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OAKLAND

2017 JUN -1 PM 4: 04

AGENDA REPORT

TO: Sabrina B. Landreth
City Administrator

FROM: Ryan Russo
Director
Department of Transportation

SUBJECT: Resolution to Accept and Appropriate
Highway Safety Improvement
Program Cycle 8 (HSIP8) Grant
Funds

DATE: April 5, 2017

City Administrator Approval

Date:

6/1/17

RECOMMENDATION

Resolution Authorizing The City Administrator Or Director Of Transportation Or Designee To Accept And Appropriate Six Highway Safety Improvement Program Cycle 8 (HSIP8) Grants Totaling \$10,000,000 To Implement Safety And Operational Improvements For Pedestrians, Bicyclists And Motorists At Various Streets And Intersections In The City Of Oakland, Allocate \$3,066,200 As The Required City Local Match In Measure B and Measure BB Local Matching Funds, And Measure KK Infrastructure Bond Fund.

EXECUTIVE SUMMARY

Approval of this resolution will allow the City to accept and appropriate \$10,000,000 for the design and construction of pedestrian, bicycle, traffic signal, and guardrail improvements under six projects. The City is required to provide a local match of \$3,066,200 which represents 23.5 percent of total project cost. Local match funds will be allocated from a combination of Measure B and Measure BB Local Matching Funds, and Measure KK Infrastructure Bond Fund.

BACKGROUND / LEGISLATIVE HISTORY

In August 2016, City of Oakland, Department of Transportation (DOT) submitted six (6) grant proposals under HSIP8, and in November 2016 was notified that the City received funding approval for all six proposals totaling \$10,000,000 in Federal funds. A local match of \$3,066,200 is required under the grant program. The six proposals include projects that will enhance safety and access for pedestrians, bicyclists and motorists. The six project corridors (each with multiple specific sites) are on Bancroft Avenue, Fruitvale Avenue, 35th Avenue, High Street, Downtown, and Oakland Hills (Guardrails) as shown in **Attachments A through F**. Implementation of the six (6) projects requires that the City Council accept the HSIP grant and commit funds for local match. The grant approval letter is in **Attachment G**.

Item: _____
Public Works Committee
June 13, 2017

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. In August 2016, the City submitted six (6) HSIP8 grant proposals that include safety and operational improvements for pedestrians, bicyclists and motorists. The six projects are Bancroft Ave, Fruitvale Avenue, 35th Avenue, High Street, Downtown, and Oakland Hills (Guardrails).

ANALYSIS

The proposed improvements include installation of new crosswalks, enhancements of existing crosswalks, pedestrian signals, road diet, parking lanes reduction, bicycle lanes, pedestrian signals, traffic signal upgrades, curb ramps, pavement markings, signing, striping, bulbout and guardrail upgrades all of which are from a list of approved measures recognized by HSIP8 as having effectiveness in reducing collisions and improving safety.

The corridors were selected because of recorded high number of collisions over a five-year period (2011 to 2015). The exception to this is the guardrail locations, where under the HSIP8 program, Caltrans set aside funds for guardrail replacements without the need to provide collision history. The collisions were mostly caused by unsafe speeds, driving under the influence, right of way violations (by both motorists and pedestrians), traveling on the wrong side of the road, and improper turning. Staff evaluated street corridors citywide using grant guidelines and the most recent available historical collision records. Staff created heat maps to highlight patterns of collision to identify street corridors that were selected.

The proposed locations and improvements for HSIP8 are as follows:

Bancroft Avenue (66th Avenue to 98th Avenue)

Corridor Description: Bancroft Avenue is a distinctive corridor due to its wide landscaped median along most of its length. Pedestrian crossings typically require curb ramps through these medians. There are many pedestrian and bicycle destinations including schools, churches, parks, recreation center, businesses, shops, malls, single family homes, and multi-unit housing complexes.

Project Description: The project includes a total of 15 intersections as shown in **Attachment A**. Improvements will include multiple installations of crosswalk enhancements (high-intensity activated crosswalk beacons, rectangular rapid flashing beacons, high visibility ladder style striped crosswalks, pedestrian signal countdown devices), bicycle enhancement (pavement markings), signal upgrades/modifications (mast arms, equipment), signing, striping and a bulb-out. The scope of improvements varies by location.

Collision History: Out of the 15 intersections on Bancroft Avenue, there are 12 intersections each with ten or more collisions over a five-year period (2011 to 2015). Most of the collisions in the Bancroft Avenue corridor involving pedestrian and bicyclists occurred at the 12 intersections.

Fruitvale Avenue (East 10th Street to East 23rd Street)

Corridor Description: Fruitvale Avenue has two northbound travel lanes and one southbound travel lanes, with on-street parking. There are pedestrian crossing treatments (restripe crosswalks to current City standards, install advance stop limit lines) placed at certain locations and there are shared roadway bicycle pavement markings in both directions. There are many pedestrian and bicycle destinations including schools, churches, BART, transit station, businesses, shops, malls, single family homes, and multi-unit housing complexes.

Project Description: The project includes a total of 13 intersections as shown in **Attachment B**. Improvements will include multiple installations of crosswalk enhancement (rectangular rapid flashing beacons, high visibility ladder style striped crosswalks), bicycle enhancement (road diet, parking lane reduction, Class II bicycle lane), signal upgrade (protected left turn phase, equipment), signing and striping. The road diet and bicycle lane improvement from San Leandro Street to E 22nd Street convert the existing three travel lane with two parking lanes to two travel lanes and two bicycle lanes. The protected left turn phase improvement is at Foothill Boulevard. The scope of improvements varies by location.

Collision History: Out of the 13 intersections on Fruitvale Avenue, there are six (6) intersections each with ten or more collisions over a five-year period (2011 to 2015). Most of the collisions in the Fruitvale Avenue corridor involving pedestrian and bicyclists occurred at the six intersections.

35th Avenue (San Leandro Street to Sutter Street)

Corridor Description: 35th Avenue is primarily a residential street with one travel lane each way and curb parking. It is served by AC Transit, and is characterized by a large number of T-intersections. There are many pedestrian and bicycle destinations including schools, churches, BART, transit station, businesses, shops, malls, single family homes, multi-unit housing complexes, retirement centers, and community center.

Project Description: The project includes a total of 13 intersections as shown in **Attachment C**. Improvements will include the multiple installations of crosswalk enhancements (high-intensity activated crosswalk beacon, rectangular rapid flashing beacons, high visibility ladder style striping), bicycle enhancement (lane reduction, buffered bicycle lanes), signal upgrades (protected left turn phase, equipment), signing and striping. The lane reduction and buffered bicycle lane improvement from East 12th Street to International Boulevard converts the existing four travel lanes to two travel lanes plus two buffered bicycle lanes. The protected left turn phase improvement is at Foothill Boulevard. The scope of improvements varies by location.

Collision History

Out of the 13 intersections on 35th Avenue, there are eight (8) intersections each with nine or more collisions over a five-year period (2011 to 2015). Most of the collisions in the 35th Avenue corridor involving pedestrian and bicyclists occurred at the eight intersections.

High Street (San Leandro Street to Porter Street)

Corridor Description: High Street is an arterial street with two travel lanes per direction from San Leandro Street to Foothill Boulevard. North of Foothill Boulevard, High Street is an arterial street with one travel lane per direction and a median two-way left turn lane. There are many pedestrian and bicycle destinations including schools, churches, businesses, shops, malls, parks, community organizations, single family homes, multi-unit housing complexes, and industrial land uses.

Project Description: The project includes a total of nine (9) intersections as shown in **Attachment D**. Improvements will include the multiple installations of new crosswalks, crosswalk enhancements (high-intensity activated crosswalk beacons, rectangular rapid flashing beacons, high visibility ladder style striping, pedestrian signal countdown devices), signal upgrades/modifications (mast arms, equipment), signing and striping. The scope of improvements varies by location.

Collision History: Out of all nine (9) intersections on High Street, there are eight (8) intersections each with nine or more collisions over a five-year period (2011 to 2015). Most of the collisions in the High Street corridor involving pedestrian and bicyclists occurred at the eight intersections.

Downtown (Broadway, Franklin Street, Webster Street and Harrison Street)

Corridor Description: Downtown Oakland is a major traffic generator. It has numerous pedestrian and bicycle destinations including schools, churches, businesses, shops, malls, parks, health care facilities, senior care facilities, and multi-unit housing complexes.

Project Description: The project area includes a total of 13 intersections as shown in **Attachments E1 and E2**. It includes Broadway at 7th, 8th and 9th Streets, Franklin Street at 7th, 8th and 9th Streets, Webster Street at 7th, 8th and 9th Streets, and Harrison Street at 7th, 8th, 9th and 10th Streets. Improvements include multiple installations of crosswalk enhancement (audible devices, pedestrian push buttons, countdown pedestrian signal devices, ADA compliant curb ramps) and signal and equipment upgrade (controllers, mast arms, vehicular signal heads, signal head back plates, video detection, internally illuminated street name signs). The scope of improvements varies by location.

Collision History

In downtown Oakland, collisions rates over the past five years (2011 to 2015) have decreased due to various safety improvements implemented. However, there are several locations with concerns due to significant number of collisions. Pedestrian volumes are generally moderate to high on Webster Street, Franklin Street, and 8th Street. Vehicular traffic demand on Webster Street and on 7th Street is heavy due to travel demand to and from the City of Alameda. The one-way street pattern leads motorists to circulate around the blocks to identify available parking or to reach their destinations, causing delays at multiple intersections. The existing pole mounted signal head locations limit motorists' visibility especially on one-way streets with multiple travel lanes. Lack of vehicular and bicycle detection has led to lower efficiency and greater delays. In downtown Oakland, the project area intersections have several crashes involving pedestrians and bicyclists.

Oakland Hills

Corridor Description: The project area is in the residential districts in the Oakland hills. Trees and vegetation are dense. The terrain and slopes on one or both sides of the roadways are very steep. Roadways have steep grades and many sharp turns. As a result, motorists' visibility could be limited. Many segments of the roadways have guardrails installed to protect schools, homes, poles and trees from passing traffic, to protect vehicles from falling into steep slopes and ditches, and to redirect vehicles that are off course back onto the road.

Project Description: The project includes a total of 27 sites as shown in **Attachments F1 through F4**. The sites are located on Panoramic Way, Shepherd Canyon Road, Claremont Avenue, Skyline Boulevard, Golf Link Road, Ascot Drive, Butters Drive, Brunell Drive, Grizzle Peak, Moraga Avenue, Balboa Drive, Paso Robles Drive, Duncan Way, Escher Drive, Wellington Street, Sterling Drive, Girvin Drive, Balboa Drive, Scout Road, Haverfill Drive, and Chelton Drive. Improvements include upgrades to existing disrepair guardrail sections to meet current Caltrans standards. In some cases, guardrail extensions are needed to fill minor gaps. Improvements also include asphalt concrete berms to control drainage and slope erosion. The scope of improvements varies by location.

Collision History: Caltrans set aside funds statewide specifically for guardrail replacements, and did not require collision history information, unlike the rest of the HSIP8 program. Field visits confirmed that existing guardrail sections and end treatments at the sites were broken, damaged, missing, worn out, outdated, or have subsided or failed foundations. The HSIP8 program therefore provides the City a funding source to replace existing substandard guardrails with new ones.

FISCAL IMPACT

HSIP8 grant funds of \$10,000,000 will be deposited and appropriated in the Department of Transportation, Measure B Fund 2211, Measure BB Fund 2216, Measure KK Fund 5330, Organization 30264, 92246, Expense 56611, 57411, 57412 will be available in the 2017-2018 fiscal year, and a new Project Number will be created for each of the six projects.

The HSIP grant only allows funds to be used on traffic safety improvements and prohibits the use of grant funds on public art. Staff recommends that the City Council waive the 1.5% public art fee for all six HSIP8 projects.

The project-by-project breakdown of federal grant and local funds are shown below:

Project Titles	Total Project Cost	Federal Grant	Local Match
Bancroft Avenue	\$4,770,700	\$3,595,291	\$1,175,409
Fruitvale Avenue	\$1,466,500	\$1,105,183	\$ 361,317
35 th Avenue	\$2,903,800	\$2,188,360	\$ 715,440
High Street	\$2,097,300	\$1,580,566	\$ 516,734
Downtown	\$ 629,400	\$ 527,031	\$ 102,369
Oakland Hills	\$1,198,500	\$1,003,569	\$ 194,931
Total	\$13,066,200	\$10,000,000	\$3,066,200

Projects are included in the next Federal Surface Transportation Improvement Program (FSTIP) amendment. The proposed crosswalk enhancements and signal improvements are estimated to increase annual operations and maintenance costs by \$15,000 to be funded under the traffic signal maintenance budget. Maintenance of signing and striping work is expected to be minimal and will not significantly increase maintenance costs.

PUBLIC OUTREACH / INTEREST

Staff presented all six projects to the Oakland's Bicyclist & Pedestrian Advisory Commission and received their concurrence.

COORDINATION

The Department of Transportation is responsible for funding, planning, designing, implementing, and maintaining traffic signals, pedestrian, and bicycle capital projects. Staff consulted with the City's Bicycle and Pedestrian Programs and PWA Transportation Planning staff. Also, the Oakland Police Department further served as filter for identifying locations of highest priority in coordination with other efforts, such as bicycle and pedestrian projects. All street corridors and areas selected have historically been the subject of ongoing community concerns. The six projects will enhance mobility and access for pedestrians, bicyclists, motorists and improve safety for all users. These improvements will reduce potential conflicts, collisions, and severity of collisions. All improvements are consistent with the City of Oakland Pedestrian Master Plan and Bicycle Master Plan, as well as the Oakland's Complete Street Policy. The Office of the City Attorney and the City's Controller's Bureau reviewed this report and resolution.

SUSTAINABLE OPPORTUNITIES

Economic: Improvements to traffic signal, pedestrian and bicycle facilities contribute to local economic activities. Road diets and bikeway improvements promote bicycling, one of the most cost-effective forms of transportation. Bicycle trips tend to be local and contribute to local economic activity.

Environmental: Walking and bicycling are energy efficient forms of transportation and creates no emissions. Accessible pedestrian and bicycle infrastructure promotes physical activity and good health. The development of Oakland's bikeway network is a key strategy in the City's efforts to reduce greenhouse gas emissions. Traffic signal upgrades improve traffic flow, reduce stops and emissions, and improve air quality.


Social Equity: Improving pedestrian facilities is key in promoting walking as a viable mode of transportation. Bicycling is an inexpensive and broadly accessible form of transportation. Bikeways provide added freedom and independence for youth and parents (who are otherwise shuttling their children) as well as for some people who cannot drive and those who have chosen not to drive. Road diets are a proven low-cost measure that enhances safety, most notably for pedestrians.

ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends that the City Council approve a resolution authorizing the City Administrator or Designee to accept and appropriate six (6) Highway Safety Improvement Program (HSIP) Cycle 8 grants totaling \$10,000,000 to implement safety and operational improvements for pedestrians, bicyclists and motorists at various street corridors and intersections in the City of Oakland, allocate \$3,066,200 as the required City's local match from a combination of Measure B and Measure BB Local Matching Funds, and Measure KK Infrastructure Bond.

For questions regarding this report, please contact Wladimir Wlassowsky, Department of Transportation, Interim Assistant Director, at (510) 238-6383.

Respectfully submitted,



Ryan Russo, Director
Department of Transportation

Reviewed by:
Wladimir Wlassowsky, P.E.
Department of Transportation, Great Streets
Interim Assistant Director

Prepared by:
Ade Oluwasogo, P.E.
Supervising Transportation Engineer
Great Street, Traffic Capital Projects
Department of Transportation

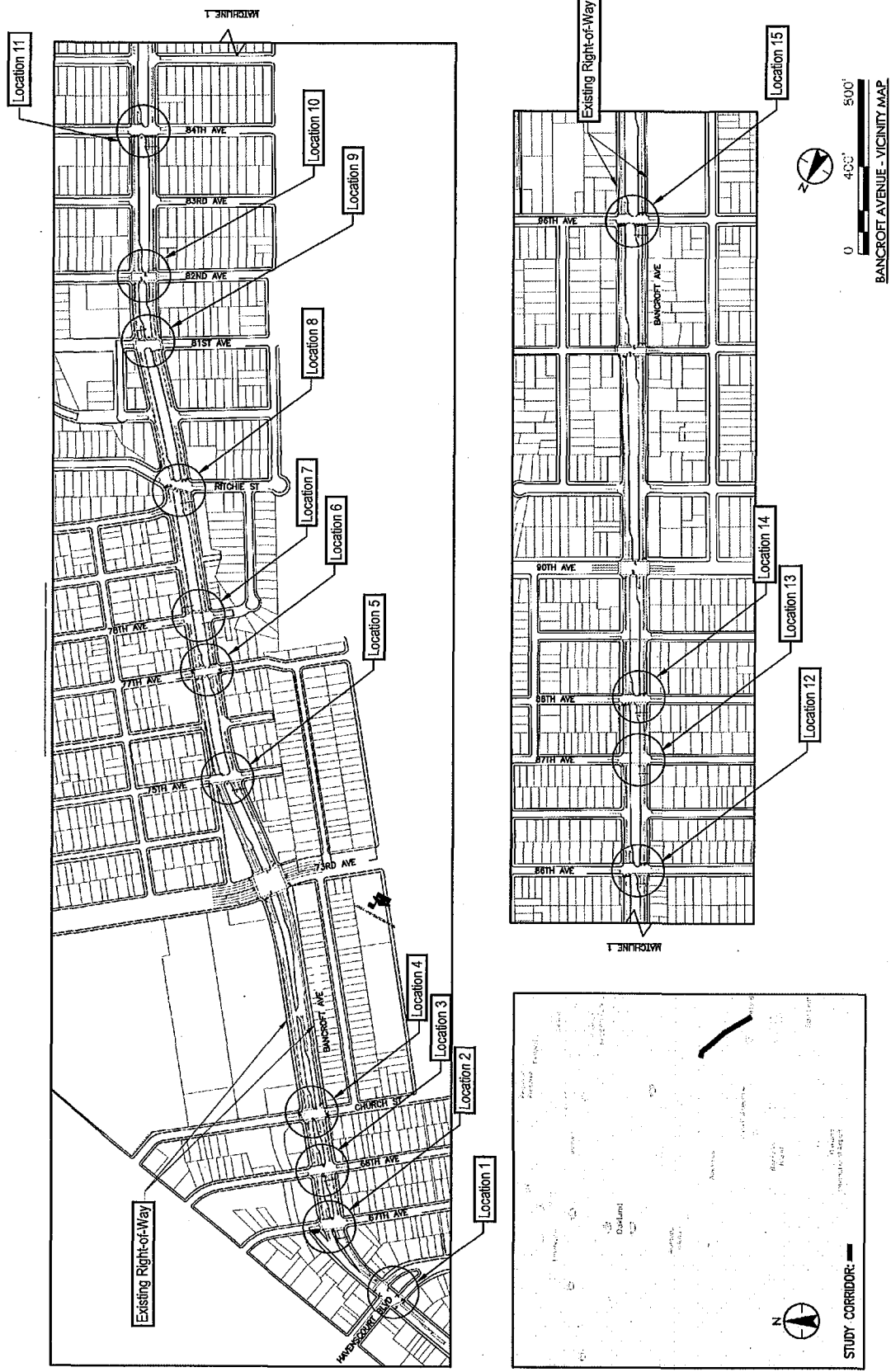
Attachments (11):

- A: Bancroft Avenue Improvements
- B: Fruitvale Avenue Improvements
- C: 35th Avenue Improvements
- D: High Street Improvements
- E1: Downtown Vicinity Map
- E2: Downtown Improvements
- F1: Guardrail Locations
- F2: Vicinity Map (North)
- F3: Vicinity Map (Central)
- F4: Vicinity Map (South)
- G: Grant Approval Letter

ATTACHMENT A

HSIP8 - BANCROFT AVENUE IMPROVEMENTS PROJECT

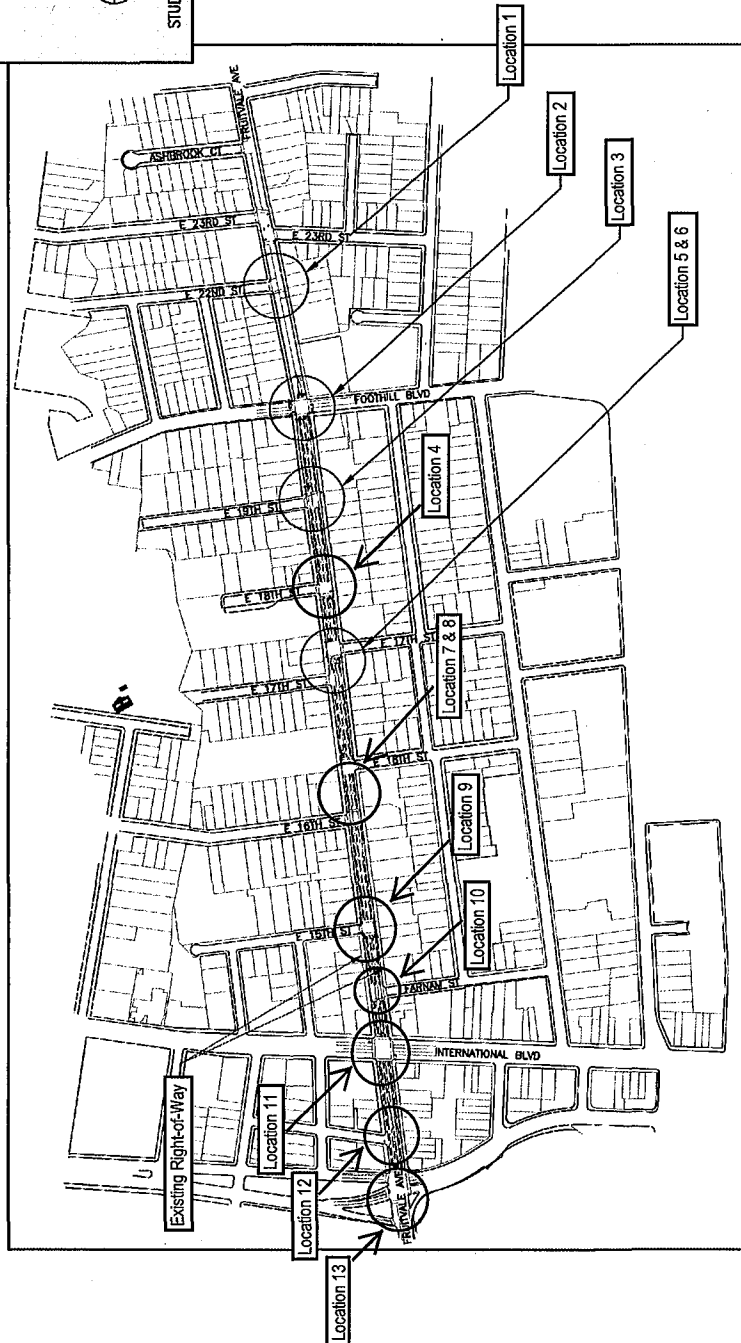
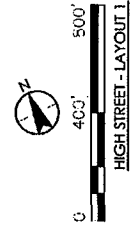
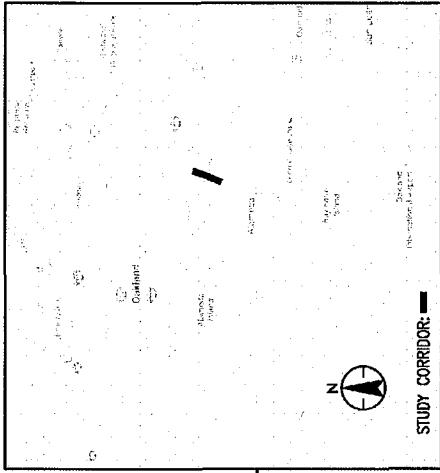
LOCATIONS 1 TO 15



ATTACHMENT B

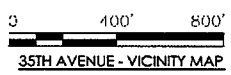
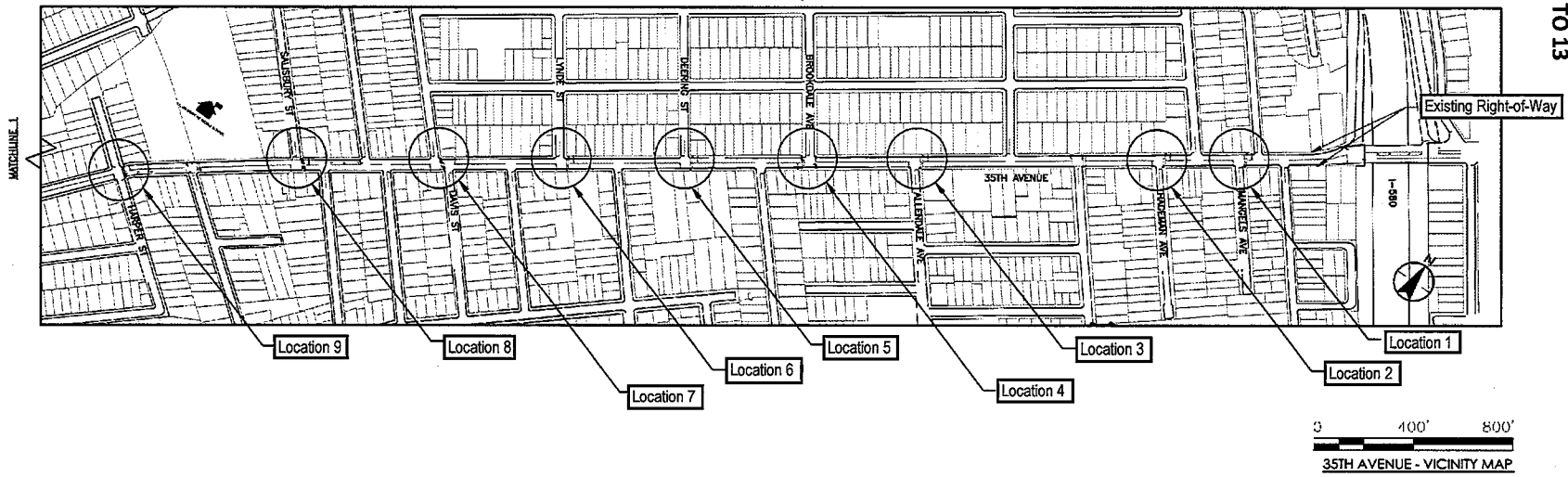
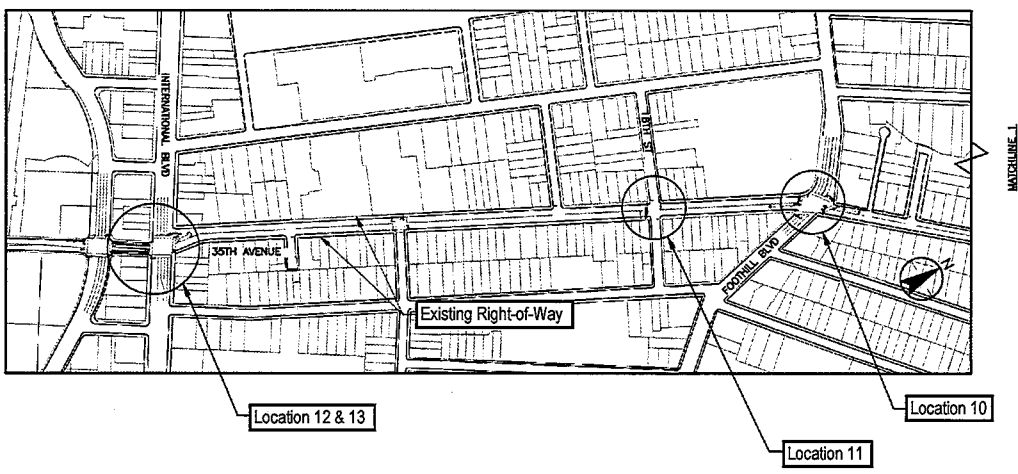
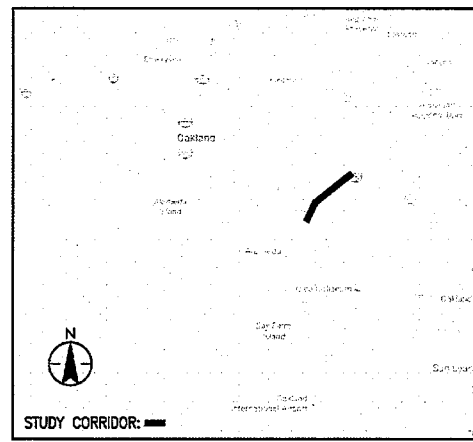
HSIP8 - FRUITVALE AVENUE IMPROVEMENTS PROJECT

LOCATIONS 1 TO 13



ATTACHMENT C

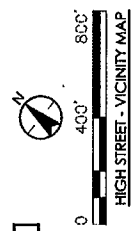
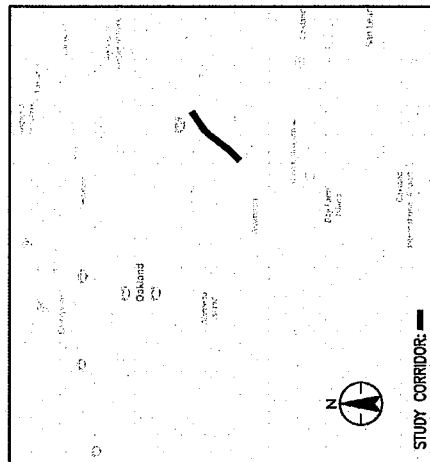
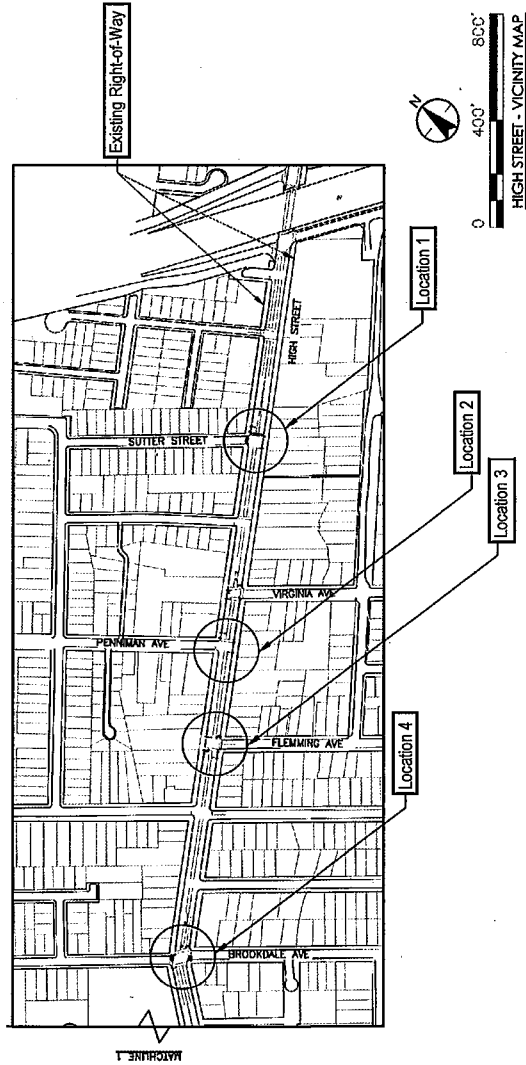
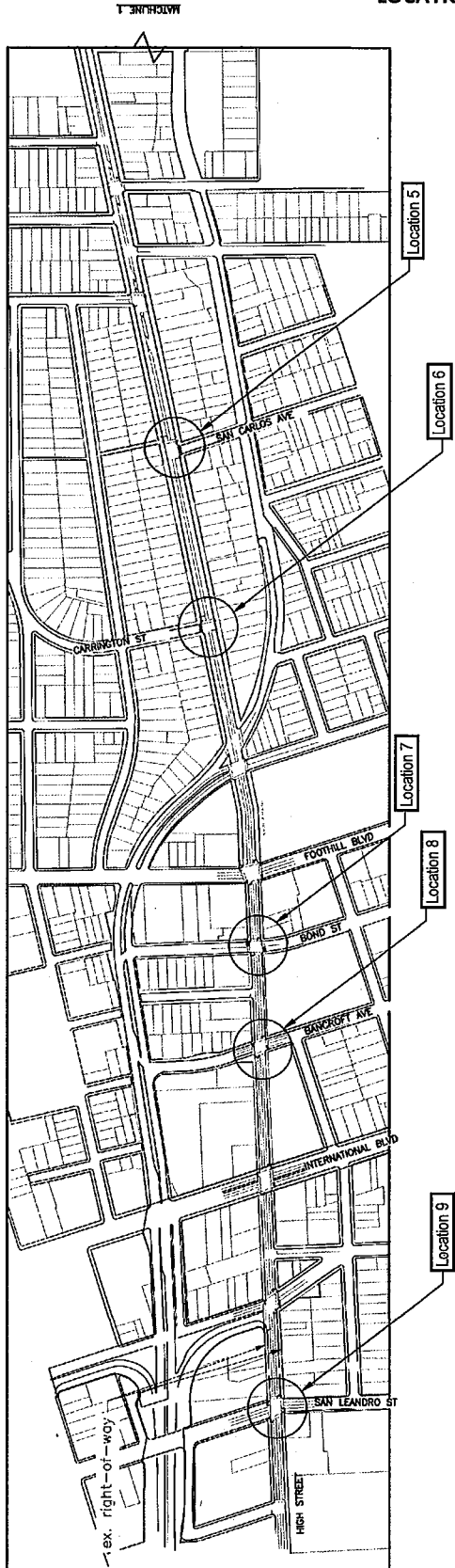
HSP18 - 35TH AVENUE IMPROVEMENTS PROJECT LOCATIONS 1 TO 13



ATTACHMENT D

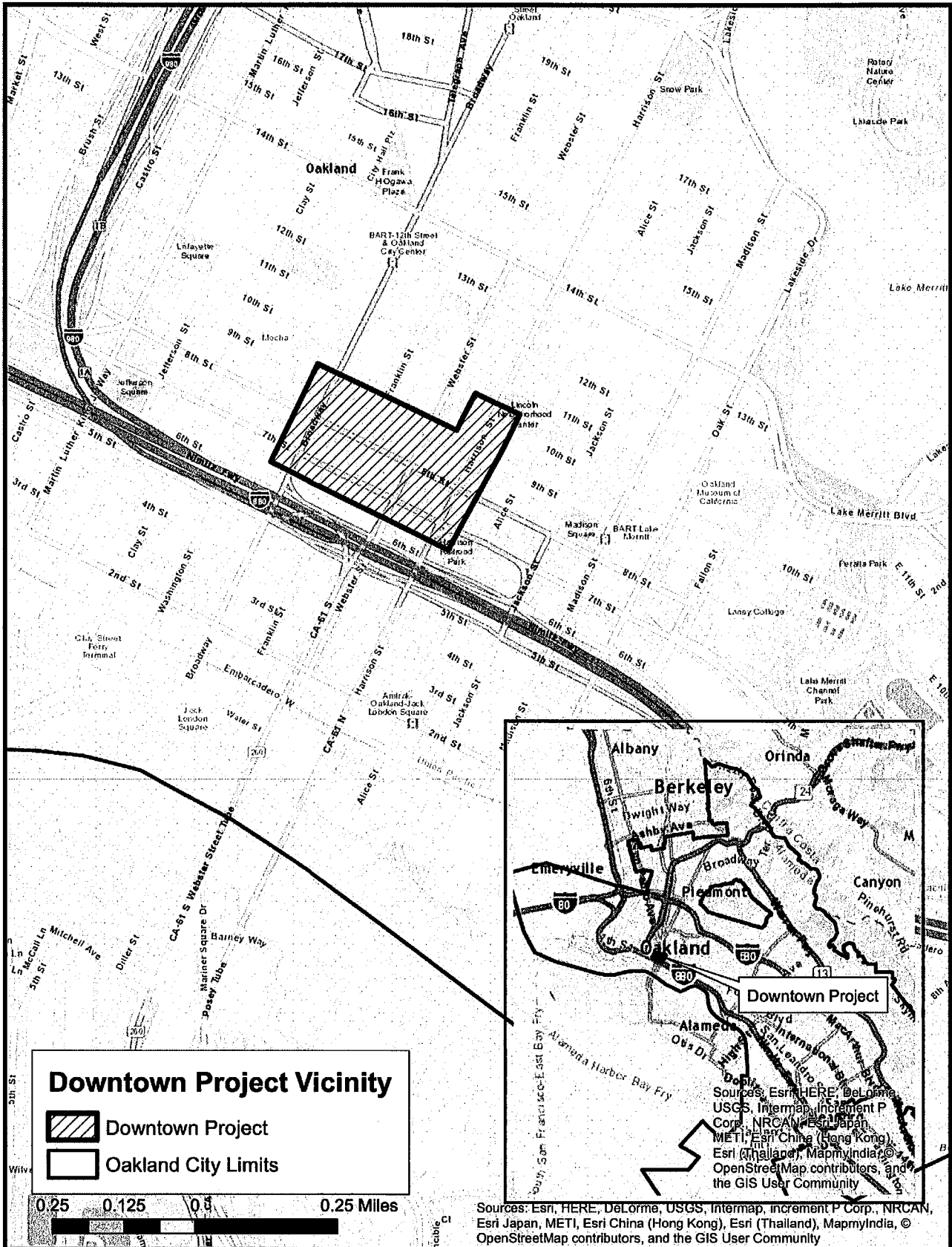
HSIP8 - HIGH STREET IMPROVEMENTS PROJECT

LOCATIONS 1 TO 9



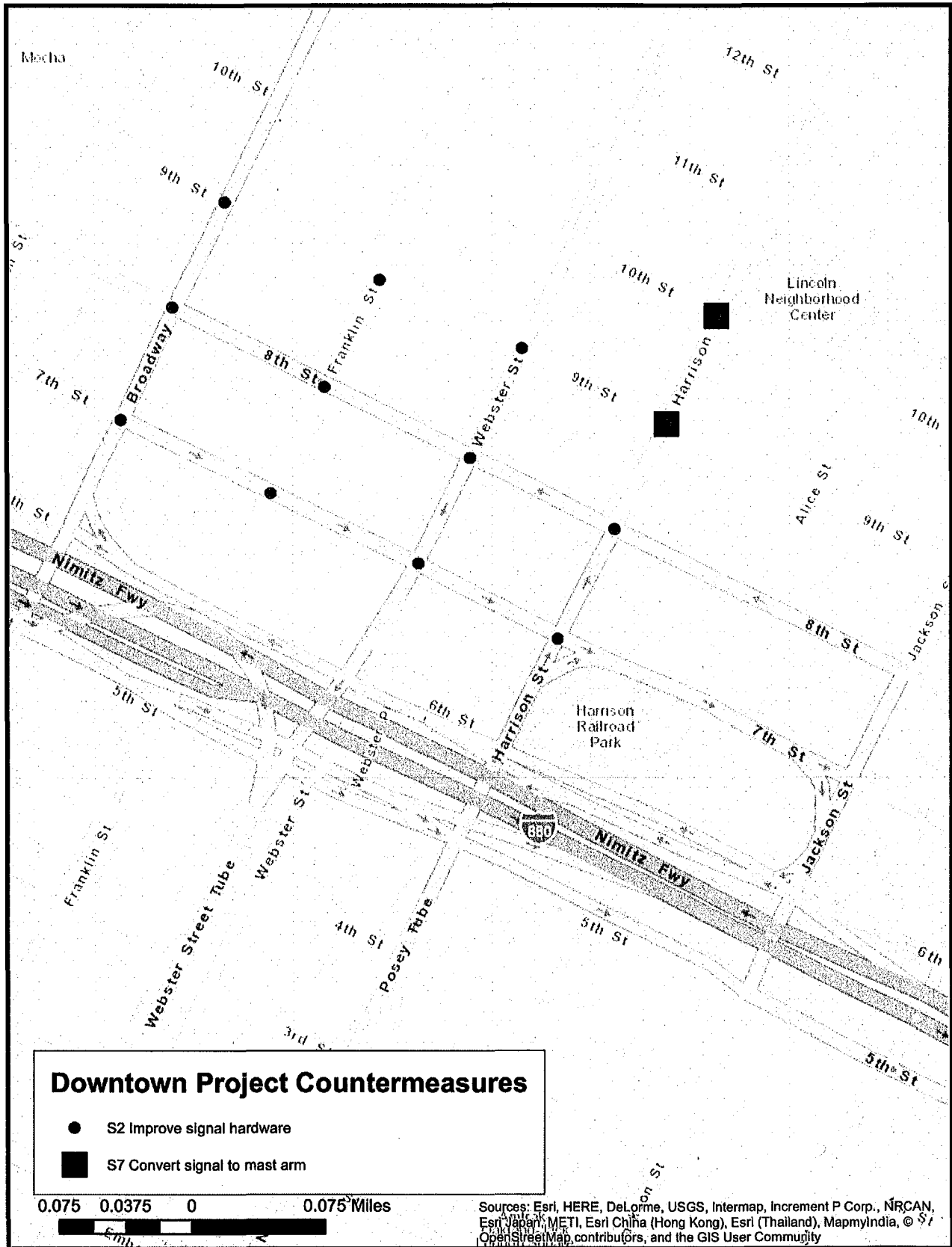
ATTACHMENT E1

DOWNTOWN VICINITY MAP



ATTACHMENT E2

DOWNTOWN IMPROVEMENTS



ATTACHMENT F1

OAKLAND HILLS - GUARDRAIL LOCATIONS

GUARDRAIL LOCATIONS	
1	701 Panoramic Way
2	777 Panoramic Way
3	5725 Shepherd Canyon Rd
4	7535 Claremont Ave
5	5895 Skyline Blvd
6	10701 Golf Links Rd
7	5700 Ascot Dr
8	3100 Butters Dr
9	3551 Brunell Dr
10	Grizzle Peak (3800 ft north of Claremont Ave)
11	5600 Moraga Ave
12	Balboa Dr (6018 Balboa Dr to Paso Robles Dr)
13	6830 to 6900 Paso Robles Dr
14	187 Duncan Wy (230 Duncan Wy to Glenwood Glade)
15, 16, 17, 18	Escher Dr (Shepherd Canyon Rd to Bagshoote Dr): 4 locations
19	Wellington St (at Canon Ave)
20	Sterling Dr (at McCromick Ave and Crest Ave)
21	6354 Girvin Dr (Shepherd Canyon Rd to Aitkens Dr)
22	Balboa Dr (at 5749 Balboa Dr)
23	2263 Scout Rd (385 feet from Mountain Blvd)
24, 25, 26	Haverfill Dr (Longcroft Dr to Chelton Dr): 3 locations
27	Chelton Dr (at Chelsea Ct)

ATTACHMENT F2

OAKLAND HILLS - VICINITY MAP (NORTH)

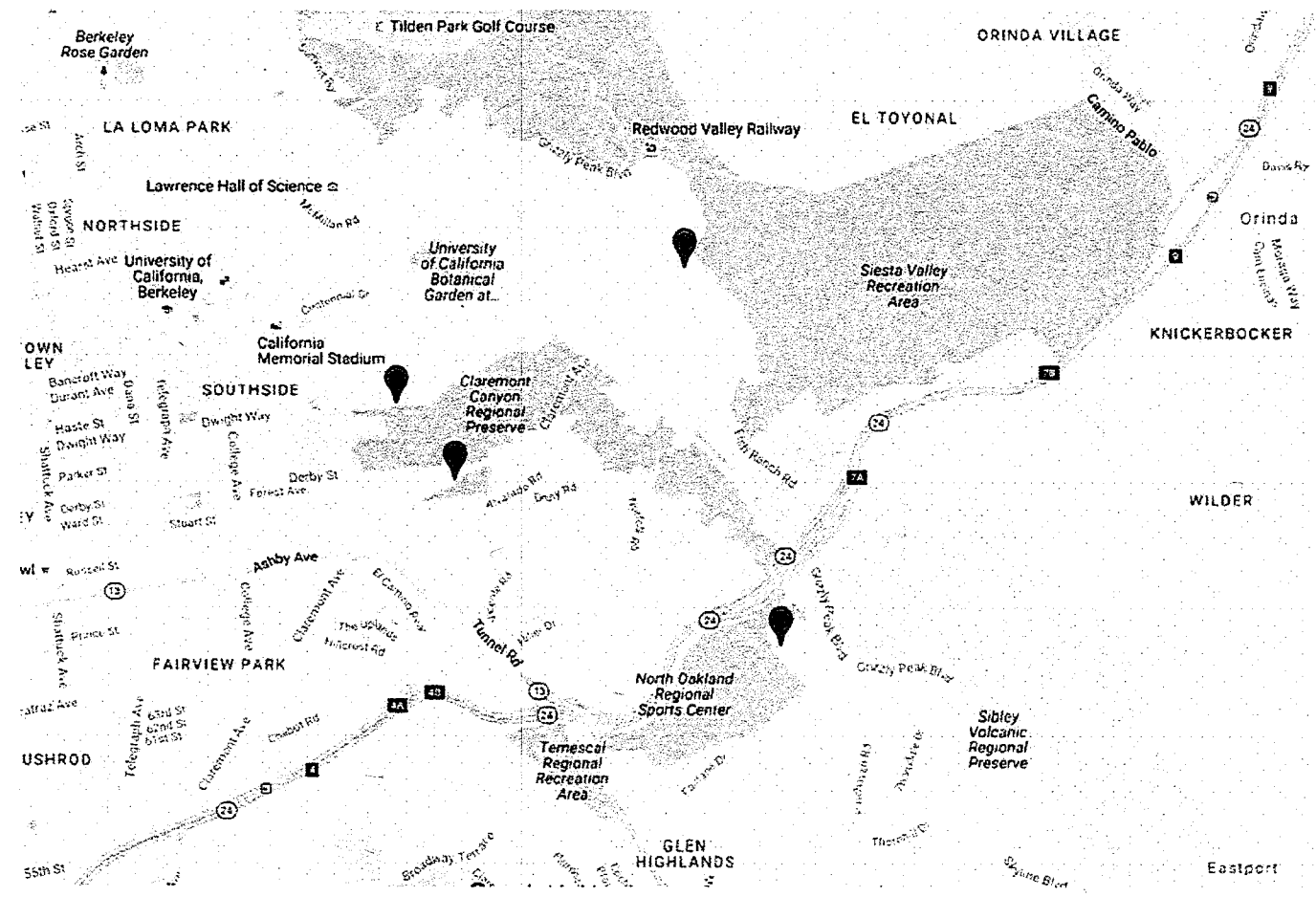


North

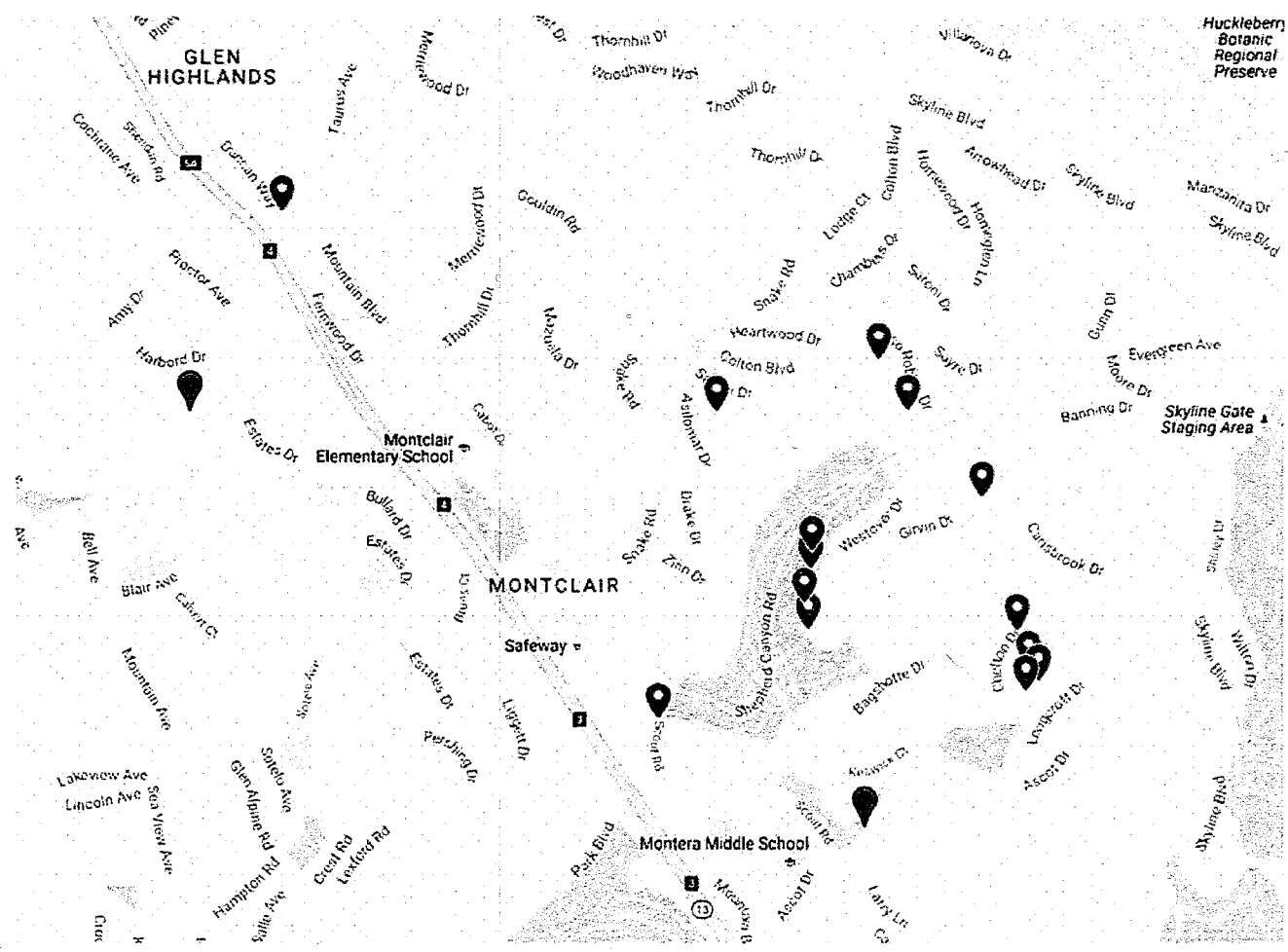


Guardrail Location

Vicinity Map (North)



Vicinity Map (Central)



Guardrail Location

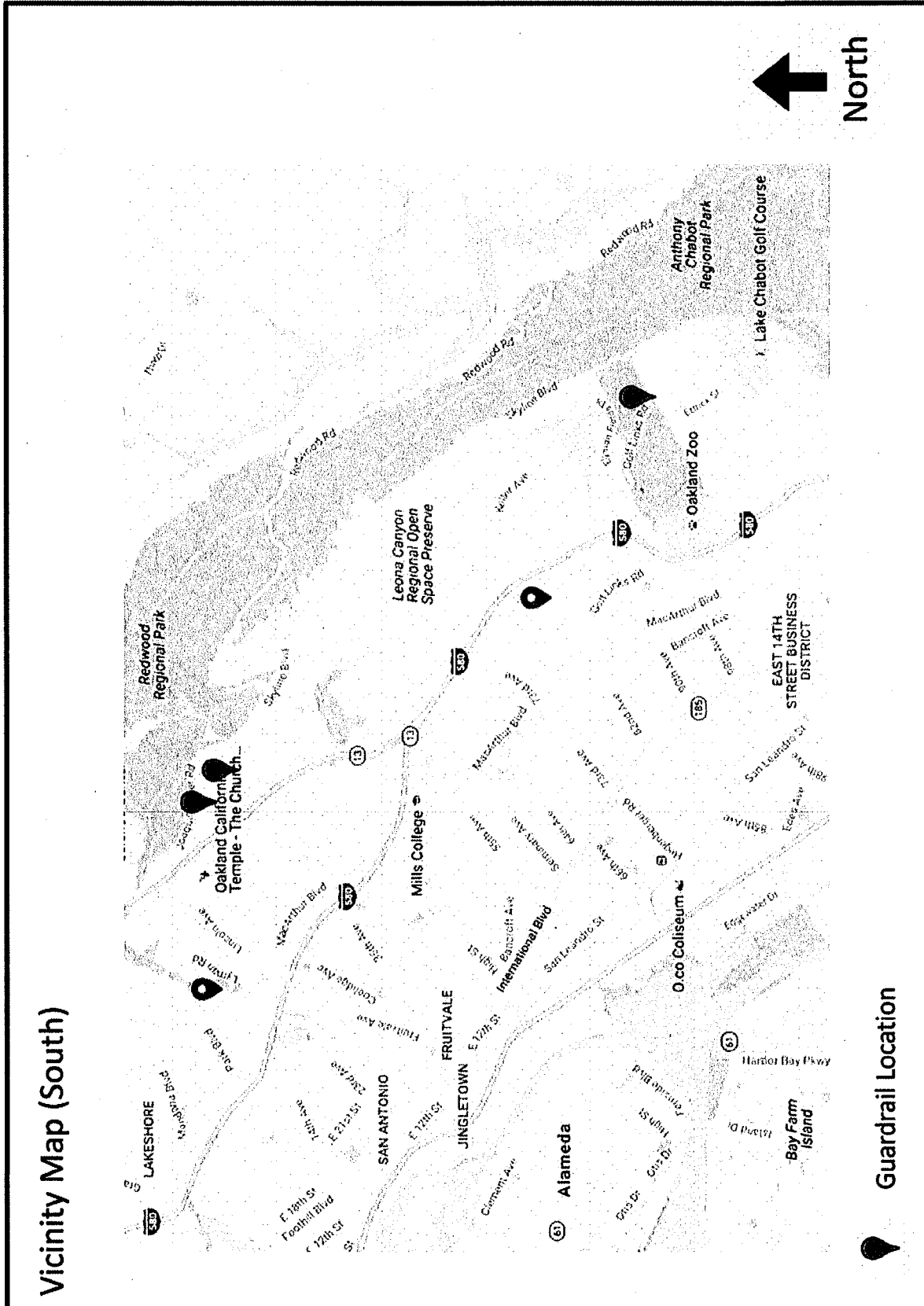


North

ATTACHMENT F3
OAKLAND HILLS - VICINITY MAP (CENTRAL)

ATTACHMENT F4

OAKLAND HILLS - VICINITY MAP (SOUTH)



Vicinity Map (South)

North

Guardrail Location

ATTACHMENT G
GRANT APPROVAL LETTER

DEPARTMENT OF TRANSPORTATION

DIVISION OF LOCAL ASSISTANCE

P.O. BOX 23660

OAKLAND, CA 94623-0660

PHONE (510) 286-5226

FAX (510) 286-5229

www.dot.ca.gov

RECEIVED
PUBLIC WORKS AGENCY
TRAFFIC ENGINEERING

17 JAN -5 AM 9:21



Serious drought.
Help save water!

December 19, 2016

Mr. Philip Ho
Transportation Engineer
250 Frank H. Ogawa Plaza, Suite 4344
Oakland, CA 94612

Dear Philip Ho:

Congratulations! The following projects you submitted for the Highway Safety Improvement Program (HSIP) Cycle 8 funding have been selected for implementation:

Unique Project ID	Original Application ID	Caltrans District	Agency Name	MPO	Location of Work	Description of Work	Project Cost	Federal Funds
H8-04-013	04-Oakland-1	4	Oakland	MTC	On Bancroft Avenue in the City of Oakland between Havenscourt Boulevard and 98th Street	Install HAWKs and RRFBs at eleven locations along the corridor; install signal mast arms at three locations; and install a landscape at the northeast corner of Bancroft and 67th Street.	\$ 4,770,700	\$ 3,595,300
H8-04-014	04-Oakland-2	4	Oakland	MTC	Fruitvale Avenue from Ashbrook Court to E 10th Street.	Install new Class II bicycle lanes, enhanced safety features at pedestrian crossings, and a new protected left turn phase at Foothill Blvd.	\$ 1,466,500	\$ 1,105,190
H8-04-015	04-Oakland-3	4	Oakland	MTC	35th Avenue from E 12th Street to I-580.	Construct crossing enhancements, a protected left turn phase at Foothill Blvd, and Class II bicycle lanes between International Blvd and E 12th Street.	\$ 2,903,800	\$ 2,188,360

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

H8-04-016	04-Oakland-4	4	Oakland	MTC	High Street from San Leandro Street to I-580.	Construct crossing enhancements, signal placement improvements, and new pedestrian signal countdown heads.	\$ 2,097,300	\$ 1,580,570
H8-04-017	04-Oakland-5	4	Oakland	MTC	Intersections in Downtown Oakland in the area bounded by Broadway, 9th Street, Harrison Street, and 7th Street, and the intersection of 10th Street and Harrison Street.	Construct safety improvements at 13 intersections, including signal mast arms, vehicle/bicycle detection, accessible pedestrian signal upgrade, and other improvements.	\$ 629,400	\$ 527,040
H8-04-018	04-Oakland-6	4	Oakland	MTC	Twenty-seven (27) existing guardrails on roadways in the Oakland hills.	Upgrade existing guardrails.	\$ 1,198,500	\$ 1,003,570

To view the complete statewide project listing, please visit the HSIP website at:
http://www.dot.ca.gov/hq/LocalPrograms/HSIP/prev_cycle_results.htm.

In HSIP Cycle 8, 225 projects were selected from a candidate pool of 247 applications. These projects are selected for funding either based on the statewide Benefit Cost Ratio (BCR), or under the set-asides for guardrail upgrades and crosswalk enhancements/pedestrian countdown heads. The selected HSIP projects, totaling \$216.9 million, will be programmed in the 2017 Federal Statewide Transportation Improvement Plan (FSTIP).

So what is next?

1. Program new HSIP projects into the FSTIP:

The Metropolitan Planning Organizations (MPOs) will be informed of the projects being approved for funding, and the MPOs will program these projects in their FSTIP. Please note that it is your agency's responsibility to check with your MPO to confirm when the Federal Highway Administration (FHWA) has approved the programming of your projects. At that time your agency may submit a request for authorization (RFA) to begin reimbursable work on the project in accordance with federal-aid project implementation procedures.

While waiting for the projects to be programmed into the FSTIP, your agency is encouraged to prepare documents required for your first Request for Authorization to Proceed (E-76) with your first phase of work. For more details regarding project implementation, please review the Local Assistance Procedures Manual (LAPM) at <http://www.dot.ca.gov/hq/LocalPrograms/lam/lapm.htm>.

2. Deliver your HSIP projects and meet the delivery milestones per requirements:

For HSIP Cycle 8 projects, the following delivery milestones are required:

- The milestone of E-76 with Preliminary Engineering is met by September 30, 2017; and
- The milestone of E-76 with Construction is met by December 31, 2019.

Caltrans will track the delivery of these HSIP projects. For delivery reports, consequence of not meeting the delivery requirements, exceptions, time extensions and other details, please visit http://www.dot.ca.gov/hq/LocalPrograms/HSIP/delivery_status.htm.

Important: Use EPSP to deliver the projects

Key: Local agencies can and should use the Expedited Project Selection Procedures (EPSP) to deliver their HSIP projects in advance of the FSTIP program year.

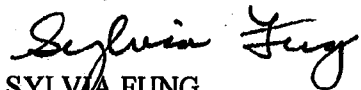
Given that a HSIP safety project is programmed in the FSTIP as lump-sum (i.e. not programmed by phases), it is quite often that the actual year of one or more phases will be different from the program year in the FSTIP. When this occurs, local agencies are allowed and encouraged to request for E-76s in any year, using the Expedited Project Selection Procedures (EPSP). The fact that a local HSIP project is not programmed in a given year should NOT hinder the local agency from requesting for authorization in that year, if the local agency is ready to start the work for a project phase. This understanding is especially important in meeting the delivery requirements of the local HSIP projects.

For the specifics of using the EPSP, please visit

http://www.dot.ca.gov/hq/LocalPrograms/HSIP/delivery_status.htm.

If you have questions, please feel free to contact John Brewster at (510)286-6485, or at John.Brewster@dot.ca.gov.

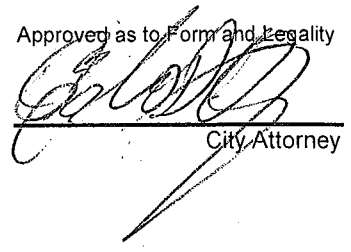
Sincerely,



SYLVIA FUNG

District Local Assistance Engineer

FILED
OFFICE OF THE CITY CLERK
OAKLAND
2017 JUN -1 PM 4:05

Approved as to Form and Legality

City Attorney

OAKLAND CITY COUNCIL

RESOLUTION No. _____ C.M.S.

Introduced by Councilmember _____

RESOLUTION AUTHORIZING THE CITY ADMINISTRATOR OR DIRECTOR OF TRANSPORTATION OR HIS/HER DESIGNEE TO ACCEPT AND APPROPRIATE SIX HIGHWAY SAFETY IMPROVEMENT PROGRAM CYCLE 8 (HSIP8) GRANTS TOTALING \$10,000,000 TO IMPLEMENT SAFETY AND OPERATIONAL IMPROVEMENTS FOR PEDESTRIANS, BICYCLISTS AND MOTORISTS AT VARIOUS STREETS AND INTERSECTIONS IN THE CITY OF OAKLAND, ALLOCATE \$3,066,200 IN MEASURE B, MEASURE BB AND MEASURE KK INFRASTRUCTURE BOND FUNDS AS THE REQUIRED CITY LOCAL MATCH.

WHEREAS, on August 12, 2016, the City of Oakland submitted six grant proposals under Highway Safety Improvement Program Cycle 8 (HSIP8); and

WHEREAS, on January 5, 2017, the City of Oakland received an approval on all six HSIP8 projects for a total project cost of Thirteen Million Sixty Six Thousand and Two Hundred Dollars (\$13,066,200) which includes a federal grant portion of \$10,000,000 and a required City local match portion of \$3,066,200 which represents 23.47 percent of the total project cost as a condition of the HSIP8 grant; and

WHEREAS, under the Bancroft Avenue Improvements Project, a federal grant portion of \$3,595,291 and a City local match portion of \$1,175,409 will be used to install crosswalk enhancement, bicycle enhancement, bulb-out, and signal upgrades; and

WHEREAS, under the Fruitvale Avenue Improvements Project, a federal grant portion of \$1,105,183 and a City local match portion of \$361,317 will be used to install crosswalk enhancement, road diet, Class II bicycle lanes, parking lane reduction, signal upgrades, and protected left turn phase; and

WHEREAS, under the 35th Avenue Improvements Project, a federal grant portion of \$2,188,360 and a City local match portion of \$715,440 will be used to install crosswalk enhancement, lane reduction, buffered bicycle lanes, signal upgrades, and protected left turn phase; and

WHEREAS, under the High Street Improvements Project, a federal grant portion of \$1,580,566 and a City local match portion of \$516,734 will be used to install new crosswalks, crosswalk enhancement, and signal upgrades; and

WHEREAS, under the Downtown Improvements Project, a federal grant portion of \$527,031 and a City local match portion of \$102,369 will be used to install crosswalk enhancement and signal upgrades; and

WHEREAS, under the Oakland Hills Improvements Project, a federal grant portion of \$1,003,569 and a City local match portion of \$194,931 will be used to upgrade existing guardrail section and install asphalt concrete berms; and

WHEREAS, the City has prepared an preliminary traffic and safety assessment at all project sites to address safety, access and mobility, and to identify countermeasures to address deficiencies; and

WHEREAS, the Public Works Department has requested a waiver of the 1.5% public art fee for this project because HSIP guidelines only allows funding uses to traffic safety improvements and prohibit the use of grant funds for public art; now therefore, be it

RESOLVED: That the City Council authorizes to accept and appropriate federal grants in an amount not to exceed \$10,000,000 and allocate a City local match totaling \$3,066,200 for the six projects as listed below; and

RESOLVED: That the City Council authorizes to accept and appropriate federal grants of \$3,595,291 and allocate a City local match of \$1,175,409 for the Bancroft Avenue Improvements Project; and

RESOLVED: That the City Council authorizes to accept and appropriate federal grants of \$1,105,183 and allocate a City local match of \$361,317 for the Fruitvale Avenue Improvements Project; and

RESOLVED: That the City Council authorizes to accept and appropriate federal grants of \$2,188,360 and allocate a City local match of \$715,440 for the 35th Avenue Improvements Project; and

RESOLVED: That the City Council authorizes to accept and appropriate federal grants of \$1,580,566 and allocate a City local match of \$516,734 for the High Street Improvements Project; and

RESOLVED: That the City Council authorizes to accept and appropriate federal grants of \$527,031 and allocate a City local match of \$102,369 for the Downtown Improvements Project; and

RESOLVED: That the City Council authorizes to accept and appropriate federal grants of \$1,003,569 and allocate a City local match of \$194,931 for the Oakland Hills Improvements Project; and

FURTHER RESOLVED: That said federal grant funds will be deposited and appropriated in the Department of Transportation Fund (2116), Department of Transportation (Traffic Capital Projects Organization 30264 and Engineering Design: Traffic/Parking Organization 92246), and

in a project number to be established for each project; and be it

FURTHER RESOLVED: That said City local match funds is available in Measure B Fund (2211), Measure BB Fund (2216), Measure KK Infrastructure Bond (5330), Department of Transportation, Organization (30264 and 92246), Expense (56611, 57411, 57412); and be it

FURTHER RESOLVED: That the City Council authorizes the implementation of all six HSIP8 projects, namely Bancroft Avenue Improvements Project, Fruitvale Avenue Improvements Project, 35th Avenue Improvements Project, High Street Improvements Project, Downtown Improvements Project, and Oakland Hills Improvements Project; and be it

FURTHER RESOLVED: That the City Administrator or designee shall file a Notice of Determination/Notice of Exemption with the clerk of the County of Alameda and the Office of Planning and Research on each of the six HSIP8 projects.

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