



CITY OF OAKLAND

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OAKLAND

2017 JUN -1 PM 3:57

# AGENDA REPORT

**TO:** Sabrina B. Landreth  
City Administrator

**FROM:** Ryan Russo  
Director, DOT

**SUBJECT:** Safe Routes to School Grant  
Projects—History and Future Strategy

**DATE:** May 1, 2017

City Administrator Approval

Date:

## RECOMMENDATION

**Staff Recommends That the City Council Receive This Informational Report on the History and the Future Strategy for the Former “Safe Routes to School” Grant and the Present “Active Transportation Program” Grant.**

## EXECUTIVE SUMMARY

This informational report is prepared in response to a request from the Public Works Committee. The report provides information on the background of the Safe Routes to School grants and on the projects for which the City has been awarded by these grants. The report also identifies the City’s strategy for upcoming applications.

## BACKGROUND / LEGISLATIVE HISTORY

To understand the history of the Safe Routes to School program, it is necessary to understand the three different grant programs that have provided the funds.

### *State-legislated Safe Routes to School (SR2S) Program*

California was the first state in the country to legislate a Safe Routes to School program with the enactment of Assembly Bill 1475<sup>1</sup> in 1999. Section 2333.5 of the Streets and Highways Code calls for the Department of Transportation, in consultation with the California Highway Patrol (CHP), to make grants available to local governmental agencies under the program based upon the results of a statewide competition. In June of 2012, the Cycle 10 Approved Project List was announced, marking the end of SR2S after a 13-year, 10-cycle run.

<sup>1</sup> This bill, passed in 1999, required the Department of Transportation to establish and administer a “Safe Routes to School” construction program pursuant to authority granted under specified federal law and to use federal transportation funds for construction of bicycle and pedestrian safety and traffic calming projects.

*Federal Safe Routes to School (SRTS) Program*

Authorized by Section 1404 of SAFETEA-LU (the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users), the SRTS Program came into effect in August of 2005. This Federal funded program emphasizes community collaboration in the development of projects and projects that incorporate elements of the 5 E's—education, encouragement, engineering, enforcement, and evaluation—for a holistic approach to enhancing travel safety to and from schools.

In October of 2011, the Cycle 3 Final Project List was announced, marking the end of SRTS after a 6-year, 3-cycle run.

*Active Transportation Program (ATP)*

In September of 2013, Governor Brown signed legislation creating the Active Transportation Program (ATP) in the Department of Transportation (Senate Bill 99, Chapter 359 and Assembly Bill 101, Chapter 354). The ATP consolidated existing Federal and State transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation. The ATP program funds safe routes to school- type projects but has no specific set aside for them, so they compete for funding with all types of pedestrian and bicycle-related projects.

To date, there have been 3 application cycles for the ATP.

**ANALYSIS AND POLICY ALTERNATIVES**

**Attachment “A”** details the safe routes to school projects and the approximate costs that the City has been awarded by each cycle of SR2S, SRTS, and ATP. To date, the City has received awards for 9 out of the 16 rounds of applications we submitted. The total amount that has been awarded to the City is approximately \$5.61 million. The grants typically require a minimum 10% local match and fund primarily capital improvements allowing for only incidental program costs such as outreach and education.

*School Selection and Project Development Process—Past and Present*

For the state-funded SR2S program, the first two applications for which the City received an award—cycles 1 and 2 in 2000-02—focused on installing pedestrian “count-down” signals for traffic signals that existed along school routes. This device was fairly new at the time and was a simple, cost-effective, and quick improvement to pedestrian crossing safety. For the next two awards—cycles 4 and 6 in 2003-06—selected schools and projects were based on the then-newly released Pedestrian Master Plan which identified the top ten schools with the most number of pedestrian (under age 18) collisions within a quarter-mile of campus.

The schools and projects in subsequent awarded applications—SR2S cycles 7 and 10, SRTS cycles 1 and 2, and ATP Cycle 1—were selected and developed in partnership, first with TransForm, and now with the Alameda County Transportation Commission (ACTC) through its

site assessment program. The site assessments, typically conducted as a “walk audit” for a school or a cluster of schools during student arrival times in the morning, are attended by the City’s engineering staff and police department, school staff, parents, students, transportation consultants, and elected officials. Safety improvements recommended by the site assessment team are vetted for applicability and cost effectiveness and become the core projects in the grant applications. Currently, 41 schools in Oakland participate in the site assessment program.

In the proposed FY 2017-19 capital budget, \$2 million in Infrastructure Bond (Measure KK) funds have been proposed to fund safe routes to school-type improvements at schools that have received the aforementioned site assessments.

#### *Future Application Strategy*

Staff will continue to participate in the site assessments to be informed about safety needs and receive improvement ideas. Staff will develop preliminary plans for each school site assessment and will seek future granting opportunities for capital funding, including through future ATP cycles and other grant sources.

In addition, the recently completed Pedestrian Master Plan (PMP) recommends specific pedestrian hazard countermeasures for specific locations, several of which within school zones, based on a review of auto-pedestrian collision history, roadway features, walking environment, and socio-economic factors. A follow up action to the PMP Update is to link its recommended countermeasures and locations to the schools to which they provide access.

#### **FISCAL / POLICY ALIGNMENT**

There are no direct fiscal impact or policy alignment issues from this informational report.

#### **PUBLIC OUTREACH / INTEREST**

There was no public outreach in the making of this informational report.

#### **COORDINATION**

This informational report was prepared by the Department of Transportation.

**SUSTAINABLE OPPORTUNITIES**

**Economic:** There are no economic opportunities associated with this report.

**Environmental:** There are no environmental opportunities associated with this report.

**Social Equity:** There are no social equity opportunities associated with this report.

**CEQA**

This information report is exempt from the environmental analysis requirements of the California Environmental Quality Act (CEQA) under CEQA Guidelines Section 15061(b)(3) because it has no potential for causing a significant effect on the environment.

**ACTION REQUESTED OF THE CITY COUNCIL**

Receive this informational report on the history and the future strategy for the former “Safe Routes to School” grant and the Present “Active Transportation Program” grant.

For questions regarding this report, please contact Joe Wang, Safe Streets Division, at (510) 238-6107.

Respectfully submitted,

  
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Ryan Russo, Director

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*Attachments (1):*

*A: Summary of Oakland's Safe Routes to School Grant Projects*

Item: \_\_\_\_\_  
Public Works Committee  
June 13, 2017

ATTACHMENT A  
Summary of Oakland's Safe Routes to School Grant Projects

SCHOOL	GRADE	LOCATION	IMPROVEMENT	AWARD AMOUNT
<b>SR2S CYCLE 1</b>				<b>\$ 459,000</b>
Allendale	E	35th/Penniman	count down ped signal heads	
Atherton Academy	H	82nd/Bancroft	count down ped signal heads	
Bret Harte	M	MacArthur/Coolidge	count down ped signal heads	
Carter	M	Telegraph/48th	count down ped signal heads	
Elmhurst	M	98th/Cherry	in-pavement flashing lights	
Emerson	E	Shafter/45th	count down ped signal heads	
Fremont	H	Foothill/High	count down ped signal heads	
Fruitvale	E	School/Coolidge	count down ped signal heads	
Hawthorne	E	Foothill/33rd & E 18th	bulb outs, traffic signal	
Mann	E	Foothill/Fairfax	count down ped signal heads	
Manzanita	E	23rd/ E 27th	count down ped signal heads	
McClymonds	H	Market/27th	count down ped signal heads	
Oakland	H	MacArthur/Park	count down ped signal heads	
Oakland Tech	H	Broadway/45th	count down ped signal heads	
Simmons	M	Foothill/35th & Coolidge & Galindo	count down heads, bulb outs, traffic signal	
St Anthony	E/M	Foothill/16th	count down ped signal heads	
St Jarlath	E	Fruitvale/Harold	count down ped signal heads	
St Leo's	E	Howe/Ridgeway	count down ped signal heads	
Washington	E	Shattuck/61st	in-pavement flashing lights	
Whittier	E	Seminary/ E 17th	count down ped signal heads	
<b>SR2S CYCLE 2</b>				<b>\$ 449,523</b>
Brewer	M	Excelsior/Beaumont	count down ped signal heads	
Brookfield	E	Edes/Elmhurst	count down ped signal heads	
Burbank	E	MacArthur/64th	count down ped signal heads	
Hawthorne	E	Foothill/28th, Fruitvale/Int & 16th	count down ped signal heads, bulb outs	
La Escuelita	E	5th Ave/10th St	count down ped signal heads	
Longfellow	E	Market/W. MacArthur	count down ped signal heads	
Markham	E	Bancroft/77th	traffic signal	
Parker	E	MacArthur/Ritchie	count down ped signal heads	
Prescott	E	Peralta/7th & 12th	count down ped signal heads	
Sobrante	E	Edes/105th	count down ped signal heads	
Washington	E	Shattuck/Alcatraz	count down ped signal heads	
Westlake	M	27th/Harrison	count down ped signal heads	
<b>SR2S CYCLE 4</b>				<b>\$ 441,000</b>
Ascend	E	E 12/37th	bulb outs	
Franklin	E	Foothill/9th & 10th	bulb outs	
Fremont	H	High/Courtland	bulb outs	
Hoover	E	Market/33rd & Brockhurst	bulb outs	
Jefferson	E	Foothill/40th	traffic signal	
<b>SR2S CYCLE 6</b>				<b>\$ 385,200</b>

ATTACHMENT A  
Summary of Oakland's Safe Routes to School Grant Projects

SCHOOL	GRADE	LOCATION	IMPROVEMENT	AWARD AMOUNT
Garfield	E	Foothill/22nd	bulb outs	
La Escuelita	E	E 12th/4th	bulb outs	
Lincoln	E	Alice/10th & 11th	bulb outs	
Markham	E	73rd/Krause	bulb outs	
<b>SR2S CYCLE 7</b>				<b>\$ 803,700</b>
Castlemont Business & Information Technology	H	MacArthur/88th, mid block (2)	median refuge islands, bulb outs	
Castlemont School of the Arts	H	MacArthur/88th, mid block (2)	median refuge islands, bulb outs	
EC Reems Academy of Technology & Arts	E	MacArthur/88th, mid block (2)	median refuge island, bulb outs	
Oakland Tech	H	Broadway/40th	traffic signal upgrade, bulb outs	
Youth Uprising	E	MacArthur/88th, mid block (2)	median refuge island, bulb outs	
<b>SR2S10</b>				<b>\$ 216,000</b>
Achieve Academy	E	Fruitvale/E 16th	rectangular rapid flashing beacon, bulb outs	
Alliance Academy	M	98th/Cherry	rectangular rapid flashing beacon	
Elmhurst Community Prep	M	98th/Cherry	rectangular rapid flashing beacon	
Parker	E	Ney/Richie	corner sidewalk expansion	
Urban Promise Academy	M	Fruitvale/E 16th	rectangular rapid flashing beacon, bulb outs	
World Academy	E	Fruitvale/E 16th	rectangular rapid flashing beacon, bulb outs	
<b>SRTS CYCLE 1</b>				<b>\$ 700,425</b>
Franklin	E	E 15th/9th	bulb outs	
Frick	M	Foothill/62nd & 63rd	bulb outs	
Hoover	E	San Pablo/ Brockhurst	bulb outs	
Lafayette	E	Market/18th	bulb outs	
Lakeview	E	Grand/MacArthur	bulb outs	
Peralta	E	Telegraph/63rd	bulb outs	
<b>SRTS CYCLE 2</b>				<b>\$ 920,300</b>
Bret Harte	M	MacArthur/Coolidge	ped signal heads, sidewalk widening	
Manzanita	E	E 27th/25th	sidewalk widening	
Peralta	E	Alcatraz/Dana & Colby	bulb outs	
<b>ATP1 SR2S</b>				<b>\$ 1,236,000</b>
ACORN Woodland	E	81st/Rudsdale	speed feedback signs	
Encompass Academy	E	81st/Rudsdale	speed feedback signs	
Esperanza	E	105th/E	traffic signal	
Fruitvale	E	Boston, Coolidge, Harold, School	bulb outs	
Global Family	E	38th/Mera	median refuge islands, bulb outs	
Korematsu Discovery Academy	E	105th/E	traffic signal	
Laurel	E	35th/Wvisconsin	ped hybrid beacon, median refuge islands	
Markhan	E	73rd/Krause	ped hybrid beacon	
				<b>\$ 5,611,148</b>