups work with the City on an ongoing basis to define potential projects for funding.

## **KEY ISSUES AND IMPACTS**

Adoption of this resolution will allow the City to accept and appropriate grant funds to address identified pedestrian issues near the two high schools and associated activity centers located nearby.

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### **Oakland Technical High School**

Community groups and the school have registered many complaints about the safety concerns for students crossing the 40th and Broadway intersection. This major arterial intersection is a transit hub for students taking the bus and BART, and has heavy traffic volumes and high number of turning movements. The lack of left-turn phasing for turning vehicles creates regular conflict between pedestrians and vehicles. Bulb-outs, pedestrian countdown signals, and separate signal phasing for vehicles and pedestrians will remove a major disincentive to walking to and from school and AC Transit bus stops.

### **Castlemont Community of Schools and Reems Academy**

This cluster of schools and school activities is located between 84<sup>th</sup> and 88<sup>th</sup> Avenues on MacArthur Boulevard. The street is a wide arterial, with two lanes in each direction. This lane configuration encourages speeding and exhibition driving, which have been the subject of neighborhood complaints for several years.

This section of MacArthur has a disproportionate accident rate, over twice the state average for other similar arterials, with critical speeds of nearly 40 miles per hour. Wide lanes and the lack of intersection controls between the intersections of E.C. Reems Court and 90<sup>th</sup> Avenue allow drivers to speed between the two signalized intersections. Reconfiguring the traffic lanes and installing pedestrian crossing improvements at key intersections will calm the traffic and encourage walking to and from school and AC Transit Bus Stops.

### **Prioritization Process**

Requests from the community were received by the City's Transportation Services Division and the Safe Walk to School Interdepartmental Agency, which has been active for many years. For each of the proposed locations, staff examined the physical circumstances of each crossing to understand if a physical improvement was possible, if it would provide a clear benefit to pedestrian safety, and if it could be completed within the requirements of the SR2S program. Through this process, the above locations were selected for the SR2S Cycle 7 grant application. In particular, high school locations were selected because they are not eligible under the federal program, and this is the last year of the state-funded safe routes program.

### **PROJECT DESCRIPTION**

The project will improve pedestrian safety and access and encourage use of public transit within two large school zones in Oakland—Oakland Technical High School in North Oakland and the Castlemont Community of Small Schools in East Oakland. These are both Title I schools that receive federal funds to serve disadvantaged populations.

**Oakland Technical High School** is located between 42<sup>nd</sup> and 45<sup>th</sup> Streets on the west side of Broadway. 40<sup>th</sup> Street and Broadway are major intersecting streets which serve the school. Both streets are pedestrian routes from adjacent neighborhoods, and 4 bus stops are located close to the intersection. Pedestrian improvements at this intersection include:

- ADA-compliant pedestrian bulb-out on 40th Street, NW corner
- Left-turn phasing with new left-turn lanes to separate left-turning vehicles from pedestrians and through traffic
- Pedestrian Countdown Signals
- Enhanced pavement markings and school safety signage

**Castlemont Community of Small Schools and E.C. Reems Academy** are located on MacArthur Boulevard between 82<sup>nd</sup> to 90<sup>th</sup> Avenues. Traffic calming and related pedestrian improvements along MacArthur include:

- Reconfiguring the lanes from two in each direction to one lane in each direction, with a center left-turn lane
- Installation of ADA-pedestrian bulb-outs and median refuges at Castlemont and the Youth Uprising Community Center, between 84<sup>th</sup> and 88<sup>th</sup>
- Relocation of crosswalk in front of Castlemont to align with existing pedestrian pathway
- Enhanced pavement markings and school safety signage

To encourage more walking, bicycling and transit use, the City will coordinate with both schools, AC Transit bus service, and BART to develop information about transit services and incentives for the school websites.

#### **SUSTAINABLE OPPORTUNITIES**

**Economic:** Project implementation provides the opportunity to use local contractors that offer employment to Oakland residents, thereby strengthening the local economy. The projects help sustain neighborhood livability and home values, by improving conditions for walking to school.

**Environmental:** The contractor is required to meet the City's Recycling and Waste Reduction Program goal of 50 percent. The project improves air quality by encouraging walking rather than driving to school.

**Social Equity:** The improvements will provide greater safety and accessibility to students who depend on walking and public transit for traveling to and from school.

#### **DISABILITY AND SENIOR CITIZEN ACCESS**

The bulb-outs will comply with all requirements of the Americans with Disabilities Act (ADA) and improve access for students with disabilities, as well as senior citizens and other persons with disabilities.

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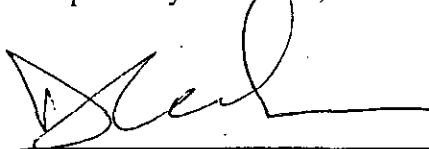
## RECOMMENDATION AND RATIONALE

Staff recommends that the City Council authorize the City Administrator, or her designee, to accept and appropriate State 20078/08 Safe Routes to School Program (SR2S) Cycle 7 funds in the amount of \$803,737. The grant funds are needed to respond to the need for pedestrian safety improvements at two of the largest high school sites in Oakland.

## ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends that the City Council approve the resolution.

Respectfully submitted,

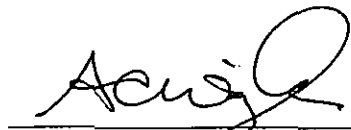


\_\_\_\_\_  
Dan Lindheim  
Director  
Community and Economic Development Agency

Reviewed by:  
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Community and Economic Development Agency

Prepared by:  
Joe Wang, P.E.  
Supervising Transportation Engineer  
Transportation Services Division

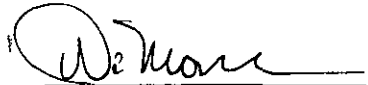
APPROVED AND FORWARDED TO  
THE PUBLIC WORKS COMMITTEE:



\_\_\_\_\_  
Office of the City Administrator

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# OAKLAND CITY COUNCIL

  
City Attorney

RESOLUTION NO. 2008 FEB 28 C.M.S.

Introduced by Councilmember \_\_\_\_\_

**RESOLUTION AUTHORIZING THE CITY OF OAKLAND TO ACCEPT AND APPROPRIATE UP TO EIGHT HUNDRED THREE THOUSAND SEVEN HUNDRED THIRTY-SEVEN DOLLARS (\$803,737.00) IN STATE CYCLE 7 SAFE ROUTES TO SCHOOL GRANT FUNDS FOR PEDESTRIAN SAFETY IMPROVEMENTS NEAR OAKLAND TECHNICAL HIGH SCHOOL AND THE CASTLEMONT COMMUNITY OF SCHOOLS**

**WHEREAS**, the State of California Department of Transportation (Caltrans) disburses State Cycle 7 Safe Routes to School (SR2S) funds to eligible jurisdictions for projects that improve pedestrian and bicyclist safety along routes to schools with students in kindergarten through high school; and

**WHEREAS**, the City of Oakland desires to accept and appropriate \$800,737.00 in State Cycle 7 SR2S funds for the purpose of appropriating said funding to Caltrans Fund (2140), and Public Works Agency, Transportation Services Division Organization (92246) to address eligible school pedestrian safety issues; and

**WHEREAS**, said funding will be used to construct a variety of pedestrian safety and traffic calming measures near Oakland Technical High School, the Castlemont Community of Schools, and Reems Academy, including new ADA-compliant sidewalk "bulb-outs" at intersections, reconfigured of traffic lanes, traffic signal upgrades, pedestrian countdown signals, enhanced pavement markings and safety signage; and

**WHEREAS**, the required local match in the amount of \$89,302.00 will be will be provided by City Safe Routes to School Matching Funds in Transportation Services Division Organization (92246), Fund 2211 (Measure B), Project C268810; and

**WHEREAS**, the Public Works Agency requests a waiver of the City's 1.5% public art fee for this project because SR2T guidelines restrict funding uses to safety improvements and prohibit the use of grant funds for public art; now, therefore, be it

**RESOLVED:** That the City Council hereby authorizes acceptance and appropriation of State Cycle 7 Safe Routes to School Program in the amount of \$803, 737.00 for the aforementioned eligible school safety improvements; and be it

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

**FURTHER RESOLVED:** That the City Council hereby finds and determines based on the agenda report accompanying this Resolution that the City's 1.5% public art fee should be waived for this project because the State resource fund for the project, State Cycle 7 Safe Routes to School Program grant funds, is restricted to safety improvements and can not be used to pay for public art; 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 grant funds received for the completion of this project.

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