

# CITY OF OAKLAND

## AGENDA REPORT

FILED  
OFFICE OF THE CITY CLERK  
OAKLAND

2008 OCT -1 PM 5:13

TO: Office of the City Administrator  
ATTN: Dan Lindheim  
FROM: Community & Economic Development Agency  
DATE: October 14, 2008

RE: **Resolution Approving The City Of Oakland's Four-Year (Fiscal Year 2009-2010 Through Fiscal Year 2012-2013) Priority List Of Bicycle And Pedestrian Safety Projects For Funding From Measure B Bicycle And Pedestrian Pass-Thru Funds (Fund 2212)**

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### SUMMARY

A resolution has been prepared to approve the City of Oakland's Four-Year Priority List of Bicycle and Pedestrian Safety Projects for funding from Alameda County's Measure B Bicycle and Pedestrian Pass-Thru Funds (Attachment A). The table covers the fiscal year (FY) period of FY 2009-2013 and includes four project categories: 1) Pedestrian-Related Traffic Signal Improvements; 2) Sidewalk Repair; 3) Streetscape Pedestrian Safety Elements; and 4) Bicycle Master Plan Implementation. Pedestrian safety projects account for 65 percent of the proposed expenditures and bicycle projects account for 35 percent. Oakland's previous priority list covered the seven-year period from FY 2002-2003 through FY 2008-2009. That list earmarked 90 percent of the funds for pedestrian safety and 10 percent for bicycling facilities.

Annually, Oakland receives approximately \$1 million from the Measure B countywide ½-cent sales tax for transportation that is earmarked for bicycle and pedestrian improvement projects. The Alameda County Transportation Improvement Authority (ACTIA), which administers these funds, requires each recipient agency to periodically provide a list of priority bicycle and pedestrian projects. With the previous list expiring at the end of the current two-year capital improvement budget, it is time to update Council's priorities.

### FISCAL IMPACT

Adopting this prioritized list has no immediate fiscal impact. This action will guide staff as they develop a list of Measure B Bicycle and Pedestrian Pass-Thru Funds Fund 2212 bicycle and pedestrian safety projects and programs for programming by Council beginning with the FY 2009-2011 two-year Capital Improvement Program (CIP). New account and project numbers will be established to separately track these expenditures.

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## BACKGROUND

In November 2000, Alameda County voters approved a 20-year extension of the county's ½-cent sales tax for transportation (known as Measure B). These funds are administered by the ACTIA. Collection of the Measure B sales tax began in April 2002 and will continue through March 2022. Five percent of the overall Measure B revenues must be spent for facilities and/or programs that serve bicyclists and pedestrians. Seventy-five percent of the funds reserved for bicyclists and pedestrians flow directly to the cities and Alameda County. Each receives a share based on their proportion of the county-wide population over the life of Measure B. For Oakland, this amounts to roughly \$1 million per year. Eligible uses for these funds include capital improvements for bicycle and pedestrian facilities, including facilities to comply with the Americans with Disabilities Act (ADA), that have been prioritized through local or regional planning processes.

Oakland's previous prioritization process for bicycle and pedestrian safety revenues in Fund 2212, approved by Council in June 2002, covered the initial seven-year period of Measure B programming from FY 2002-03 through FY 2008-09. Based on the assumption that \$1 million per year would be available for these projects, Council directed staff to spend 90 percent of the funds on pedestrian safety projects, and 10 percent on development of new bicycle lanes as follows:

Project	% of Bike/Ped Funds
Traffic Signals (1 @ \$250,000 per year)	25%
Countdown Pedestrian Signal Heads (10 @ \$10,000 per year = \$100,000)	10%
Sidewalk Repair (@ \$250,000 per year)	25%
Street and Traffic Sign Replacement (@ \$100,000 per year)	10%
Streetscape Pedestrian Safety Elements (@ \$200,000 per year)	20%
Bicycle Lanes and Facilities (@ \$100,000 per year)	10%
<b>TOTAL (\$ 1 million)</b>	<b>100%</b>

In preparation for development of the next two cycles of 2-year CIP's (FY 2009-2011 and FY 2011-2013), staff seeks Council's endorsement of the bicycle/pedestrian projects shown in Attachment A as priorities for funding with Measure B Fund 2212 revenues.

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## **KEY ISSUES AND IMPACTS**

### **Emphasis on Bicycle Facilities**

Approval of the new priority list satisfies ACTIA's requirement that recipient agencies notify ACTIA of the types of projects they intend to fund with their Measure B Bicycle/Pedestrian Safety revenues. Attachment A also signals a shift in emphasis by earmarking 35 percent of these funds for bicycle facilities and 65 percent for pedestrian improvements.

When Council approved the initial prioritization process for Measure B Bicycle and Pedestrian funds in June 2002, the City's Pedestrian Master Plan was being finalized. Research for the Pedestrian Master Plan revealed statistics that supported advancing numerous pedestrian safety projects throughout the City. As a result, Council decided that for the initial years of Measure B, the bicycle and pedestrian funds should focus on pedestrian safety projects. Although much work remains to be done to improve pedestrian safety, the need to expand the City's bicycle network for cyclists must also be addressed more comprehensively. With the impacts of global warming, combined with dwindling supplies of oil and escalating fuel costs, the need to address expansion of Oakland's bicycling network are moving to the forefront.

In December 2007, Council adopted an update to the City's Bicycle Master Plan, part of the Land Use and Transportation Element of the City's General Plan. This document demonstrates the need for substantial expansion of bicycle facilities to address cyclists' safety and need for improved access citywide. Proposed improvements include expanded bicycle parking and maintenance thereof, construction of new bikeways, bicycle safety education, and continuation/expansion of the City's Annual Bike to Work Day activities.

Bicycle safety education classes may be offered through a Memorandum of Understanding (MOU) with ACTIA whereby the City would provide up to \$10,000.00 per fiscal year for the period FY 2009-2010 through FY 2012-2013 from Fund 2212. This coordination with ACTIA will allow for economies of scale at the countywide level while ensuring that classes meet the needs of people who live or work in Oakland. Overall, staff's proposal for new Fund 2212 priorities responds to the new information and policy directive provided by the recent update to the City's Bicycle Master Plan.

### **Streetscape Pedestrian Safety Funds to Focus on Non-Redevelopment Areas**

Attachment A recommends making communities outside Redevelopment Agency boundaries the top priority for streetscape pedestrian safety funds. This shift in emphasis will enable these areas to more easily access matching funds for their streetscape projects. Currently only Redevelopment Areas have ready access to local matching funds for streetscape projects. This

change will give non-Redevelopment Agency areas a leg up in developing their streetscape projects.

### **Street and Traffic Sign Replacement to be Funded with Public Works Maintenance Program**

Previously, 25 percent of the Fund 2212 bicycle and pedestrian funds were earmarked for citywide street and traffic sign replacement. With recent shifts of Measure B Local Streets and Roads maintenance revenues (Fund 2211) and State Gas Tax revenues (Fund 2230) from the CEDA Transportation Services Division to Public Works Maintenance, the street and traffic sign replacement should be funded with these funds. This will free up Fund 2212 funds for implementation of the 2007 Master Bicycle Plan.

### **Review by City's Bicycle and Pedestrian Advisory Committee**

In July, the City's Bicycle and Pedestrian Advisory Committee (BPAC) commented on the draft recommendations for Fund 2212 priorities. Two issues in particular resonated with them. First, the need for more bicycle parking in light of the recent removal of approximately 4,300 parking meters which often serve as ad hoc bicycle parking racks. Second was the need for more improvements at existing signalized intersections to improve pedestrian safety. These improvements include pedestrian countdown signal heads, protected left-turn phases to separate turning drivers from crossing pedestrians, video detection, and audible signals and accessible pushbuttons to assist persons with disabilities. Given the expense of new traffic signals (typically \$300,000.00), the BPAC expressed support for prioritizing improvements to existing traffic signals as a more cost-effective strategy for improving pedestrian safety citywide. Both of the BPAC's issues have been addressed in the recommendations presented in this report and summarized in Attachment A.

### **POLICY DESCRIPTION**

Attachment A to this report sets forth proposed priorities for Measure B Fund 2212 Bicycle and Pedestrian Safety funds for the next four years (FY 2009-10 through FY 2012-13). It also shows, for comparison purposes, the current projects/programs funded by Measure B Fund 2212 revenues. The new proposal includes four categories of projects:

- 1) Pedestrian-Related Traffic Signal Improvements (25% of funding)
- 2) Sidewalk Repair (25% of funding)
- 3) Streetscape Pedestrian Safety Elements (15% of funding)
- 4) Bicycle Master Plan Implementation (35% of funding)

The first three categories address pedestrian safety and access. They account for 65 percent of the anticipated \$1 million of Fund 2212 revenues (roughly \$650,000.00 per year). The fourth

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category addresses bicycle safety/access and accounts for 35 percent of the anticipated revenues (roughly \$350,000.00 per year).

## **SUSTAINABLE OPPORTUNITIES**

**Economic:** Bicycle facilities promote bicycling, one of the most cost-effective forms of transportation. Bicycle and walking trips tend to be local and thus are more likely to contribute to local economic activity. Bicycle parking encourages bicycling for errands and shopping, reducing the need for automobile parking and supporting local business. These projects also provide an opportunity to use local contractors, which employ Oakland residents, thereby strengthening the local economy.

**Environmental:** These projects help reduce air pollution by encouraging walking and bicycling for transportation. Bicycling is the most energy efficient form of transportation and both bicycling and walking create no emissions. The projects will facilitate bicycling and walking, thus contributing to the City's efforts to reduce greenhouse gas emissions.

**Social Equity:** The projects improve accessibility and safety for persons who depend on non-motorized transportation and public transit to access jobs, services, and recreational facilities. Bicycling and walking are inexpensive and broadly accessible forms of transportation. These facilities 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.

## **DISABILITY AND SENIOR CITIZEN ACCESS**

Sidewalk repair and expansion, along with new curb ramps, traffic signal upgrades, and other pedestrian crossing improvements enhance safety and access to shopping, public transit, and other services for senior citizens and persons with disabilities. The bikeway projects can have the added benefit of calming traffic by reducing vehicle speeds. Slowing traffic provides an indirect benefit for senior citizens and persons with disabilities.

## **RECOMMENDATION(S) AND RATIONALE**

Staff recommends that the City Council approve the resolution authorizing the City Administrator, or his designee, to transmit to ACTIA the City's Proposed Priorities for Measure B Bicycle and Pedestrian Safety Funds (Funds 2212) for the period FY 2009-2010 through FY 2012-2013 (Attachment A).

This action satisfies ACTIA's requirement that recipients of Measure B Bicycle and Pedestrian Safety Funds submit a list of priority projects for which they wish to use these funds. The new priorities increase the percent of Fund 2212 revenues going to bicycle facilities from 10 to 35

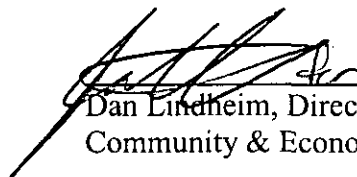
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percent in response to Council's adoption of the City's 2007 Master Bicycle Plan. This new policy document demonstrates the need for expansion of bicycle facilities to address bicyclist safety and improved access citywide. At the same time, it recognizes the on-going work needed to improve pedestrian safety by earmarking 65 percent for pedestrian-related projects.

**ACTION REQUESTED OF THE CITY COUNCIL**

Staff recommends that the City Council approve the resolution.

Respectfully submitted,

  
\_\_\_\_\_  
Dan Lindheim, Director  
Community & Economic Development Agency

Reviewed by:  
Michael J. Neary, P.E.  
Deputy Director  
Community & Economic Development Agency

Prepared by:  
Shanna O'Hare, Senior Transportation Planner  
Transportation Services Division

APPROVED AND FORWARDED TO  
THE PUBLIC WORKS COMMITTEE:

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

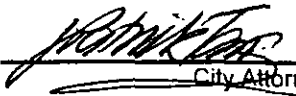
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Proposed Priorities for Measure B (Fund 2212) Bicycle/Pedestrian Safety Funds - FY 09-10 thru FY 12-13

PROJECT/PROGRAM <i>(italics/bold is new title)</i>	per year FY 02-03 thru FY 08-09	per year FY 09-10 thru FY 12-13	Comments	Rationale for Recommendations
Traffic Signals ( <i><b>Pedestrian-Related Traffic Signal Improvement Program</b></i> )	\$ 250,000	\$ 250,000	Previously funded one signal per year @ \$250K through FY 08-09; Focus of new Traffic Signal Improvement Program will be upgrades to <u>existing</u> traffic signals that improve pedestrian safety.	Traffic signal pedestrian safety needs at existing signalized intersections include video detection devices, pedestrian countdown phases, devices for persons with disabilities, and protected left-turn phases.
Countdown Pedestrian Signal Heads (Ped Heads)	\$ 100,000	\$ -	Ped Head installations to be funded with Traffic Signal Improvement Program (above). \$100K for stand-alone Ped Head program to be shifted to Master Bike Plan Implementation.	Most high-priority Ped Head locations have been funded through grants, so less Measure B needed for this stand-alone program. Ped Heads to be funded with new Traffic Signal Improvement Program (above).
Sidewalk Repair	\$ 250,000	\$ 250,000	No change recommended.	Given the backlog of sidewalk repair and the importance of addressing trip and fall hazards, this funding level should be maintained.
Street and Traffic Sign Replacement	\$ 100,000	\$ -	Eliminate 2212 funding for street sign replacement; Use 2211 and/or 2230 PWA Maintenance funds to backfill for 2212 funds.	Street and Traffic Sign Replacement should be funded from PWA's Maintenance Program via either 2211 or 2230. This will help offset loss of Fund 2211 funds that previously supported Transportation Services Division capital programs.
Streetscape Pedestrian Safety Elements	\$ 200,000	\$ 150,000	Shift \$50K of Streetscape Ped Safety funds to Bike Master Plan Implementation; Backfill with Redevelopment Agency funds; Top priority for remaining \$150K to be streetscapes <b>outside</b> Redevelopment zones.	First priority for streetscape funds should be areas of the City not covered by the Redevelopment Agency (RA) program funding.
Bicycle Lanes ( <i><b>Master Bike Plan Implementation</b></i> )	\$ 100,000	\$ 350,000	Increase this category by \$250K to fund Master Bike Plan Implementation which includes a new Assistant Transportation Engineer (ATE) and capital project funds. (Increased funding to come from: \$100K - Traffic Sign Replacement; \$100K from Ped Countdown Signals; and \$50K Streetscapes.) Capital bike projects include: 1) bike parking; 2) striping & signing new bikeways; 3) project development for new bikeway projects; 4) local match for CityRacks grants; 5) bike locker maintenance; 6) Bicycle Safety Education Classes; and 7) Bike to Work Day.	New funds needed for implementation of City's recently updated Bicycle Master Plan. Project development and implementation requires dedicated traffic engineering support. This plan documents need for comprehensive expansion of the City's bicycle facilities to improve access and safety for cyclists. Need for dedicated bike engineer further demonstrated by backlog of grant-funded projects that cannot be implemented.
<b>TOTAL PER YEAR</b>	<b>\$ 1,000,000</b>	<b>\$ 1,000,000</b>		

FILED  
OFFICE OF THE CITY CLERK  
OAKLAND

# OAKLAND CITY COUNCIL

  
City Attorney

2008 OCT -1 PM 5:19  
**RESOLUTION No. \_\_\_\_\_ C.M.S.**  
Introduced by Councilmember \_\_\_\_\_

**RESOLUTION APPROVING THE CITY OF OAKLAND'S FOUR-YEAR (FISCAL YEAR 2009-2010 THROUGH FISCAL YEAR 2012-2013) PRIORITY LIST OF BICYCLE AND PEDESTRIAN SAFETY PROJECTS FOR FUNDING FROM MEASURE B BICYCLE AND PEDESTRIAN PASS-THRU FUNDS (FUND 2212)**

**WHEREAS**, in November 2000, Alameda County voters approved a 20-year extension to the countywide ½-cent sales tax for transportation (known as Measure B); and

**WHEREAS**, five percent (5%) of the revenues generated from Measure B must be spent for facilities and/or programs that serve bicyclists and pedestrians; and

**WHEREAS**, seventy-five percent (75%) of the five percent reserved for bicyclists and pedestrians flows directly to the cities and Alameda County based on their relative proportion of the county-wide population; and

**WHEREAS**, Oakland's share of these bicycle and pedestrian funds amounts to approximately \$1 million per year; and

**WHEREAS**, recipients of Measure B Bicycle and Pedestrian Safety Funds must submit a priority list of projects to the Alameda County Transportation Improvement Authority (ACTIA), which administers these funds; and

**WHEREAS**, Oakland's initial list of Measure B projects covered the period of Fiscal Year (FY) 2002-2003 through FY 2008-2009 to coincide with Oakland's 2-year budget cycle; and

**WHEREAS**, in December 2007, Council adopted an update to the City's Master Bicycle Plan, (part of the Land Use and Transportation Element of the City's General Plan); and

**WHEREAS**, the City's updated Bicycle Plan documents the need for substantial expansion of bicycle facilities to address bicyclists' safety and the need for improved access citywide; and

**WHEREAS**, prior to developing a draft Capital Improvement Program (CIP) for FY 2009-2011, a new priority list must be developed for Measure B Bicycle and Pedestrian Safety Funds that reflects current City policies; and



**WHEREAS**, the proposed priorities will cover the four-year period FY 2009-2013 and include:

- Pedestrian-Related Traffic Signal Improvements (25% of funding)
- Sidewalk Repair (25% of funding)
- Streetscape Pedestrian Safety Elements (15% of funding)
- Bicycle Master Plan Implementation (35% of funding); and

**WHEREAS**, this updated priority list will guide staff in proposing projects for the City's next two-year CIP for FY 2009-2011; now, therefore, be it

**RESOLVED:** That the Oakland City Council hereby authorizes the City Administrator, or his designee, to transmit to ACTIA the City's Proposed Priorities for Measure B (Fund 2212) Bicycle and Pedestrian Safety Funds for the period FY 2009-2010 through FY 2012-2013 as set forth in Exhibit A attached hereto; and be it

**FURTHER RESOLVED:** That the City Council hereby authorizes the City Administrator or his designee to develop and execute a Memorandum of Understanding (MOU) with ACTIA to provide funding in an amount not to exceed \$10,000 per fiscal year for the period FY 2009-2010 through FY 2012-2013 from Fund 2212 for bicycle safety education classes serving people who live or work in Oakland; and be it

**FURTHER RESOLVED:** That the City Council hereby authorizes the City Administrator or his or her designee as agent of the City to execute all documents that may be necessary with respect to the proposed bicycle and pedestrian safety projects consistent with this resolution and its basic purpose.

IN COUNCIL, OAKLAND, CALIFORNIA, \_\_\_\_\_, 20\_\_\_\_

**PASSED BY 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

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