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OFFICE OF THE CITY CLERK
OAKLAND

2018 JUL -3 AM 9:56

AGENDA REPORT

TO: Sabrina B. Landreth
City Administrator

FROM: Ryan Russo
Director, DOT

SUBJECT: Caltrans Sustainable Communities
Grant Approval

DATE: June 21, 2018

City Administrator Approval

Christina J. Jaffee SBZ

Date:

7/2/18

RECOMMENDATION

Staff Recommends That The City Council Adopt A Resolution Authorizing The City Administrator Or Designee To Accept And Appropriate A Grant From The California Department Of Transportation (Caltrans), Sustainable Communities Grant Program In An Amount Of Four Hundred Forty-Two Thousand Six Hundred and Fifty Dollars (\$442,650.00) To Develop A Grand Avenue Mobility Plan; And To Commit A Local Match Of Fifty Seven Thousand Three Hundred Fifty Dollars (\$57,350.00).

EXECUTIVE SUMMARY

The California Department of Transportation (Caltrans) solicited grant applications for planning studies that will guide the initiation and eventual completion of transportation improvement projects. Staff applied in February of 2018, and were recommended for award for the Grand Avenue Mobility Plan in May of 2018. Adoption of the attached resolution will authorize the City Administrator to accept and appropriate \$442,650 in Caltrans Sustainable Communities grant funds to develop the Grand Avenue Mobility Plan to identify an implementable project concept that will enhance transit performance and improve pedestrian and bicyclist safety and comfort along Grand Avenue.

BACKGROUND / LEGISLATIVE HISTORY

Grand Avenue and West Grand Avenue are important arterial streets linking Oakland's downtown and West Oakland communities and the 580, 880, and 980 corridors approaching the Bay Bridge. As such, it serves multiple purposes for local and regional travel for transit, pedestrians, bicyclists and vehicles.

In February 2013, the Oakland City Council approved the Complete Streets policy to ensure that Oakland streets provide safe and convenient travel options for all users, and adopted Ordinance No. 13153 C.M.S. amending the Oakland Municipal Code to clarify and update street design standards.

Item: _____
Public Works Committee
July 17, 2018

The West Oakland Specific Plan ("WOSP") (adopted July 29, 2014) sets policy goals related to implementing a complete streets approach to all streets and enhancing public transit access to West Oakland. The WOSP identifies West Grand Avenue as a major arterial and priority route for all modes and a priority corridor for future streetscape improvements, incorporating pedestrian, bicycle, and transit improvements. Similarly, both the Downtown Specific Plan (in progress) and the Broadway Valdez Specific Plan (adopted June 2014) identify Grand Avenue as a major multimodal corridor.

Finally, regional agencies also have planned for the corridor. AC Transit provides both local and regional Transbay service on the Grand/West Grand Avenue corridor, and includes it in their Major Corridors Study (2016). Alameda County Transportation Commission's Multimodal Arterials Plan (2017) identified benefits of realigning Transbay service via Grand Avenue and transit lanes for implementation of bus rapid transit (BRT), and the Metropolitan Transportation Commission has considered encouraging additional Transbay service as a part of the Bay Area Core Capacity Transit Study (Sept. 2017).

To balance the local and regional demands on this corridor, Oakland Department of Transportation staff has proposed an intensive study with extensive community outreach focusing on all of the transportation needs in the corridor.

ANALYSIS AND POLICY ALTERNATIVES

The Grand Avenue Mobility Plan will support city and state goals to increase mobility, decrease automobile dependency, increase transit ridership, improve air quality, reduce collisions, and improve access for vulnerable communities.

Currently, transportation issues along Grand Avenue include unpredictable transit reliability, high concentrations of severe and fatal crashes involving people walking and biking, transit-oriented densities without transit frequencies to support mobility, and mobility access disparities for Communities of Concern. Transit suffers from traffic congestion, poor rider amenities, slow speeds, lack of transit signal priority, and conflicts with bicyclists at bus stops. Grand Avenue is a "high injury corridor," one of a handful of corridors in Oakland with high concentrations of fatal and severe injury collisions. Pedestrian issues include lack of crosswalks, curb ramps, signalized crossings, and sidewalks, and long crossing distances up to 6 active travel lanes (90+ feet). Bicyclists are forced to merge into high speed travel lanes at numerous bikeway gaps; additionally, given the vehicle speeds, volumes, and types of vehicles, the existing bikeway is a high stress facility, comfortable for only a small percentage of Oaklanders.

To address these opportunities, the Plan will evaluate and recommend improvements to this major transit corridor, including design treatments to improve transit speed and reliability and identify potential bus service improvements.

Every street is a walking street, and most transit riders are pedestrians before and after their transit trip. As such, the plan will identify critical pedestrian safety improvements such as enhanced crossing treatments, placemaking and pedestrian realm improvements. These

improvements will prevent pedestrian injuries and fatalities as well as make Grand Avenue a more pleasant walking environment.

Grand Avenue serves as one of the key routes for bicycle trips to and from the downtown jobs and regional transit connections. The plan would identify treatments to reduce the traffic stress for bicyclists of all ages and abilities.

FISCAL IMPACT

Without Sustainable Communities grant funding, completion of this plan would require the City to use other fund sources such as Measures B or BB. Using grant funds to augment funding from the City's Capital Improvement Program extends the City's ability to finance needed planning processes.

Grant funds totaling Four hundred forty-two thousand six hundred six hundred fifty (\$442,650.00) will be appropriated to the California Department of Transportation Fund (2140), Transportation Planning Organization (35214), and a new project number to be established.

There is an 11.47% local match required for this fund source, totaling \$57,350.00. This match will be provided by Measure B/BB grant matching funds, (Fund 2211 or 2216, Project 1001512), and will be available in the FY2018-19 adopted budget.

PUBLIC OUTREACH / INTEREST

The Grand Avenue Mobility Plan has been identified as a priority for transit, pedestrian and bicycle improvements in numerous plans with extensive public outreach and engagement, including the West Oakland Specific Plan (2014), Broadway Valdez Specific Plan (2014), AC Transit Major Corridors Study (2016), Bay Area Core Capacity Study (2017) and the Downtown Oakland Specific Plan (in progress).

COORDINATION

Given the importance of the Grand Avenue corridor for local, regional, and state interests, it's vital that the City of Oakland coordinate directly with agency partners to advance shared goals. The Grand Avenue Mobility Plan represents an innovative approach to inter-agency coordination where AC Transit will serve as a core project partner. By framing the project management in this way, planners at AC Transit and Oakland will work collaboratively to identify the best transit infrastructure improvements for the transit priority corridor. The City of Oakland will also proactively incorporate countywide and regional partners, including the Alameda County Transportation Commission and Metropolitan Transportation Commission.

The Office of the City Attorney and the Budget Bureau were consulted in preparation of this report.

SUSTAINABLE OPPORTUNITIES

Economic: Increasing the mobility and access to reliable and fast alternative transportation ensures that more people including disadvantaged communities will be able to access more opportunities such as jobs, services, and entertainment in Oakland and the region. Improving access to alternative forms of mobility may also allow reduce household transportation cost.

Environmental: The Grand Avenue Mobility Project will implement a complete streets design on a corridor with transit-supportive density. The project will enhance transit performance, improve pedestrian and bicycling comfort, and reduce greenhouse gas emissions by ensuring that transit, walking and bicycling are safe, attractive, reliable ways to get around.

Social Equity: A portion of the project corridor has a high concentration of disadvantaged communities. The proposed project will integrate community values, enhance mobility options, reduce pollution burden, lower transportation cost, increase access, and improve safety for most vulnerable communities on the corridor.

CEQA

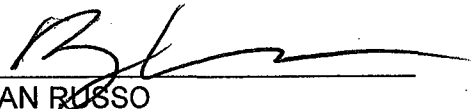
California Environmental Quality Act (CEQA) clearances are not required for planning projects. If the plan suggests roadway changes that trigger CEQA issues, environmental clearance will be sought prior to final design and construction. No significant issues are anticipated at this time.

ACTION REQUESTED OF THE CITY COUNCIL

Adopt A Resolution Authorizing The City Administrator Or Designee To Accept And Appropriate A Grant From The California Department Of Transportation (Caltrans) Sustainable Communities Grant Program In An Amount Of Four Hundred Forty Two Thousand Six Hundred Fifty Dollars (\$442,650.00) To Develop A Grand Avenue Mobility Plan; And To Commit A Local Match Of Fifty Seven Thousand Three Hundred Fifty Dollars (\$57,350.00).

For questions regarding this report, please contact Nicole Ferrara, Acting Senior Transportation Planner, at 238-4720.

Respectfully submitted,



RYAN RUSSO
Director, Department of Transportation

Reviewed by:
Wladimir Wlassowsky, P.E.
Assistant Director

Reviewed by:
Mohamed Alaoui, P.E. T.E.
Principal Civil Engineer

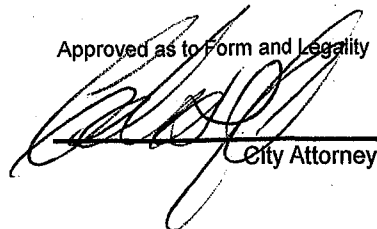
Prepared by:
Nicole Ferrara, MCP, MPH
Acting Senior Transportation Planner

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 ADMINISTRATOR OR DESIGNEE TO ACCEPT AND APPROPRIATE A GRANT FROM THE CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS), SUSTAINABLE COMMUNITIES GRANT PROGRAM IN AN AMOUNT OF FOUR HUNDRED FORTY TWO THOUSAND SIX HUNDRED FIFTY DOLLARS (\$442,650.00) TO DEVELOP A GRAND AVENUE MOBILITY PLAN; AND TO COMMIT A LOCAL MATCH OF FIFTY SEVEN THOUSAND THREE HUNDRED FIFTY DOLLARS (\$57,350.00).

WHEREAS, Grand and West Grand Avenues are major arterials in the City of Oakland that serve as important transit, pedestrian, bicycle and vehicle connections; and

WHEREAS, in February, 2013, the Oakland City Council approved a complete streets policy to ensure that Oakland streets provide safe and convenient travel options for all users; and

WHEREAS, the West Oakland Specific Plan (2014), the Broadway Valdez Specific Plan (2014), and the Downtown Specific Plan (underway) all recognize Grand/West Grand as critical multimodal arterials; and

WHEREAS, the Grand/West Grand corridor is an important regional transit corridor for AC Transit; and

WHEREAS, the City of Oakland desires to plan changes to Grand/West Grand Avenues that meet the needs of the community and the region; and

WHEREAS, the Caltrans Sustainable Communities Grant Program provides funding for planning studies; and

WHEREAS, the City of Oakland applied for and was recommended for award of a grant to support the Grand Avenue Mobility Plan ("the Project") in May, 2018; and

WHEREAS, Caltrans requires a Resolution of Local Support to award grant funds of \$442,650.00 for the Project; and

WHEREAS, Caltrans also requires a local match of \$57,350.00 from the City of Oakland to support the Project; now, therefore be it

RESOLVED, that the City of Oakland hereby authorizes the City Administrator or her designees the Director of Transportation or Assistant Director of Transportation to accept funding from Caltrans for a grant from the Sustainable Communities grant program in an amount up to \$442,650, and to appropriate such funding for requisite planning activities for the Grand Avenue Mobility Plan to be appropriated into the California Department of Transportation Fund (2140), Transportation Planning Organization (35214), project number to be established; and be it

FURTHER RESOLVED, that the City of Oakland hereby consents to the use of up to \$57,350.00 from Project 1001512 Measure B/BB Grant Match Funds in FY 18/19 to be used as matching funds for the Project; and be it

FURTHER RESOLVED, that the City Administrator or her designees is authorized to negotiate and enter into a contract with Caltrans to administer the Project; and be it

FURTHER RESOLVED that should additional funds be received from Caltrans for the Project, the City Administrator, or her designees, are hereby authorized to accept and appropriate the same for the purposes stated above in FY2018-2019, including necessary matching funds from the aforementioned sources.

IN COUNCIL, OAKLAND, CALIFORNIA, _____

PASSED BY THE FOLLOWING VOTE:

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

NOES -

ABSENT -

ABSTENTION -

ATTEST:

LaTonda Simmons
City Clerk and Clerk of the Council
of the City of Oakland, California