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AGENDA REPORT

TO: JOHN A. FLORES
INTERIM CITY ADMINISTRATOR

FROM: Brooke A. Levin

SUBJECT: Interstate 880 Integrated Corridor
Management North Alameda Segment
Project

DATE: January 28, 2015

City Administrator
Approval

Date:

2/20/15

COUNCIL DISTRICT: District 2,3,5,6 & 7

RECOMMENDATION

Staff recommends that the City Council adopt a Resolution authorizing the City Administrator, or designee to negotiate and enter into a Memorandum of Understanding (MOU) with the Metropolitan Transportation Commission, for the Interstate 880 Integrated Corridor Management (I-880 ICM) North Alameda segment project (Project) to provide transportation improvements in Oakland. The project consists of interconnected traffic signals, electronic guide signs, monitoring cameras and other equipment to manage traffic during emergencies and incidents on Interstate 880 that impact City Of Oakland streets that are near the freeway.

OUTCOME

Approval of this resolution authorizes the City Administrator, or designated staff, to negotiate and enter into a MOU with the Metropolitan Transportation Commission (MTC), setting-forth the working relationship, responsibilities and procedures with respect to the implementation of the Interstate 880 Integrated Corridor Management (I-880 ICM) North Alameda Segment Project.

BACKGROUND/LEGISLATIVE HISTORY

The I-880 ICM North Alameda Segment Project is a collaborative effort by MTC, in partnership with Caltrans District 4, the Alameda County Transportation Commission (ACTC), AC Transit, City of San Leandro, and City of Oakland to develop an enhanced arterial incident management strategy for the I-880 Corridor. The goal of the project is to design and implement Intelligent Transportation Systems (ITS) infrastructure improvements to better manage traffic that naturally diverts from the freeway onto local city streets during major incidents on I-880. These improvements include upgrades to and interconnection of traffic signals with fiber optics to facilitate flushing traffic through impacted intersections and corridors, as well as allowing for installation of video monitoring cameras to view incidents and adjust signal operations accordingly.

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ANALYSIS

Local street congestion nearby I-880 is compounded when an incident occurs on I-880. Motorists make the decision to exit the freeway and attempt to maneuver through local streets around the incident before returning to the freeway. Local agencies are not expecting this additional traffic on the local roadway network, nor are these streets optimized to handle this additional traffic.

With an enhanced arterial incident management system in place, the transportation engineers and support team will be able to monitor and efficiently mitigate the effects of increased demand during an incident. An enhanced arterial incident management system enables transportation engineers and operators to remotely monitor the traffic condition and to optimize the movement of traffic within the corridor during both incident and non-incident conditions, and to keep traffic off of local streets that are not designed to accommodate overflow freeway traffic.

The key elements of this project are the equipment for Intelligent Transportation System (ITS) that includes changeable electronic message signs, closed-circuit television cameras and traffic detection stations. The I-880 ICM North Alameda Segment Project will install the ITS elements on arterial streets along the I-880 Corridor in the Cities of Oakland and San Leandro (see *Attachment A* - Project Map). The arterial streets in Oakland included in this plan are: Brush Street, Castro Street, 7th Street, 8th Street, East 8th Street, East 12th Street, San Leandro Street, International Boulevard, 23rd Avenue, 29th Avenue, Fruitvale Avenue, 42nd Avenue, High Street, 66th Avenue, Hegenberger Road, and 98th Avenue.

The installation of integrated corridor management infrastructure will provide the following benefits to the Cities of Oakland and San Leandro:

1. Minimize impacts to the cities when a major incident occurs on I-880 by:
 - a. Providing direction to motorists, using trailblazer signs, to preferred routes back to the freeway downstream of an incident on I-880.
 - b. Improving traffic signal coordination to efficiently move traffic in response to a major incident or special event.
 - c. Reducing motorists onto streets that are not suitable alternate routes to return traffic back to freeway.
2. Provide enhanced tools for traffic management and data collection:
 - a. Installs traffic detection devices on arterial streets throughout the corridor.
 - b. Provides cities with the ability to develop incident management traffic signal timing templates for implementation when future incidents or events occur.
 - c. Installs updated traffic signal controller equipment and/or service enclosures as needed to meet technical requirements of the ICM system.
 - d. Provides communication infrastructure throughout the corridor.
3. Improve air quality through decreased motor vehicle emissions and fuel consumption:
 - a. Coordinates traffic signal systems between the Cities of Oakland and San Leandro to minimize traffic delays.

- b. Install traffic signal systems and timing plans that may be remotely adjusted to improve traffic flow due to an incident, special event or day-to-day recurrent congestion.
4. Upgraded equipment, fully interconnected signals and integration to the City's Traffic Management Center at no additional cost to the City.

The MOU will be developed to set-forth the working relationships, roles, funding responsibilities and procedures with respect to the implementation of the I-880 ICM North Alameda Segment Project.

Construction work is anticipated to begin in Fall 2015 and should be completed by Fall 2016. During construction, the traffic control plans will facilitate save movement for pedestrians, bicycles, and vehicular traffic.

PUBLIC OUTREACH/INTEREST

MTC project staff plans to disseminate periodic project information and updates to various stakeholders. Website and fact sheets are being developed to provide the public with information about the project. Support for public outreach, including the preparation of materials, communication with community members and participation in public meetings, will be provided by the project as needed. Prior to the project construction phase, direct mails will be sent to the frontage addresses that are impacted along the corridors.

COORDINATION

The Office of the City Attorney and Controller's Bureau reviewed this report and resolution.

COST SUMMARY/IMPLICATIONS

All project capital implementation cost will be the responsibility of the MTC. The total funding for the I-880 ICM North Alameda Segment Project is \$14 million with an estimated construction cost of \$8.4 million. Of this construction cost, approximately \$5 million is for improvements located within the City of Oakland, and \$1.4 million is for improvements located in Caltrans right-of-way which is within City of Oakland city limits.

SOURCE OF FUNDING:

The I-880 ICM North Alameda Segment Project is a \$14 million project that is funded with Federal Congestion Mitigation and Air Quality Improvement (CMAQ) funds.

FISCAL IMPACT:

The project will upgrade some traffic signal equipment on arterials near the I-880 corridor. This will minimize the short-term traffic signal maintenance need on the traffic signal equipment within the project limit.

SUSTAINABLE OPPORTUNITIES

Economic: This project will generate sales tax and other revenues for the City by those workers who work on the project.

Environmental: The project will reduce congestion and air pollution and increase fuel efficiency on arterials during incidents. Thereby, the project will promote a healthier and safer environment.

Social Equity: This project will help preserve and enhance the City's infrastructure and protect the public from hazardous conditions.

For questions regarding this report, please contact Ade Oluwasogo, P.E., Transportation Services Division at (510) 238-6103.

Respectfully submitted,



BROOKE A. LEVIN
Director, Oakland Public Works

Reviewed by:
Michael J. Neary, P.E., Assistant Director
OPW, Bureau of Engineering and Construction

Reviewed by:
Wladimir Wlassowsky, P.E., Transportation Services Manager
Transportation Services Division

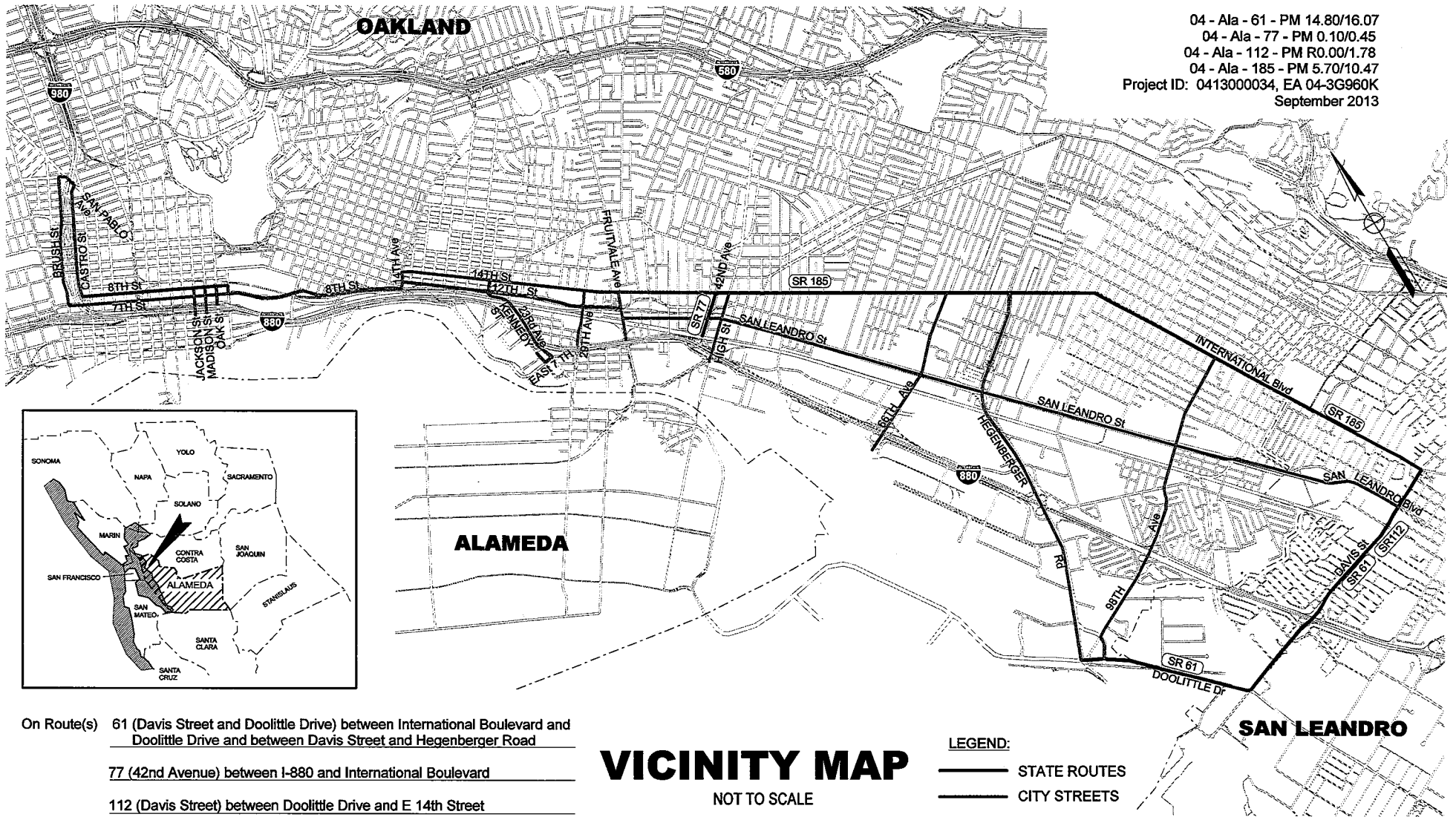
Prepared by:
Ade Oluwasogo, P.E., Supervising Transportation Engineer
Transportation Services Division

Attachment:
Attachment A – Project Location Map

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ATTACHMENT A

04 - Ala - 61 - PM 14.80/16.07
 04 - Ala - 77 - PM 0.10/0.45
 04 - Ala - 112 - PM R0.00/1.78
 04 - Ala - 185 - PM 5.70/10.47
 Project ID: 0413000034, EA 04-3G960K
 September 2013





- On Route(s) 61 (Davis Street and Doolittle Drive) between International Boulevard and Doolittle Drive and between Davis Street and Hegenberger Road
- 77 (42nd Avenue) between I-880 and International Boulevard
- 112 (Davis Street) between Doolittle Drive and E 14th Street
- 185 (International Boulevard) between Davis Street and High Street

VICINITY MAP

NOT TO SCALE

LEGEND:

-  STATE ROUTES
-  CITY STREETS

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OAKLAND

2015 FEB 25 PM 12:31

OAKLAND CITY COUNCIL

Approved as to Form and Legality


City Attorney

RESOLUTION No. _____ C.M.S.

Introduced by Councilmember _____

RESOLUTION AUTHORIZING THE CITY ADMINISTRATOR, OR DESIGNEE TO NEGOTIATE AND ENTER INTO A MEMORANDUM OF UNDERSTANDING (MOU) WITH THE METROPOLITAN TRANSPORTATION COMMISSION, FOR THE INTERSTATE 880 INTEGRATED CORRIDOR MANAGEMENT (I-880 ICM) NORTH ALAMEDA SEGMENT PROJECT (PROJECT) TO PROVIDE TRANSPORTATION IMPROVEMENTS IN OAKLAND. THE PROJECT CONSISTS OF INTERCONNECTED TRAFFIC SIGNALS, ELECTRONIC GUIDE SIGNS, MONITORING CAMERAS AND OTHER EQUIPMENT TO MANAGE TRAFFIC DURING EMERGENCIES AND INCIDENTS ON INTERSTATE 880 THAT IMPACT CITY OF OAKLAND STREETS THAT ARE NEAR THE FREEWAY

WHEREAS, the I-880 ICM North Alameda Segment Project is a collaborative effort by Metropolitan Transportation Commission (MTC), in partnership with California Department of Transportation (Caltrans), the Alameda County Transportation Commission (Alameda CTC), the Alameda-Contra Costa Transit District (AC Transit), City of San Leandro, and City of Oakland to develop an enhanced arterial incident management strategy for the I-880 Corridor; and

WHEREAS, the goal of the project is to design and implement Intelligent Transportation Systems (ITS) infrastructure to facilitate management of traffic that naturally diverts from the freeway due to major incidents on I-880; and

WHEREAS, the project would enable transportation system operators in the corridor to take a series of coordinated actions that could mitigate the effects of increased demand or reduce capacity on the entire corridor; and

WHEREAS, the project will install new equipment, devices and communication network along the arterial streets along the I-880 Corridor and integrate them to allow for monitor and manage traffic flow with coordinated effort; and

WHEREAS, all implementation costs will be the responsibility of the MTC; and

WHEREAS, the MOU is needed to set-forth the working relationship, responsibilities and procedures with respect to the implementation of the I-880 ICM North Alameda Segment Project; and

WHEREAS, the City of Oakland, MTC, Caltrans, the Alameda CTC, AC Transit, and the City of San Leandro wish to enter into the MOU; now, therefore, be it

RESOLVED: That the City Administrator, or his designee, is hereby authorized to negotiate and enter into the MOU with MTC, Caltrans, the Alameda CTC, the AC Transit, and the City of San Leandro for the I-880 ICM North Alameda Segment Project; and be it

FURTHER RESOLVED: That the final plans and specifications which will be prepared by the MTC for this project are hereby approved; and be it

FURTHER RESOLVED: That the MOU shall be reviewed and approved by the City Attorney for form and legality and placed on file in the Office of the City Clerk.

IN COUNCIL, OAKLAND, CALIFORNIA, _____

PASSED BY THE FOLLOWING VOTE:

AYES - BROOKS, CAMPBELL WASHINGTON, GALLO, GUILLEN, KALB, KAPLAN, REID and PRESIDENT GIBSON MCELHANEY

NOES -

ABSENT -

ABSTENTION -

ATTEST: _____
LaTonda Simmons
City Clerk and Clerk of the Council
of the City of Oakland, California