

FILED
OFFICE OF THE CITY CLERK
OAKLAND

CITY OF OAKLAND
AGENDA REPORT

2008 DEC -4 AM 9:58

TO: Office of the City Administrator
ATTN: Dan Lindheim
FROM: Community and Economic Development Agency
DATE: December 16, 2008

RE: **Resolution Authorizing The City Of Oakland To Accept And Appropriate Nine Hundred Twenty Thousand Three Hundred Dollars (\$920,300.00) In Federal Cycle 2 Safe Routes To School (SRTS) Grant Funds For Walking and Bicycling Safety Improvements At Bret Harte Middle School, Manzanita Community and SEED Elementary Schools, and Peralta Elementary, La Escuela Internacional, and Pacific Boychoir Schools**

SUMMARY

A resolution has been prepared for the City Council to authorize the City Administrator or his designee to accept and appropriate a Federal Cycle 2 Safe Routes to School (SRTS) grant award in the amount of \$920,300.00. The funds will be used to make capital improvements for pedestrian and bicyclist safety around Oakland schools.

Specifically, the Cycle 2 SRTS funds will be used to widen sidewalks, close sidewalk gaps, install intersection "bulb outs", install or upgrade curb ramps for Americans with Disabilities Act (ADA) compliance, install new pedestrian countdown signal heads and push buttons, and install bicycle lanes for Bret Harte Middle School, Manzanita Community and SEED Elementary schools, and Peralta Elementary, La Escuela Internacional, and Pacific Boychoir schools. See Attachments A, B, and C for the locations of these schools and their corresponding improvements.

FISCAL IMPACTS

Adoption of this resolution will allow the City to accept and appropriate \$920,300.00 to design and construct the project. Funds will be deposited into the State of California Department of Transportation Fund (2116) and appropriated to the Transportation Services Division Traffic Safety Program Organization (88364), and a new project number will be established. No local match is required for the Cycle 2 SRTS Program.

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 Cycle 2 SRTS Program guidelines, which limit expenditures to only bicycle and pedestrian safety improvements.

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Future maintenance costs resulting from the project are expected to be absorbed within current maintenance appropriations. They will mainly be for the maintenance of signs and pavement markings. This project helps reduce the City's backlog of out-of-compliance and hazardous sidewalks and curb ramps, thereby reducing overall maintenance costs and liability.

BACKGROUND

The passage in Congress of SAFETEA-LU (The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) in August of 2005 established the new Federal SRTS Grant Program to improve conditions for children in kindergarten through eighth grade to safely walk and bicycle to school. Physical improvements must be located within a two-mile radius of a school. For the previous Cycle 1, the City of Oakland was awarded \$700,425.00 for pedestrian safety improvements near elementary and junior high schools. Council approved acceptance and appropriation of that award in February 2008.

In addition to the Federal SRTS grant program, the State Safe Routes to School (SR2S) grant program also funds pedestrian and bicyclist safety improvements along routes to schools from kindergarten through high school. Passage of Assembly Bill 1475 established the State program in 1999, and the recent passage of AB 57 extended the program to 2013. The City has secured funds for a variety of projects citywide in the SR2S 1, 2, 4, 6, and 7 funding cycles. The most recent award of \$803,737.00 from Cycle 7 will fund pedestrian improvements at the Castlemont Community of Schools and Oakland Tech High School.

The applications for both the Federal and the State Safe Routes to School grants are the culmination of ongoing collaboration among a broad range of stakeholders. They include school parents and staff, concerned community members, the Safe Routes to School Alameda County Partnership, the Oakland Unified School District, the City of Oakland Department of Human Services Safe Walk to School Program, the Oakland Police Department, and the Community and Economic Development Agency, Transportation Services Division.

KEY ISSUES AND IMPACTS

Adoption of this resolution will allow the City to accept and appropriate grant funds to construct pedestrian and bicyclist improvements near the identified schools. The community has expressed longstanding concerns about the safety surrounding these schools.

Bret Harte Middle School is located near the intersection of MacArthur Boulevard and Coolidge Avenue. This intersection is a major crossing point for students who live south of the school as well as students who commute by bus. Before and after school, the narrow sidewalks at this intersection crowd the students who are walking and waiting for the bus, pushing them into a corner parking lot. On Hopkins Place, the short link that connects MacArthur to Coolidge, buses sometimes arrive simultaneously, not according to schedule and double park, creating safety hazards for pedestrians and bicyclists turning off the bike lanes on MacArthur to access the school.

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Manzanita Community and SEED Elementary Schools are located centrally in the Fruitvale district and draw students from neighborhoods on all sides. The segment of East 27th Street fronting the schools has no standard ADA-compliant curb ramps. East 27th Street has fairly high traffic volumes, and it is one of the few connecting east-west streets between Fruitvale and 23rd Avenue.

The Peralta Elementary, La Escuela Internacional, and Pacific Boychoir Schools are located on both sides of Alcatraz Avenue. Alcatraz serves as a major connector between College and Telegraph Avenues, which are major thoroughfares between Berkeley and Oakland. Wide vehicular lanes on Alcatraz encourage speeding and discourage walking and bicycling. Pedestrians at uncontrolled intersections have difficulty crossing the street. Alcatraz is wide enough to accommodate bicycle lanes without the need to reduce traffic lanes or eliminate curbside parking and is recommended for bicycle lanes in the City's Bicycle Master Plan.

For each of these schools, Transportation Services Division staff examined the physical circumstances of critical locations along paths where students walk or bicycle to school. Staff considered capital improvements where they could provide a clear benefit to pedestrian or bicyclist safety and where they could be completed within the requirements of the SRTS program. Through this process, the above locations were selected for the Federal Cycle 2 SRTS grant application.

PROJECT DESCRIPTION

Specific infrastructure improvements for each school are described below.

Bret Harte Middle School

The MacArthur/Coolidge intersection is the main point where students who walk to school pass through and students who ride the bus wait after school. The proposed improvements for this intersection are the following:

- Sidewalk widening on Coolidge Avenue and Hopkins Place.
- New sidewalk to close a gap on MacArthur Boulevard between Coolidge Avenue and Hopkins Place.
- New pedestrian countdown signals and upgraded curb ramps for ADA compliance.

Manzanita Community and SEED Elementary Schools

The project constructs a series of coordinated pedestrian improvements on East 27th Street and spot improvements on East 26th Street. The proposed improvements are as follows:

- "Bulb outs" at the intersections of East 27th Street and 25th Avenue and East 26th Street and 24th Avenue.
- Upgraded curb ramps along East 27th Street for ADA compliance.
- New pedestrian countdown signal heads with accessible pedestrian push buttons at the intersection of 27th Street and 23^d Avenue.

Peralta Elementary, La Escuela Internacional, and Pacific Boychoir Schools

The project improves pedestrian crossing and bicyclist access safety to the schools. The proposed improvements are as follows:

- "Bulb outs" at the intersections of Alcatraz Avenue and Colby and Dana Streets.
- New ADA-compliant curb ramps at the intersections of Dana Street and North Street, Dana Street and 63rd Streets, and 63rd Street and Canning Street to complement the existing school crosswalks.
- Class II (striped and signed) bicycle lanes on a 0.9 mile segment of Alcatraz Avenue, from Dover Street to College Avenue, to improve bicyclist safety.

SUSTAINABLE OPPORTUNITIES

Economic: The project provides the opportunity for the City to use local contractors who hire Oakland residents. The project helps sustain neighborhood livability and home values by improving walking and bicycling safety. The project also encourages citizens to utilize lower-cost alternatives to driving.

Environmental: The contractor will be required to meet the City's Recycling and Waste Reduction Program goal of 50 percent. The project improves air quality by encouraging walking and bicycling rather than driving to school. The bike lanes on Alcatraz Avenue will also encourage bicycling to other destinations in addition to school.

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

DISABILITY AND SENIOR CITIZEN ACCESS

The "bulb outs", curb ramps, and pedestrian push buttons will comply with ADA requirements. These improvements affect pedestrians of all ages and pedestrians with disabilities who use the locations.

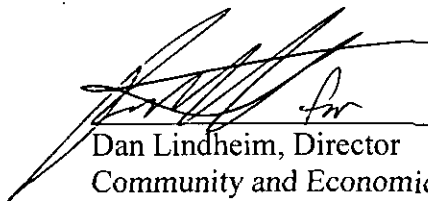
RECOMMENDATION AND RATIONALE

Staff recommends that the City Council authorize the City Administrator or his designee to accept and appropriate Federal Cycle 2 Safe Routes to School grant funds in the amount of \$920,300.00. The funds will be used to make capital improvements for pedestrian and bicyclist safety around Oakland schools.

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

Wladimir Wlassowsky, P.E.
Transportation Services Division Manager

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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Public Works Committee
December 16, 2008

Attachment A

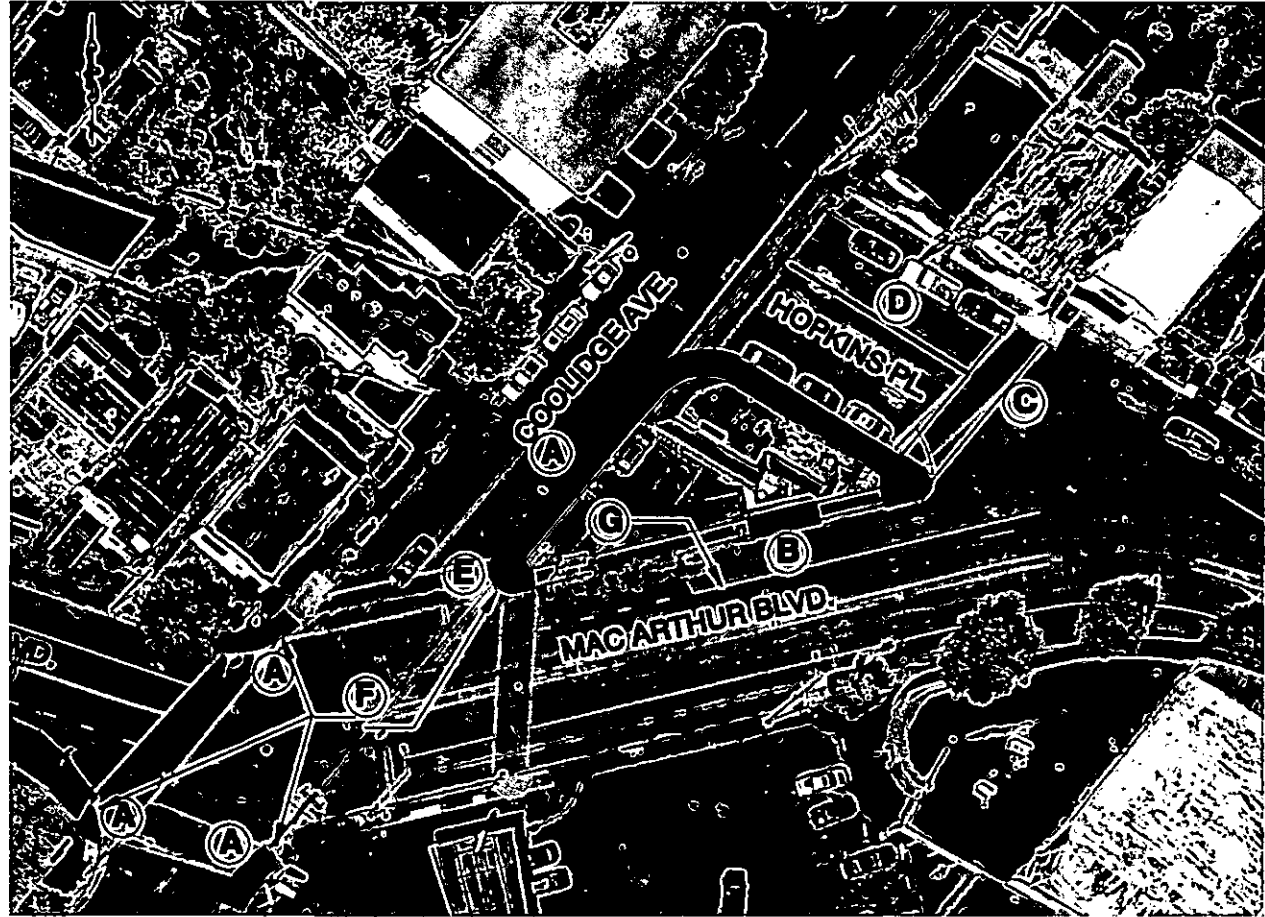
ATTACHMENT B-1

BRET HARTE MIDDLE SCHOOL

3700 Coolidge Ave., Oakland, CA

PROPOSED IMPROVEMENT AT COOLIDGE AVE., HOPKINS PL. & MACARTHUR BLVD.:

- (A)** WIDEN SIDEWALK
CURB RAMPS
- (B)** SIDEWALK GAP CLOSURE
- (C)** REMOVE EX. CROSSWALK
STRIPE NEW CROSSWALK
- (D)** STRIPE LANE REALIGNMENT
- (E)** RELOCATE TRAFFIC
SIGNAL/STREET LIGHT POLE
- (F)** NEW PEDESTRIAN SIGNAL
HEADS COUNTDOWN AT
COOLIDGE AVE. &
MACARTHUR BLVD.
INTERSECTION
- (G)** EXISTING BIKE LANE



**THE NEIGHBORHOOD CONNECTION:
IMPROVING OAKLAND SCHOOL
WALKING AND BICYCLING ROUTES**

DATE	NO.	DATE	BY	REFERENCE

**SRTS 2008
CONCEPT PLAN**

SCALE: 1" = 100'
DATE: 10/20/08
SHEET NO.: C-1

SUPERVISOR CIVIL ENGINEER

Attachment B

ATTACHMENT B-7

MANZANITA COMMUNITY AND SEED ELEMENTARY SCHOOLS

**PROPOSED IMPROVEMENT AT
E. 27TH ST. BETWEEN 22RD AVE. &
26TH AVE.:**

- (A)** CURB RAMPS & CURB & GUTTER
- (B)** REFER TO SHEETS C-6 & C-8
- (C)** NEW PEDESTRIAN SIGNAL HEADS COUNTDOWN WITH ACCESSABLE PEDESTRIAN SIGNAL (PUSH BUTTON)



**THE NEIGHBORHOOD CONNECTION:
IMPROVING OAKLAND SCHOOL
WALKING AND BICYCLING ROUTES**

NO.	DATE	BY	REVISIONS

**SRTS 2008
CONCEPT PLAN**

ROLL NO. SHEET NO.
C-7

Attachment C

**PERALTA ELEMENTARY, LA ESCUELA INTERNACIONAL AND
PACIFIC BOYCHOIR SCHOOLS, 460 63rd St., Oakland, Ca.**

**PROPOSED IMPROVEMENTS AT
63RD ST., DANA ST. AND
CANNING ST. & AT DANA ST.
AND NORTH ST.:**

- (A) CURB RAMPS**
- (B) REFER TO SHEETS
C-2 & C-3**



**THE NEIGHBORHOOD CONNECTION:
IMPROVING OAKLAND SCHOOL
WALKING AND BICYCLING ROUTES**

DATE	BY	DESCRIPTION

**SRTS 2008
CONCEPT PLAN**

SCALE: 1" = 100'	SHEET NO. C-4
DATE:	TOTAL SHEETS:

FILED
OFFICE OF THE CITY CLERK
OAKLAND

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OAKLAND CITY COUNCIL

Approved as to Form and Legality


City Attorney

RESOLUTION No. _____ C.M.S.

Introduced by Councilmember _____

RESOLUTION AUTHORIZING THE CITY OF OAKLAND TO ACCEPT AND APPROPRIATE NINE HUNDRED TWENTY THOUSAND THREE HUNDRED DOLLARS (\$920,300.00) IN FEDERAL CYCLE 2 SAFE ROUTES TO SCHOOL (SRTS) GRANT FUNDS FOR WALKING AND BICYCLING SAFETY IMPROVEMENTS AT BRET HARTE MIDDLE SCHOOL, MANZANITA COMMUNITY AND SEED ELEMENTARY SCHOOLS, AND PERALTA ELEMENTARY, LA ESCUELA INTERNACIONAL, AND PACIFIC BOYCHOIR SCHOOLS

WHEREAS, the State of California Department of Transportation (Caltrans) administers the Federal Cycle 2 Safe Routes to School (SRTS) program and disburses grant funds to eligible jurisdictions for projects that improve pedestrian and bicyclist safety within a two-mile radius of elementary and middle schools; and

WHEREAS, the City of Oakland applied for said grant, received award by Caltrans, and now desires to accept and appropriate \$920,300.00 for the purpose of appropriating it to State of California Department of Transportation Fund (2116), Transportation Services Division Traffic Safety Program Organization (88364), and a new project number to be established; and

WHEREAS, said funding will be used to design and construct pedestrian and bicyclist safety improvements near Bret Harte Middle School, Manzanita Community and SEED Elementary schools, and Peralta Elementary, La Escuela Internacional, and Pacific Boychoir schools; and

WHEREAS, the Community and Economic Development Agency has requested a waiver of the 1.5% public art fee for this project because Federal Cycle 2 SRTS guidelines restrict funding use to safety improvements and disallow its use for public art; now, therefore, be it

RESOLVED: That the City Council hereby authorizes acceptance and appropriation of Federal Cycle 2 Safe Routes to School grant funds in the amount of \$920,300.00 for the aforementioned school safety improvements; and be it

FURTHER RESOLVED: That these grant funds be deposited into the State of California Department of Transportation Fund (2116), Transportation Services Division Traffic Safety Program Organization (88364), and a new project number to be established; and be it

FURTHER RESOLVED: That the City Administrator or his 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