International Boulevard Pedestrian Lighting and Sidewalk Repair Project

CITY OF OAKLAND

May 21, 2014
Active Transportation Program – Cycle 1

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ACTIVE TRANSPORTATION PROGRAM

CYCLE 1

APPLICATION
Part 1
(Includes Sections I, V, VI, VII, VIII & XI)

Please read the Application Instructions at
http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html
prior to filling out this application

Project name:	International Blvd Pedestrian Lighting and Sidewalk Repair Project

For Caltrans use only: ____TAP _____STP_____RTP ____SRTS ____SRTS-NI ____SHA ____DAC ____Non-DAC ____Plan

I. GENERAL INFORMATION

Project name:	International Blvd Pedestrian Lighting and Sidewalk Repair Project

(fill out all of the fields below)

1. APPLICANT (Agency name, address and zip code) City of Oakland, Bureau of Engineering and Construction, 250 Frank H. Ogawa Plaza, Ste. 4314 Oakland, CA 94612	2. PROJECT FUNDING ATP funds Requested $ 2,481,000.00 Matching Funds (If Applicable) $ 0.00 Other Project funds $ 3,994,404.00 TOTAL PROJECT COST $ 6,475,404.00
3. APPLICANT CONTACT (Name, title, e-mail, phone #) Jaime Heredia, Supervising Civil Engineer JHeredia@Oaklandnet.com 510-238-2293	
4. APPLICANT CONTACT (Address & zip code) 250 Frank H. Ogawa Plaza, Ste. 4314, Oakland, CA 94612	5. PROJECT COUNTY(IES): Alameda County
6. CALTRANS DISTRICT #- Click Drop down menu below District 4	7. Application # ____ of ____ (in order of agency priority)

Area Description:

8. Large Metropolitan Planning Organization (MPO)- Select your" MPO" or "Other" from the drop down menu>	MTC Metropolitian Transportation Commission
9. If "Other" was selected for #8- select your MPO or RTPA from the drop down menu>	
10. Urbanized Area (UZA) population (pop.)- Select your UZA pop. from drop down menu>	Within a Large MPO (Pop > 200,000)

Master Agreements (MAs):

11. ☒ Yes, the applicant has a FEDERAL MA with Caltrans. 04-5102R (3/9/2007)
12. ☒ Yes, the applicant has a STATE MA with Caltrans. 00099S (8/12/2008)

13. If the applicant does not have an MA. Do you meet the Master Agreement requirements? Yes ☐ No ☐
The Applicant MUST be able to enter into MAs with Caltrans

Partner Information:

14. Partner Name*: N/A	15. Partner Type N/A
16. Contact Information (Name, phone # & e-mail) N/A	17. Contact Address & zip code N/A

☐ Click here if the project has more than one partner; attach the remaining partner information on a separate page

*If another entity agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement must be submitted with the application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation.

Project Type: (Select only one)

18. Infrastructure (IF) ☒ 19. Non-Infrastructure (NI) ☐ 20. Combined (IF & NI) ☐

Project name:	International Blvd Pedestrian Lighting and Sidewalk Repair Project

I. GENERAL INFORMATION-continued

Sub-Project Type (Select all that apply)

21. ☐ Develop a Plan in a Disadvantaged Community (select the type(s) of plan(s) to be developed)
    ☐ Bicycle Plan ☐ Safe Routes to School Plan ☐ Pedestrian Plan
    ☐ Active Transportation Plan

    (If applying for an Active Transportation Plan- check any of the following plans that your agency already has):
    ☐ Bike plan ☐ Pedestrian plan ☐ Safe Routes to School plan ☐ ATP plan

22. ☒ Bicycle and/or Pedestrian infrastructure
    Bicycle only: ☐ Class I ☐ Class II ☐ Class III
    Ped/Other: ☒ Sidewalk ☐ Crossing Improvement ☐ Multi-use facility

    Other: Pedestrian Scale Lighting

23. ☐ Non-Infrastructure (Non SRTS)

24. ☐ Recreational Trails*- ☐ Trail ☐ Acquisition

    ***Please see additional Recreational Trails instructions before proceeding**

25. ☐ Safe routes to school- ☐ Infrastructure ☐ Non-Infrastructure

If SRTS is selected, provide the following information

26. SCHOOL NAME & ADDRESS:
N/A
27. SCHOOL DISTRICT NAME & ADDRESS:
N/A

28. County-District-School Code (CDS)	29. Total Student Enrollment	30. Percentage of students eligible for free or reduced meal programs **
N/A		
31. Percentage of students that currently walk or bike to school	32. Approximate # of students living along school route proposed for improvement	33. Project distance from primary or middle school
N/A		N/A

**Refer to the California Department of Education website: http://www.cde.ca.gov/ds/sh/cw/filesafdc.asp

☐ Click here if the project involves more than one school; attach the remaining school information including school official signature and person to contact, if different, on a separate page

II. PROJECT INFORMATION

1. **Project Location** International Blvd. from 1st Ave to Durant Ave City Limit of City of San Leandro.
2. **Project Coordinates** Latitude 6,063,174.5203 (Decimal degrees) Longitude 2,099,959.000 (Decimal degrees)
3. **Project Description**: The project scope of work consists of two related activities: installing pedestrian scale lighting along the International Boulevard corridor (between 1st Avenue and Durant Avenue), and repairing sidewalk damage caused by city trees along the entire corridor. Non ATP funds will also be used to further upgrade pedestrian travel in the entire corridor: Private sidewalk damage will be repaired simultaneously through the City's "Notice to Repair" program, and all curb ramps in the corridor will be brought up to current ADA-compliant status the City's funded ADA Curb Ramp remediation program. This work accompanies the fully funded East Bay Bus Rapid Transit Project. http://www.actransit.org/planning-focus/your-guide-to-bus-rapid-transit/

   The proposed project will perform a lighting study along the BRT corridor. The City just finished a project that converted all existing bulbs on the corridor from high pressure sodium bulbs to bright LED bulbs. This completed project included the inventorying, identification and input into the City's GIS database all street light locations, bulb types, wattages and light standard sizes. Upon determining the location of dark spots along the corridor where there is a high concentration of pedestrians, the study would prioritize and recommend the addition of pedestrian lighting along the BRT corridor within the available budget. It is anticipated that new pedestrian lights would be installed in the sidewalk areas approximately half way between

each existing City street light. The new lights would be connected to the existing street light electrical circuits along the corridor. Sidewalk damage will be repaired in all high damage areas as identified by Oakland's Sidewalk Survey (see Attachment X)

4. **Project Status:** The proposed project has preliminary designs complete. The project has not been through an environmental clearance process but given the nature of the project a negative declaration is expected. Final design plans will be developed, and right–of-way certification obtained during the first funded year of the project.

III. SCREENING CRITERIA

1. Demonstrated Needs of the Applicant

The purpose of the project is to make International Boulevard safer for pedestrians, particularly in conjunction with construction in 2016/2017 of the East Bay Bus Rapid Transit (BRT) Project from San Leandro to Downtown Oakland along this corridor which will draw many more pedestrians to the corridor to access a significantly improved transit service. While the Bus Rapid Transit project is fully funded, it is not providing all the pedestrian enhancements that the City of Oakland feels are important to encourage ridership and more activity generally in the corridor. This project will provide a safe, uniform and attractive path of travel along the entire corridor. Pedestrian scale lighting, located to illuminate dark spots approximately between existing street lights, particularly in high activity areas, will increase security in a higher crime district in Oakland (see appendix for crime maps). Repairing damaged sidewalks along the whole corridor will provide a safe and ADA compliant path of travel, minimizing trip and fall hazards.

2. **Consistency with Regional Transportation Plan (100 words or less)**

The improvements proposed on International Boulevard are consistent with the policies and objectives of the Regional Transportation Plan (RTP). The Metropolitan Transportation Commission (MTC) Transportation 2035 Plan specifically calls for the implementation of bicycle and pedestrian projects and programs in Alameda County and including local jurisdictions within the County (project reference number 22007). Also consistent with Implement Bus Rapid Transit service on the Telegraph Avenue/ International Boulevard/E. 14th Street corridor (project reference 22455).

IV. NARRATIVE QUESTIONS

1. POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS.

A. Describe how your project encourages increased walking and bicycling, especially among students.

International Blvd. is the major arterial street and commercial hub in East Oakland, traveling for approximately seven miles from Lake Merritt to the San Leandro Border. It carries approximately 21,000 cars, 24,000 transit passengers and 70,000 pedestrian and bicyclists' trips per day. Approximately 118,000 residents live within ½ mile walk of the corridor. These daily travelers visit hundreds of businesses, medical facilities and community centers along the corridor. There are twenty

eight public elementary, middle and high schools located within ½ a mile of the corridor. While the corridor is slated to receive improvements via the East Bay BRT project (to be up and running by 2017), particularly in the vicinity of new stations located every 1/3 of a mile, the stretches of International between will have limited improvements. The addition of pedestrian scale lighting and improving sidewalks and curb ramps in-between the proposed BRT stations along the corridor will help deter crime, improve walk-ability and bike-ability, and will result in more walking and biking along the corridor. The improved streetscape will also be conducive to more children walking and riding bicycles to and from the half-dozen schools along the corridor, which will lead to healthier lifestyles.

B. Describe the number and type of possible users and their destinations, and the anticipated percentage increase in users upon completion of your project. Data collection methods should be described.

We do not have a complete pedestrian count for the International corridor. To estimate pedestrians on International, we took pedestrian counts from the last 15 years on major intersections along the corridor, extrapolated a daily total, and then multiplied by a factor based on the percentage of intersections that had counts. To extrapolate, we added all of the counts from a single day, then multiplied by 10 if there was one period counted, 5 if there were two periods counted, and 3.3 if there were 3 periods counted. Approximately 75% of major intersections along the corridor have pedestrian counts. Thus, the final estimate for total daily pedestrians currently using the International corridor is **69,601 (**see count data summarized in Appendix)

AC Transit's BRT EIR predicts an increase in ridership along the line from 19,000 to 49,000. This means that 30,000 additional pedestrian trips will take place on International due to the BRT. The additional pedestrian improvement from this project will increase pedestrians on international Blvd an additional 10%. Thus, our prediction for total pedestrians using International daily after project buildout is (69,601 + 30,000)*1.1 = **109,561.**

Creating better sidewalks and lighting conditions between the BRT stations will maximize the potential leverage for BRT stations to attract more pedestrians and bicyclists along the International Blvd. corridor. Better bicycle and pedestrian infrastructure will be necessary to minimize future collision rates despite an increase in bicycles and pedestrians.

C. Describe how this project improves walking and bicycling routes to and from, connects to, or is part of a school or school facility, transit facility, community center, employment center, state or national trail system, points of interest, and/or park.

The project location, International Boulevard, is the major arterial running through central and east of Oakland surrounded, and is surrounded by moderate to dense residential neighborhoods. In addition to transit service along the corridor, there is also BART at Fruitvale and Coliseum, schools and colleges, employment centers, community parks, community centers, and commercial districts up and down the corridor. There are pockets of dense, disadvantaged and diverse community surrounding the Boulevard are within walking distance to these services and connects to public transit. Walking and public transit are primary means of transportation for the most of community, and many local trips will have a destination on International. Lighting and sidewalk improvements along the corridor will thus serve all of these trips.

Pedestrian-oriented lighting and sidewalk improvements would attract new pedestrians and bicyclists who currently find the corridor too dangerous to walk and bike along, and will better accommodate those who have no choice. Despite being the most dangerous corridor for pedestrians and bicyclists in Alameda County, International Blvd. corridor is home to over two dozen youth recreation facilities and schools.

D. Describe how this project increases and/or improves connectivity, removes a barrier to mobility and/or closes a gap in a non-motorized facility.

According to findings presented in Oakland's Pedestrian Master Plan, rates of pedestrian/vehicle collisions in Oakland are higher than the statewide average, and International Blvd. is among the most dangerous corridors for pedestrians in Oakland. Improved sidewalk and street lighting design would result in safer sidewalks and streets for everyone. Safe and accessible sidewalk and curb ramps increase the potential for walking and connectivity to public transit, particularly the upcoming BRT project, which connects to many services and destinations in and beyond the corridor. Safe and accessible sidewalk will encourage walking and thereby improved connectivity to public transit.

2. POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. *(0-25 POINTS)*

A. Describe the potential of the project to reduce pedestrian and/or bicycle injuries or fatalities.

Selecting Hot Spots

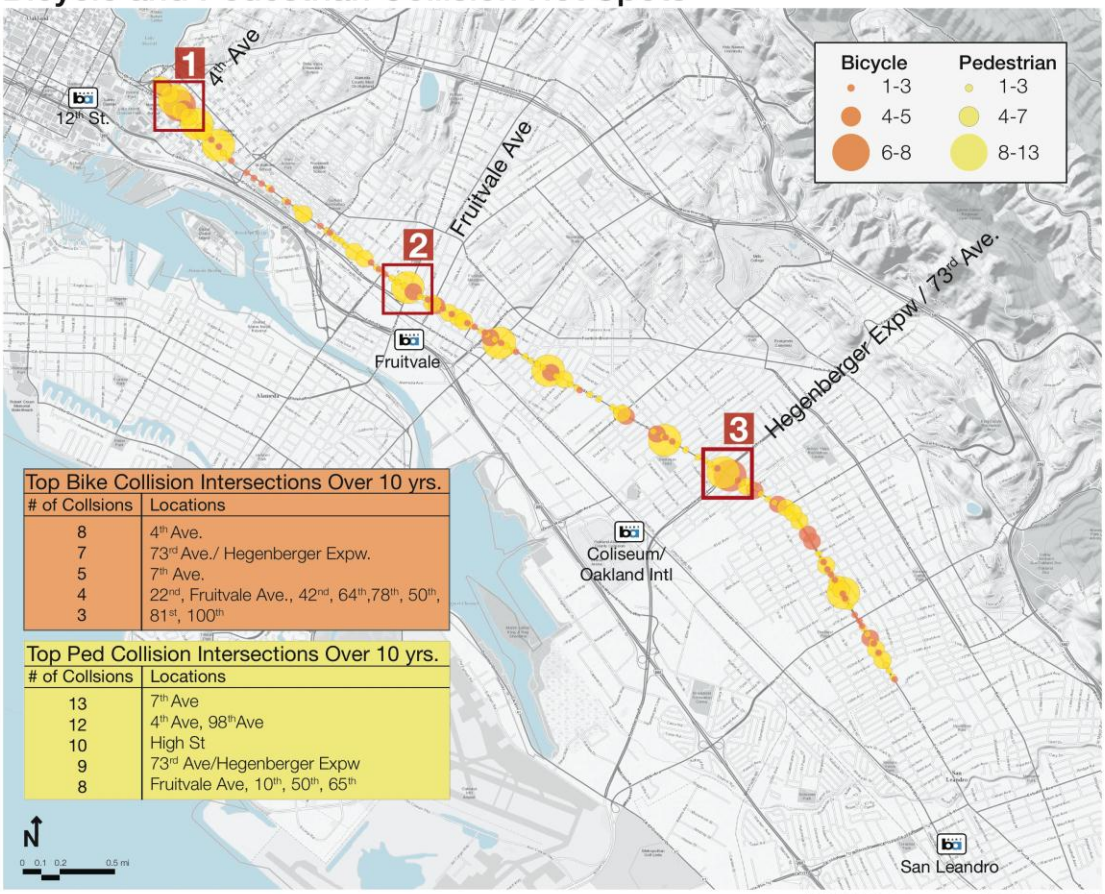
INTERNATIONAL BOULEVARD

International Boulevard is one of the most dangerous streets for bikes and pedestrians in Oakland. Today the corridor ranks as the number one street for vehicle/ped collisions, with 26 per road mile. There is no bike lane and little pedestrian infrastructure.

Hot Spot Criteria:

- TIMS/SWITRS state collision databases
- BRT & BART Stations & locations
- Case study to apply to other intersections
- Site Visit
- Traffic Counts

Bicycle and Pedestrian Collision Hot Spots



Top Bike Collision Intersections Over 10 yrs.	
# of Collsions	Locations
8	4th Ave.
7	73rd Ave./ Hegenberger Expw.
5	7th Ave.
4	22nd, Fruitvale Ave., 42nd, 64th,78th, 50th,
3	81st, 100th

Top Ped Collision Intersections Over 10 yrs.	
# of Collsions	Locations
13	7th Ave
12	4th Ave, 98th Ave
10	High St
9	73rd Ave/Hegenberger Expw
8	Fruitvale Ave, 10th, 50th, 65th

(SWITRS Database, Jan. 2002-Dec.2011)

1 4th Ave and International Blvd.

- Collision Data: 12 ped, 8 bike
- Major collision intersection
- Near downtown Oakland
- Narrow streets

Case Study:
Narrow Street / High Collision
Similar Streets: 7t, 50th, 64th, 65th, 81st, 85th

2 Fruitvale Ave and International Blvd.

- Collision Data: 6 ped, 4 bike
- Fruitvale BART & Bike Station
- Existing business corridor
- Transit-Oriented Development

Case Study:
Transit Hub / Destination District
Similar Streets: 12th, Coliseum

3 Hegenberger/73rd Ave. and International Blvd.

- Collision Data: 9 ped, 2 bike
- Fast traffic off Hwy 880
- School nearby
- Airport connector

Case Study:
Hwy Connector / High Speed
Similar Streets: 58th, High St, 42nd

International Boulevard is the most dangerous major street for bikes and peds in Oakland. For pedestrians specifically, between 2007 and 2011 there were 164 collisions involving a pedestrian reported along International Blvd. These collisions resulted in 169 pedestrian injuries and 4 pedestrian deaths. A large majority of pedestrian injuries took place in crosswalks at intersections. Addressing these safety issues is a high priority for the city and for this project.

Collisions involving pedestrians, 2007-2011

Pedestrian Action	
No Pedestrian	0
Crossing in crosswalk at intersection	99
Crossing in crosswalk not at intersection	1
crossing not in crosswalk	45
In Road, including shoulder	12
Approaching/leaving schoolbus	0
Not in Road	7
Not stated	0

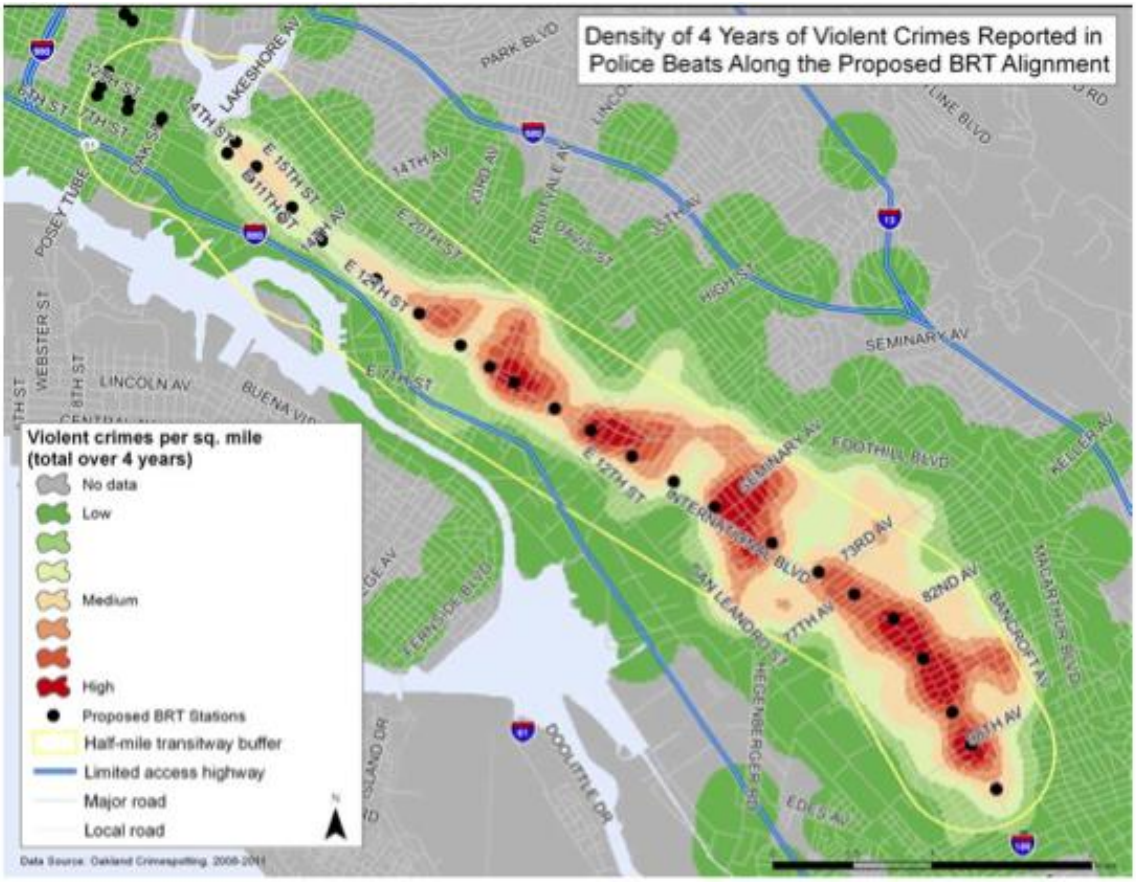
Source: Statewide Integrated Traffic Records System (SWITRS), via the Transportation Injury Mapping System

At the time the Oakland's Pedestrian Master Plan was collecting data, International Blvd. had the highest rate of collisions involving pedestrians per road mile in Oakland (10% of all of the pedestrian-vehicle collisions in Oakland took place along this corridor). According to SWTRS data, 124 pedestrian injury/fatal accidents happen among the 118,000 people living along this corridor per year, 5 times in excess of the U.S. Department's Health and Human Services "Healthy People 2020" target of 20.3 pedestrian injuries-fatalities per 100,000 residents/per year.

Improved sidewalks and pedestrian lighting will result in a community that is more walkable for pedestrians and safer for bicyclists along the corridor. Pedestrian scale lighting makes the pedestrian

path safer by increasing pedestrian visibility. Repairing sidewalks (along with installing ADA compliant curb ramps) ensures that there is an ADA compliant path of travel throughout the corridor, and reduces trip and fall hazards for all users, including the frail elderly.

Currently, the International Blvd. corridor is plagued with high crime rates (see map following), high pedestrian accident rates due to speeding traffic, and has an auto-centric design that is not conducive to pedestrians, bicyclists, or public transit passengers. According to a study conducted by the Federal Highway Administration's (FHWA) Pedestrian and Bicycle Safety Research Program,"There is evidence that substantially improved nighttime lighting can enhance pedestrian safety in certain situations". Additionally, older adults and people with disabilities are much more likely to be casualties of pedestrian / vehicle collisions for numerous reasons. A study conducted by the U.S. Department of



Transportation found that "Older adults are more likely to suffer serious consequences or fatalities from falling or traffic crashes than other pedestrians (Burden and Wallwork, 1996)... Surveys of older pedestrians indicate that many have an increased fear for personal safety. Their fears are confirmed by statistics indicating that older pedestrians appear to be at increased risk for crime and crashes at places with no sidewalks, sidewalks on only one side, and places with no street lighting. Older people would thus benefit from accessible paths that are well lit and policed (Knoblauch, Nitxburg, Dewar, Templer, and Pietrucha, 1995)". Another study found that "People also want to walk in an environment where they can feel safe, not only safe from motor vehicle traffic, but safe from crime or other concerns that can affect personal security. Areas need to be well lit to encourage walking during evening hours. If the pedestrian system is not accessible, it is often not safe. For example, lack of access may cause wheelchair users to use the street rather than a poorly maintained sidewalk. Some populations may be at a higher risk of pedestrian crashes. Children under age 15 are the most overrepresented group in pedestrian crashes and people over age 65 have the most pedestrian fatalities. Therefore, it is especially important to provide adequate facilities in the vicinity of land uses such as retirement homes and school zones."

On account of the number of children and seniors who live and travel to destinations along the International Blvd. corridor, improvements to pedestrian scale lighting and sidewalks will make it safer and easier for youth, seniors and people with disabilities to travel along the corridor. While some of these improvements will come with the construction of BRT stations, most of the path of travel for pedestrians and bicyclists along the corridor will not be adjacent to a BRT station, and –if not improved- will continue to act as a barrier for pedestrians and bicyclists along the International Blvd. corridor.

Finally, much of the sidewalk along International Blvd is in poor, dilapidated condition as a result of deferred maintenance on account of a lack of public funding. This leads to safety risks either by way of causing trips and falls or by causing pedestrians to walk in the street. On page 66 of the "Pedbikeoinfo" report cited above, "Maintaining sidewalk elements in good condition is an essential part of providing access to public rights-of-way. Sidewalks in poor repair can limit access and threaten the health and safety of pedestrians…If sidewalks are in poor condition…pedestrians are forced to travel in the street."

B. Describe if/how your project will achieve any or all of the following:

- Reduces speed or volume of motor vehicles: Improved sidewalks and lighting will allow for more pedestrians and bicyclists to feel comfortable taking transit along the corridor. From AC Transit's BRT Final Environmental Impact Report, up to 9,000 new riders are projected to take transit from along the corridor that are currently driving. Having new sidewalks and street lighting will help to achieve that number sooner and safer.
- Improves sight distance and visibility: Incorporation of pedestrian scale lighting, located between each existing streetlamp (approximately every 130 feet) will increase general illumination and decrease "dark spots" along international Blvd. From the FHWA's Pedestrian Design Guidelines: In shopping districts or in downtown areas with high concentrations of pedestrians, it is desirable to provide pedestrian-level lighting in addition to the street lighting to improve the comfort and security of pedestrians."
- Eliminates behaviors that lead to collisions: Repair of sidewalks and provision of curb ramps, as well as provision of increased lighting directly aimed at area sidewalks will decrease instances of pedestrians and wheelchairs jaywalking or temporarily forced to use auto travel lanes to get around obstructions or perceived danger spots.

- Addresses inadequate bicycle facilities, crosswalks or sidewalks: The sidewalk repair project will remove unsafe barriers thus improve potential to reduce fatalities and injuries resulting from accidents, such as trip and fall accidents.

C. Describe the location's history of events and the source(s) of data used (e.g. collision reports, community observation, surveys, audits) if data is not available include a description of safety hazard(s) and photos.

Collision data is detailed in text above. The International Blvd. Transit Oriented Development (IBTOD) Plan highlights the community's desire for safer walking and bicycling conditions along the corridor. The IBTOD was also informed by the City's own "Pedestrian Master Plan" and "Bicycle Master Plan". Finally, the findings regarding sidewalk quality come from a "Sidewalk Survey" conducted by Allen Temple Baptist Church.

3. PUBLIC PARTICIPATION and PLANNING

A. Describe the community based public participation process that culminated in the project proposal or plan, such as noticed meetings/public hearings, consultation with stakeholders, etc.

In 2011 and 2012, The City of Oakland completed a Caltrans Community Based Planning Grant to complete the International Boulevard Transit Oriented Development Plan (IBTOD). The plan won an award for the best grass-roots engagement from the American Planning Association, California Chapter. In the plan, safer streets were called for and imagined to be a critical component of a future, safer, more livable corridor.

Shortly after the IBTOD was completed in 2012, the City to won a grant from the State of CA's Strategic Growth Council to implement the IBTOD plans. Working with a Community Transportation Working Group and using data collected by residents from Allen Temple Baptist Church, the Alameda County Safe Routes to Schools program, a Health Impact Assessment conducted by Human Impact Partners (who worked with several community groups), and graduate students from UC Berkeley, poor bicycling and pedestrians conditions were documented and identified as a critical issue.

B. Describe the local participation process that resulted in the identification and prioritization of the project:

The project came to be a priority through no less than four community driven processes: 1) the International Blvd. TOD process described above; 2) the Oakland Sustainable Neighborhood Initiative where residents concerned with mobility and access from along the corridor came together monthly for the past year to determine w

here investments are most severely needed; 3) Allen Temple Baptist Church conducted a Sidewalk Survey that documented the dire condition of the sidewalks along the corridor, and finally, the Alameda County Safe Routes to Schools program identified sidewalks and streetlights to be a key factor in attracting more students to walking and biking to school.

C. Is the project cost over $1 Million? Y/N Y

If Yes- is the project Prioritized in an adopted city or county bicycle transportation plan, pedestrian plan, safe routes to school plan, active transportation plan, trail plan, circulation element of a general plan, or other publicly approved plan that incorporated elements of an active transportation plan? Y/N Y

Yes- the project is prioritized

-In the International Blvd. Transit Oriented Development Plan:
http://www2.oaklandnet.com/Government/o/PBN/OurOrganization/PlanningZoning/DOWD009112

-In the City of Oakland's Master Bicycle Plan:
http://www2.oaklandnet.com/Government/o/PWA/o/EC/s/BicycleandPedestrianProgram/OAK024597

-In the City of Oakland's Master Pedestrian Plan:
http://www2.oaklandnet.com/Government/o/PWA/o/EC/s/BicycleandPedestrianProgram/OAK024599

-in AC Transit's East Bay Bus Rapid Transit Plan:
http://brt.actransit.org/brtstories/cyclists-like-brt/
http://www.actransit.org/planning-focus/your-guide-to-bus-rapid-transit/

4. COST EFFECTIVENESS

A. Describe the alternatives that were considered. Discuss the relative costs and benefits of all the alternatives and explain why the nominated one was chosen.

This project has three components, two of which are requesting ATP funds. Installation of ADA compliant curb ramps is an ongoing budgeted program of the City, and the city has chosen to focus on completing the entire length of International at the same time the BRT is constructed. The City is asking for ATP funds to repair damaged sidewalks that are the City's responsibility. The alternative to repairing sidewalks would be to continue to let them deteriorate, resulting in greater trip and fall issues (and liability to the City) as well as impeding the ADA path of travel. The most significant component of this work is to install pedestrian lighting at many locations along the corridor, to increase safety and the perception of safety. The alternative is to continue to rely on infrequent streetlights to illuminate the sidewalk, with the continuation of dark spots and both the perception and

reality of an unsafe environment. The City chooses to pursue pedestrian scale lighting, at least in the highest need areas of International Blvd, in order support the increased transit use, and hopeful increased economic development anticipated by the International Boulevard Transit Oriented Development Plan.

B. Calculate the ratio of the benefits of the project relative to both the total project cost and funds requested (i.e., $\frac{Benefit*}{Total\ Project\ Cost}$ and $\frac{Benefit*}{Program\ Funds\ Requested}$).

Cost Benefit Analysis

Impact Category	Benefit per person-mile traveled in urban area		Estimated length (miles) of trip to local destinations[a]	Number of people who will walk or bike along the corridor.		Monetary benefit
User Benefits	$0.25		0.5	109561		$13,695.13
Option Value	$0.04		0.5	109561		$1,917.32
Equity Objectives	$0.04		0.5	109561		$1,917.32
Fitness and Health (Used Walking Value)	$0.50		0.5	109561		$27,390.25
Impact Category	**Benefit per person-mile traveled in urban peak period**	**Benefit per person-mile traveled in urban area non-peak**	**Estimated length (miles) of trip to local destinations[a]**	**Number of people who will walk or bike along the corridor**	**Number of people who will walk or bike along the corridor in off peak[b]**	**Monetary benefit**
Vehicle Cost Savings	$0.25	$0.25	1	109561	27390	$34,237.75
Avoided Chauffering Driver's Time	$0.70	$0.60	1	109561	27390	$93,126.70
Congestion Reduction	$0.20	$0.05	1	109561	27390	$23,281.70

Reduced Barrier Effect	$0.01	$0.01	1	109561	27390	$1,369.51
Roadway Cost Savings	$0.05	$0.05	1	109561	27390	$6,847.55
Parking Cost Savings	$0.60	$0.40	1	109561	27390	$76,692.60
Energy Conservation	$0.03	$0.03	1	109561	27390	$4,108.53
Pollution Reductions	$0.10	$0.05	1	109561	27390	$12,325.60
Total estimated benefits for a weekday						**$296,909.95**
Total estimated benefit for 1-year						**$77,196,587.00**
Present value of benefits over design life of project (assumed 20-year design life)[d]						**$1,428,755,952.48**

Program Requested Funds		**$2,481,000.00**
B/C Ratio with Program Requested Funds		575.88
Total Project Cost		**$6,475,404.00**
B/C Ratio with Total Project Cost		220.64

[a]Estimated trip length for people able to walk or bike to local destinations is 0.5 miles.
[b]Estimated from the AM and PM peak-hour counts of pedestrian crossings and bicyclists with a 25% increase due to the improvements; values also discussed above in response to Question 1. Additional increase of 25% added to account for pedestrian and bicyclists crossing in non-peak AM and PM peak hours; this considered a conservative (i.e., low) estimate of actual non-peak activity.
[c]Vehicle round trips used to estimate the potential benefit; we assume the trip to local destinations is out of direction for the driver.
[d]Design life based on type of treatments implemented within the project. Used standard formula for discounting (see page 12 of Economic Analysis Primer found at http://www.fhwa.dot.gov/infrastructure/asstmgmt/primer.pdf). Used discount rate of 0.75%; consistent with current Federal Discount Rate.

5. IMPROVED PUBLIC HEALTH *(0-10 points)*

A. Describe how the project will improve public health, i.e. through the targeting of populations who have a high risk factor for obesity, physical inactivity, asthma, or other health issues.

Safe and healthy communities: Currently, the International Blvd. corridor is plagued with high crime rates, high pedestrian accident rates due to speeding traffic, and has an auto-centric design that is not conducive to pedestrians, bicyclists, or public transit passengers. Development guidelines for the corridor will result in streetscapes that are designed to deter crime, calm traffic, and will create a more

livable community. The improved streetscape will also be conducive to more walking, which leads to a healthier lifestyle. The location of future parks, grocery stores, and other components of healthy living will also be planned.

The proposed project focuses resources to stabilize and improve key areas, leveraging public investment in and drawing private development to the project area. The implementation of the proposed plan will ultimately improve transportation, mobility, housing quality and affordability, access to services, public safety, air quality and access to jobs. As asthma rates for the corridor are exceptionally high for the City of Oakland, community health will be addressed by reduced air pollution and carbon emissions from vehicle traffic as less people drive and more people walk or take transit along the corridor. For more information specifically about how the existing conditions along the corridor, please see the Oakland Bus Rapid Transit Health Impact Assessment, available via downloadable PDF from a link in the middle of Human Impact Partners Past Projects webpage: http://www.humanimpact.org/projects/past-projects/

The proposed pedestrian refuges will help increase walking among residents and those working in the area. The table below presents current health statistics for Alameda County, whose residents would benefit from the proposed improvements. The information is based on data available from the California Health Interview Survey (http://healthpolicy.ucla.edu/chis/Pages/default.aspx).

Summary of Health Statistics for Alameda County

Walked for transportation, fun, or exercise over a week (Adults)	Physically active at least one hour over a week (Teens – 4 days or more)	Overweight or obese (Teens, adults)	Asthma (All ages)
78%	44%	49%	17%

Alameda County residents would benefit from opportunities for increased physical activities to address obesity and asthma health issues. Increased walking for transportation purposes at the can help achieve increased level of fitness and also ingrain longer term healthy habits.

6. **BENEFIT TO DISADVANTAGED COMMUNITIES** *(0-10 points)*

A. I. Is the project located in a disadvantaged community? Y/N Y

II. Does the project significantly benefit a disadvantaged community? Y/N Y

a. Which criteria does the project meet? (Answer all that apply)

- Median household income for the community benefited by the project: $34,539 (56.2% of CA Median HH income) **Meets Criteria**
- California Communities Environmental Health Screen Tool (CalEnvironScreen) score for the community benefited by the project: score is 27.8**. Does not Meet Criteria.**
- For projects that benefit public school students, percentage of students eligible for the Free or Reduced Price Meals Programs: 91 % of students at schools within ½ mile of the International Blvd Corridor are eligible for free or reduced meals. **Meets Criteria.**

b. Should the community benefitting from the project be considered disadvantaged based on criteria not specified in the program guidelines? If so, provide data for all criteria

above and a quantitative assessment of why the community should be considered disadvantaged.

B. Describe how the project demonstrates a clear benefit to a disadvantaged community and what percentage of the project funding will benefit that community, for projects using the school based criteria describe specifically the school students and community will benefit.

The project is located along the central commercial corridor of central and east Oakland, and 100% of the value of the improvements directly benefits the disadvantaged communities that live within ½ a mile of this corridor. Residents access the corridor to access transit, including the imminent East Bay Bus Rapid Transit project and BART (Fruitvale Station); it is also the major commercial destination, and the location for many health and social welfare services, schools, and churches

USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS

A. The applicant has coordinated with the CCC to identify how a state conservation corps can be a partner of the project. Y/N Y

Virginia Clark - California CCC – May 9, 2014

B. The applicant has coordinated with a representative from the California Association of Local Conservation Corps (CALCC) to identify how a certified community conservation corps can be a partner of the project. Y/N Y

Alan Lessik – Civicorps - May 9, 2014

C. The applicant intends to utilize the CCC or a certified community conservation corps on all items where participation is indicated? Y/N N

Both CCC and CALCC (Civicorps, in Oakland), declined to participate in this project

I have coordinated with a representative of the CALCC; and the following are project items that they are qualified to partner on:

Both CCC and CALCC (Civicorps, in Oakland), declined to participate in this project

7. **APPLICANT'S PERFORMANCE ON PAST GRANTS**

A. Describe any of your agency's ATP type grant failures during the past 5 years, and what changes your agency will take in order to deliver this project.

There have been no ATP-type grant failures during the past five years.

Project name:	International Blvd Pedestrian Lighting and Sidewalk Repair Project

V. PROJECT PROGRAMMING REQUEST

Applicant must complete a Project Programming Request (PPR) and attach it as part of this application. The PPR and can be found at http://www.dot.ca.gov/hq/transprog/allocation/ppr_new_projects_9-12-13.xls

PPR Instructions can be found at http://www.dot.ca.gov/hq/transprog/ocip/2012stip.htm

Notes:

- Fund No. 1 must represent ATP funding being requested for program years 2014/2015 and 2015/2016 only.
- Non-infrastructure project funding must be identified as Con and indicated as “Non-infrastructure” in the Notes box of the Proposed Cost and Proposed Funding tables.
- Match funds must be identified as such in the Proposed Funding tables.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

General Instructions

☑ New Project						Date:	5/19/14
District	**EA**	**Project ID**		**PPNO**	**MPO ID**		**TCRP No.**
04							
County	**Route/Corridor**	**PM Bk**	**PM Ahd**	**Project Sponsor/Lead Agency**			
ALA	185			City of Oakland			
				MPO		**Element**	
				MTC			
Project Manager/Contact		**Phone**		**E-mail Address**			
Jaime Heredia		510-238-2293		Jheredia@oaklandnet.com			

Project Title

International Boulevard Pedestrian Lighting and Sidewalk Repair Project

Location, Project Limits, Description, Scope of Work ☐ See page 2

Along International Boulevard between 1st Avenue and Durant. The scope of work is to complete a pedestrian lighting study, and install up to 650 pedestrian lights at high priority locations along the corridor. The project also incorporates repair of sidewalk damage due to city-owned trees, at locations identied by the City's sidewalk survey. Finally, the city will also improve all curb ramps along the corridor to current ADA standards, and through a "notice to repair" process will ensure that all sidewalk damage that is the responsibility of private landowners will be repaired.

☑ Includes ADA Improvements ☑ Includes Bike/Ped Improvements

Component	Implementing Agency
PA&ED	
PS&E	City of Oakland
Right of Way	
Construction	City of Oakland

Purpose and Need ☐ See page 2

The purpose of the project is to make International Boulevard safer for pedestrians, particularly in conjunction with construction of the East Bay Bus Rapid Transit Project from San Leandro to Downtown Oakland along this corridor. The project will provide a safe, uniform and attractive path of travel along the entire corridor, and pedestrian scale lighting, located to illuminate dark spots approximately between existing street lights will increase security in a higher crime district in Oakland.

Project Benefits ☐ See page 2

The project will provide a safe, ADA accessible path of travel along International Boulevard, linking directly to the new East Bay Bus Rapid Transit. The lighting, sidewalk and curb ramp improvements will assist not only transit patrons but also pedestrians access BART, retail uses, health and social service facilities, and schools along the corridor. By incenting walking and transit, it will decrease ghg emmissions.

☑ Supports Sustainable Communities Strategy (SCS) Goals ☑ Reduces Greenhouse Gas Emissions

Project Milestone			Proposed
Project Study Report Approved			
Begin Environmental (PA&ED) Phase			10/01/14
Circulate Draft Environmental Document	**Document Type**		
Draft Project Report			
End Environmental Phase (PA&ED Milestone)			03/01/15
Begin Design (PS&E) Phase			04/30/15
End Design Phase (Ready to List for Advertisement Milestone)			03/01/16
Begin Right of Way Phase			
End Right of Way Phase (Right of Way Certification Milestone)			
Begin Construction Phase (Contract Award Milestone)			10/01/16
End Construction Phase (Construction Contract Acceptance Milestone)			10/01/18
Begin Closeout Phase			01/01/19
End Closeout Phase (Closeout Report)			01/01/20

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/19/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
04	ALA	185				

Project Title: International Boulevard Pedestrian Lighting and Sidewalk Repair Project

Proposed Total Project Cost ($1,000s)									Notes
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									
PS&E		279						279	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			6,196					6,196	
TOTAL		279	6,196					6,475	

Fund No. 1:	ATP Funds								Program Code
Proposed Funding ($1,000s)									20.30.720
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E		279						279	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			2,202					2,202	
TOTAL		279	2,202					2,481	

Fund No. 2:	City revolving funds								Program Code
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									City of Oakland
PS&E									Reimbursable funds through "Notice to Repair" issued to private landowers for sidewalk damage.
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			3,494					3,494	
TOTAL			3,494					3,494	

Fund No. 3:	Alameda County Measure B Pass Through Funds								Program Code
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									ACTC
PS&E									Funds budgetted to curb ramp improvements
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			500					500	
TOTAL			500					500	

Project name:	International Blvd Pedestrian Lighting and Sidewalk Repair Project

VI. ADDITIONAL INFORMATION

Only fill in those fields that are applicable to your project

FUNDING SUMMARY

ATP Funds being requested by Phase (to the nearest $1000)	**Amount**
PE Phase (includes PA&ED and PS&E)	$ 279
Right-of-Way Phase	$
Construction Phase-Infrastructure	$ 2,202
Construction Phase-Non-infrastructure	$
Total for ALL Phases	**$** 2,481

All Non-ATP fund types on this project* (to the nearest $1000)	**Amount**
Property owners "notice to repair" sidewalk damage	$ 3,994
City funds - curb ramp remediation program	$ 500
(no matching funds required)	$
	$
	$
	$

*Must indicate which funds are matching

Total Project Cost	$ 6,975
Project is Fully Funded	Yes

ATP Work Specific Funding Breakdown (to the nearest $1000)	**Amount**
Request for funding a Plan	$ 0
Request for Safe Routes to Schools Infrastructure work	$ 0
Request for Safe Routes to Schools Non-Infrastructure work	$ 0
Request for other Non-Infrastructure work (non-SRTS)	$ 0
Request for Recreational Trails work	$ 0

ALLOCATION/AUTHORIZATION REQUESTS SCHEDULE

	Proposed Allocation Date	**Proposed Authorization (E-76) Date**
PA&ED or E&P		
PS&E	03/01/2015	04/30/2015
Right-of-Way		
Construction	03/01/2016	04/30/2016

All project costs MUST be accounted for on this form, including elements of the overall project that will be, or have been funded by other sources.

Project name:	International Blvd Pedestrian Lighting and Sidewalk Repair Project

VII. NON-INFRASTRUCTURE SCHEDULE INFORMATION

Start Date	End Date	Task/Deliverables

Project name: International Blvd Pedestrian Lighting and Sidewalk Repair Project

VIII. APPLICATION SIGNATURES

Applicant: The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: _____ Date: _____
Name: Fred Blackwell Phone: 510-238-3671
Title: City Administrator e-mail: fblackwell@oaklandnet.com

Local Agency Official (City Engineer or Public Works Director): The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: _____ Date: 5-19-14
Name: Brooke A. Levin Phone: 510-238-4470
Title: Interim Director, Public Works Department e-mail: BLevin@Oaklandnet.com

School Official: The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature: _____ Date: _____
Name: n/a Phone: _____
Title: _____ e-mail: _____

Person to contact for questions:

Name: Jaime Heredia Phone: 510-238-2293
Title: Supervising Civil Engineer e-mail: JHeredia@Oaklandnet.com

Caltrans District Traffic Operations Office Approval*
If the application's project proposes improvements on a freeway or state highway that affects the safety or operations of the facility, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support or acknowledgement from the traffic operations office be attached (_) or the signature of the traffic personnel be secured below.

Signature: See Attachment Date: _____
Name: Roland Au-Yeung Phone: 510-286-4560
Title: D4 Traffic Operations e-mail: roland.au-yeung@dot.ca.gov

*Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm

Project name:
International Blvd Pedestrian Lighting and Sidewalk Repair Project

VIII. ADDITIONAL APPLICATION ATTACHMENTS

Check all attachments included with this application.

- ☒ Vicinity/Location Map- **REQUIRED for all IF Projects**
  - ☒ North Arrow
  - ☒ Label street names and highway route numbers
  - ☒ Scale
- ☒ Photos and/or Video of Existing Location- **REQUIRED for all IF Projects**
  - ☒ Minimum of one labeled color photo of the existing project location
  - ☒ Minimum photo size 3 x 5 inches
  - ☐ Optional video and/or time-lapse
- ☒ Preliminary Plans- **REQUIRED for Construction phase only**
  - ☒ Must include a north arrow
  - ☒ Label the scale of the drawing
  - ☒ Typical Cross sections where applicable with property or right-of-way lines
  - ☒ Label street names, highway route numbers and easements
- ☒ Detailed Engineer's Estimate- **REQUIRED for Construction phase only**
  - ☒ Estimate must be true and accurate. Applicant is responsible for verifying costs prior to submittal
  - ☒ Must show a breakdown of all bid items by unit and cost. Lump Sum may only be used per industry standards
  - ☒ Must identify all items that ATP will be funding
  - ☒ Contingency is limited to 10% of funds being requested
  - ☒ Evaluation required under the ATP guidelines is not a reimbursable item
- ☐ Documentation of the partnering maintenance agreement- Required with the application if an entity, other than the applicant, is going to assume responsibility for the operation and maintenance of the facility
- ☐ Documentation of the partnering implementation agreement-Required with the application if an entity, other than the applicant, is going to implement the project.
- ☒ Letters of Support from Caltrans (Required for projects on the State Highway System(SHS))
- ☒ Digital copy of or an online link to an approved plan (bicycle, pedestrian, safe routes to school, active transportation, general, recreation, trails, city/county or regional master plan(s), technical studies, and/or environmental studies (with environmental commitment record or list of mitigation measures), if applicable. Include/highlight portions that are applicable to the proposed project.
- ☒ Documentation of the public participation process (required)
- ☐ Letter of Support from impacted school- when the school isn't the applicant or partner on the application (required)
- ☒ Additional documentation, letters of support, etc (optional)

Additional Attachments

A. Vincinity/Location Map

B. Photos

C. Preliminary Plans

D. Engineers Estimate

E. Documentation of Support from Caltrans

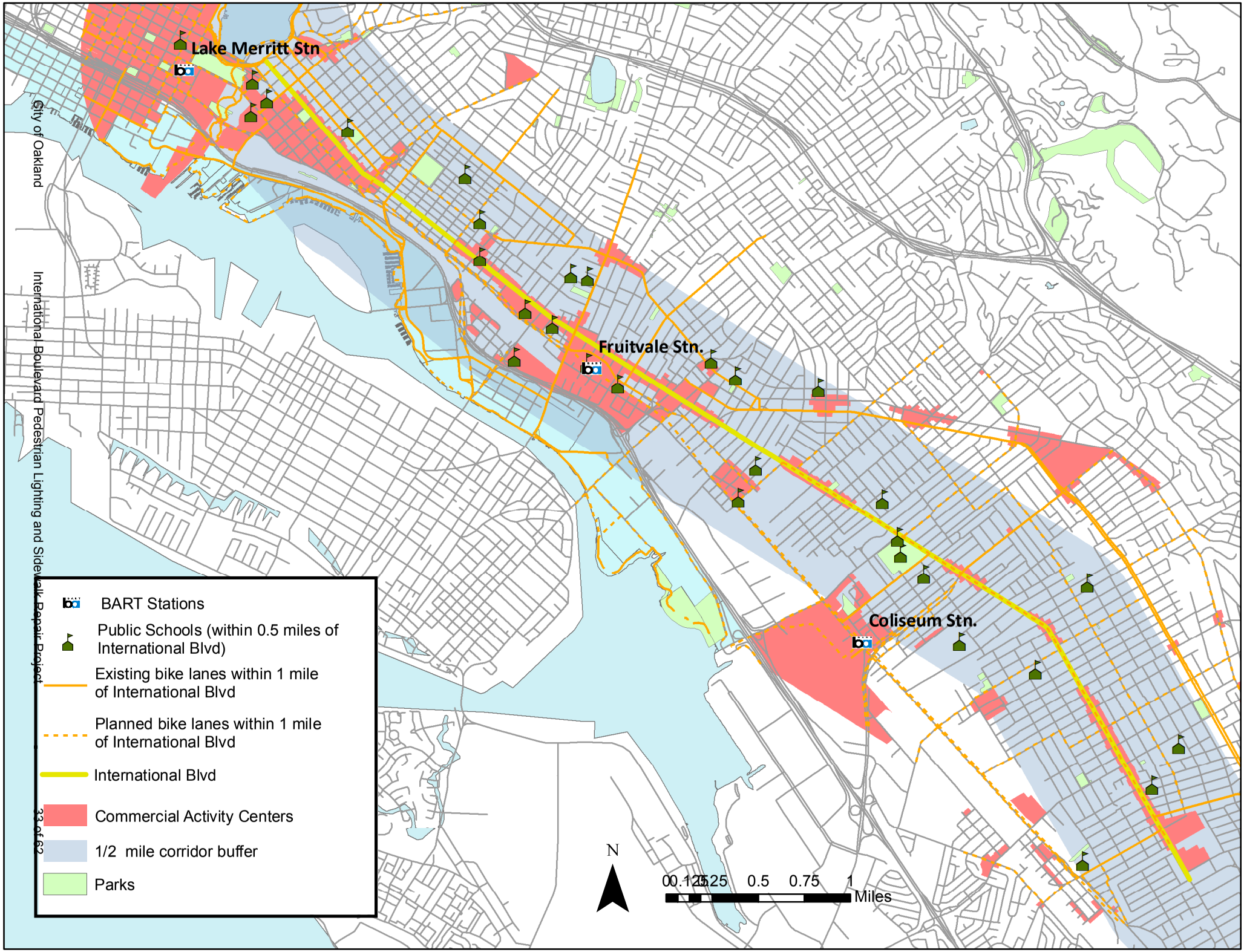
F. Links to Approved Plans

G. Documentation of the public participation process

H. Pedestrian Data

I. Disadvantaged Community Information

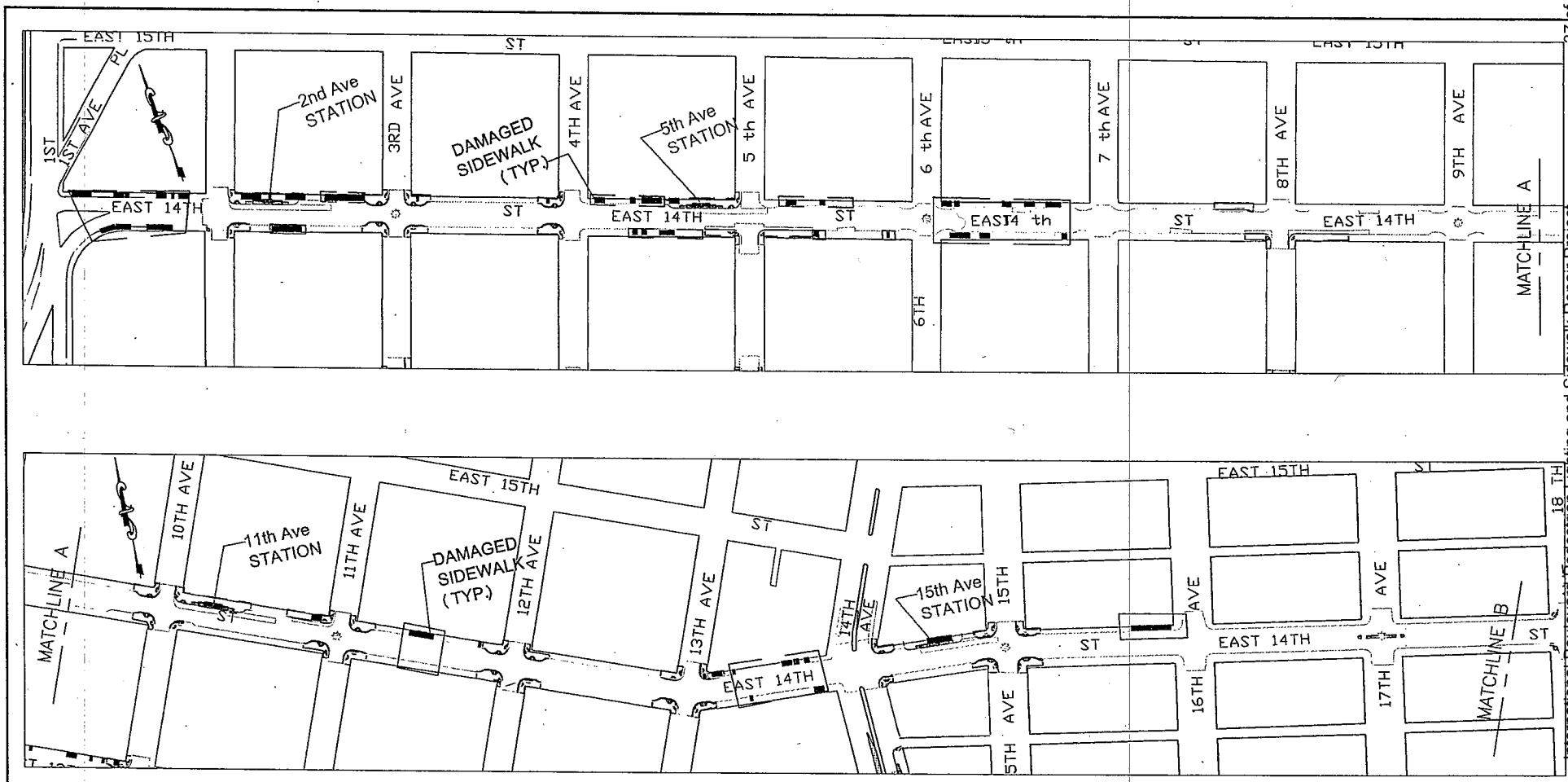
J. Letters of Support


Lake Merritt Stn
Fruitvale Stn.
Coliseum Stn.
BART Stations
Public Schools (within 0.5 miles of International Blvd)
Existing bike lanes within 1 mile of International Blvd
Planned bike lanes within 1 mile of International Blvd
International Blvd
Commercial Activity Centers
1/2 mile corridor buffer
Parks
N
0 0.125 0.25 0.5 0.75 1
Miles

PHOTOS ATTACHMENT
ATP Grant Application Cycle 1 2014/2015 TO 2015/2016
International Blvd. Sidewalk Repair
Severe sidewalk damage
Photo A

PHOTOS ATTACHMENT
ATP Grant Application Cycle 1 2014/2015 TO 2015/2016
International Blvd. Sidewalk Repair
Severe sidewalk damage
Photo A

PHOTOS ATTACHMENT
ATP Grant Application Cycle 1 2014/2015 TO 2015/2016
International Blvd. Sidewalk Repair
Severe sidewalk damage
Photo C



PRELIMINARY DESIGN
FULL SIZE IN 8.5"x11"

REGISTERED PROFESSIONAL ENGINEER
JAIME F. HEREDIA
No. C42244
CIVIL
STATE OF CALIFORNIA
SUPERVISING CIVIL ENGINEER

CITY OF OAKLAND
BUREAU OF ENGINEERING AND CONSTRUCTION
250 FRANK H. OGAWA PLAZA, SUITE 4314 * OAKLAND CA. 94612
(510) 238-3437 * FAX (510) 238-7227

ATP GRANT APPLICATION CYCLE 1 2014-2015 TO 2015-2016
SIDEWALK IMPROVEMENT
AT INTERNATIONAL BLVD.
FROM 1ST AVE. TO SAN LEANDRO CITY LIMIT

CIVIL ENGINEER	
RCE NO. A00000	EXP. 00/00/00
CHECKED BY	CHECK BY
DESIGNED BY	DESIGN BY
DRAWN BY	DRAWN BY

No.	DATE	BY	REFERENCE

CONSTRUCTION PLANS:

LAYOUT OF SIDEWALK IMPROVEMENT

PROJECT NO. 00
FEDERAL AID PROJECT NO. 1B18B81-C123456789
SCALE: HOR. 1"=40' VERT.
DATE: 5-21-14
SHEET NO. 2 OF 7

PROJECT TITLE
International Boulevard Pedestrian Lighting and Sidewalk Repair Project
City of Oakland

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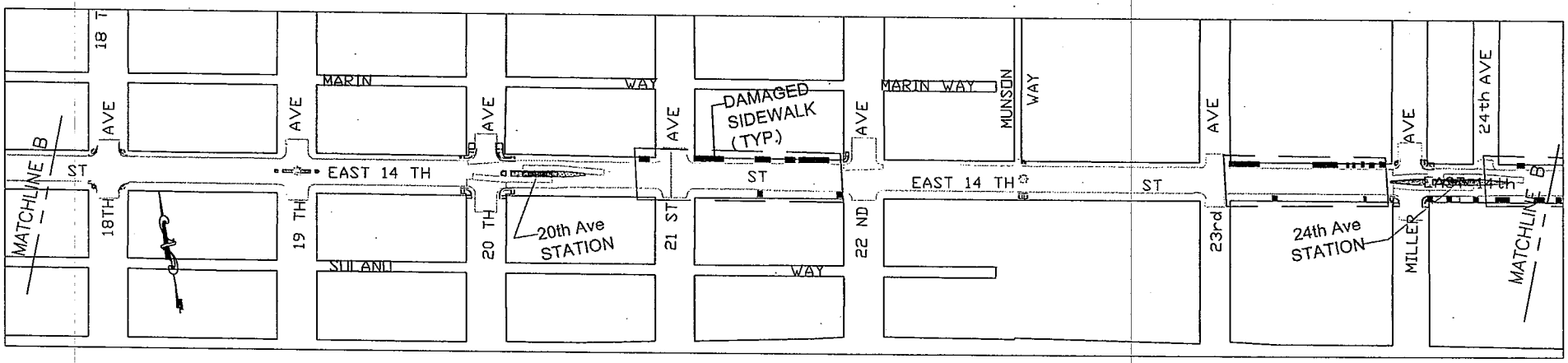
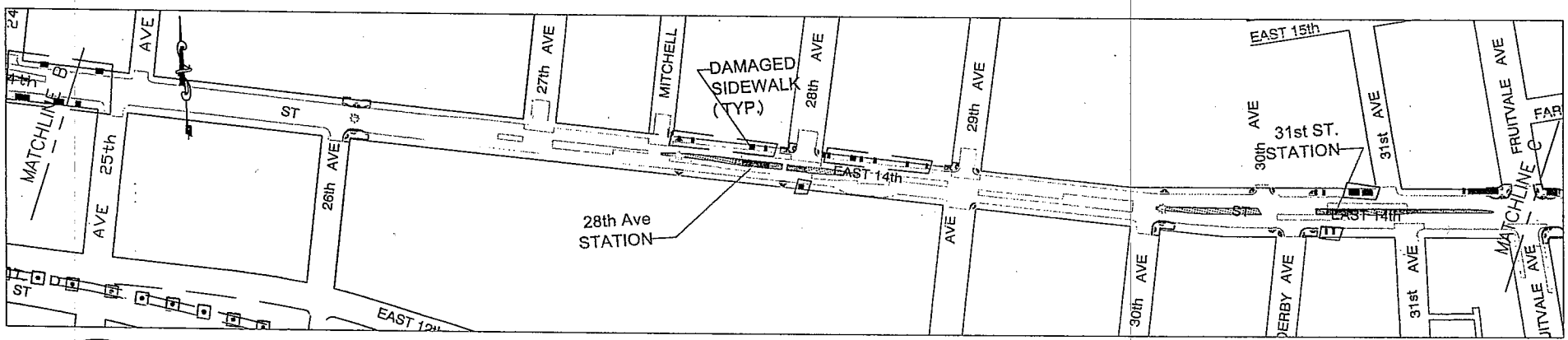
PLOTTED BY: bwong





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CHECKED BY	CHECK BY
DESIGNED BY	DESIGN BY
DRAWN BY	DRAWN BY

No.	DATE	BY	REFERENCE

CONSTRUCTION PLANS:
LAYOUT OF SIDEWALK IMPROVEMENT

PROJECT NO. 00
FEDERAL AID PROJECT NO. HPHPPH-C123456(00)
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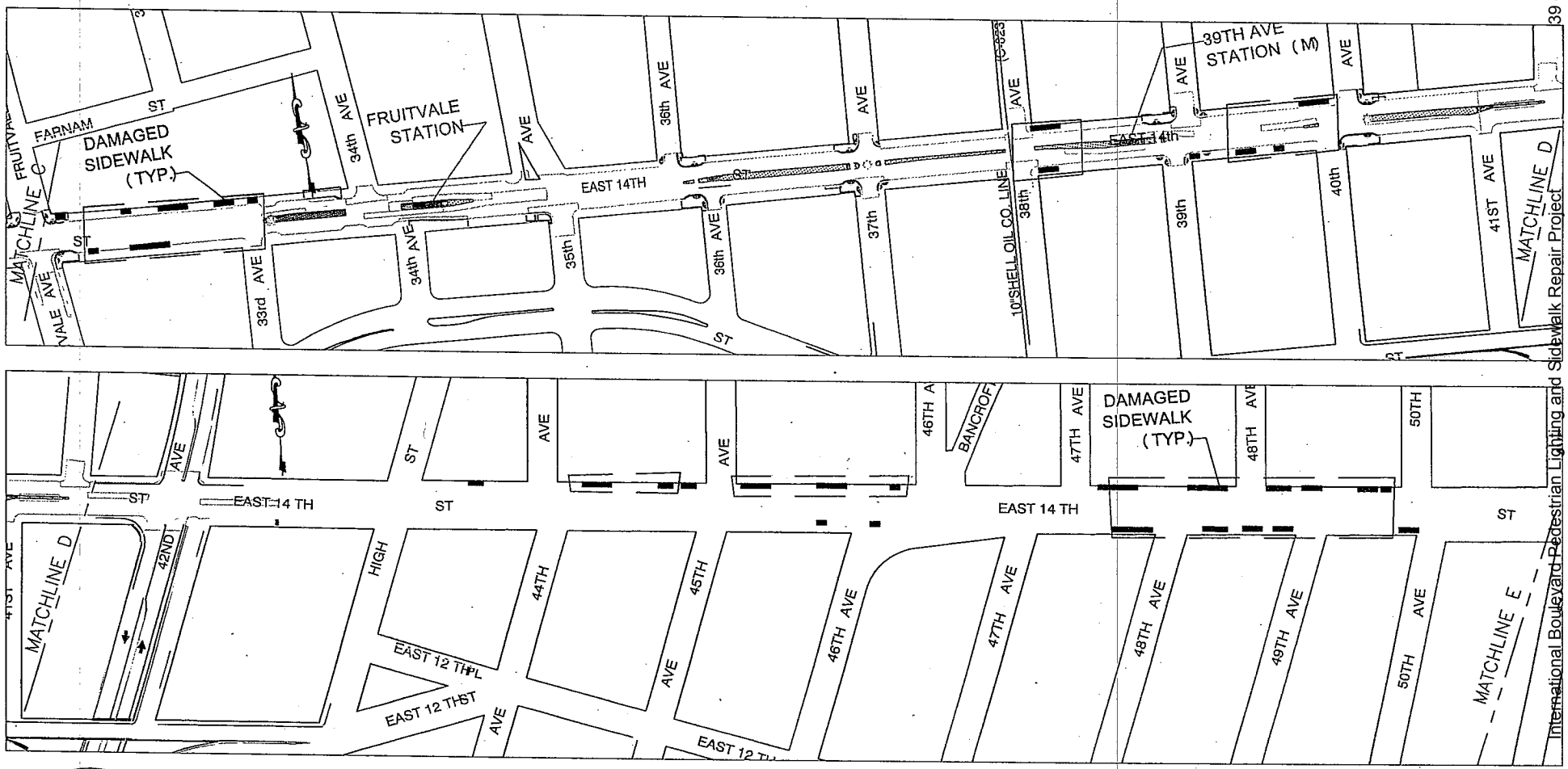
DATE: 5-21-14
SHEET NO. 3 OF 7

PROJECT TITLE
International Boulevard Pedestrian Lighting and Sidewalk Repair Project



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SIDEWALK IMPROVEMENT
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FROM 1ST AVE. TO SAN LEANDRO CITY LIMIT

CIVIL ENGINEER	
RCE NO. A00000	EXP. 00/00/00
CHECKED BY	CHECK BY
DESIGNED BY	DESIGN BY
DRAWN BY	DRAWN BY

No.	DATE	BY	REFERENCE

CONSTRUCTION PLANS:

LAYOUT OF SIDEWALK IMPROVEMENT

PROJECT NO. 00
FEDERAL AID PROJECT NO. HPHSIBH-012345(789)

SCALE: HOR. 1"=40' VERT.
DATE: 5-21-14

SHEET NO. 4 OF 7

PROJECT TITLE
City Oakland
International Boulevard Pedestrian Lighting and Sidewalk Repair Project

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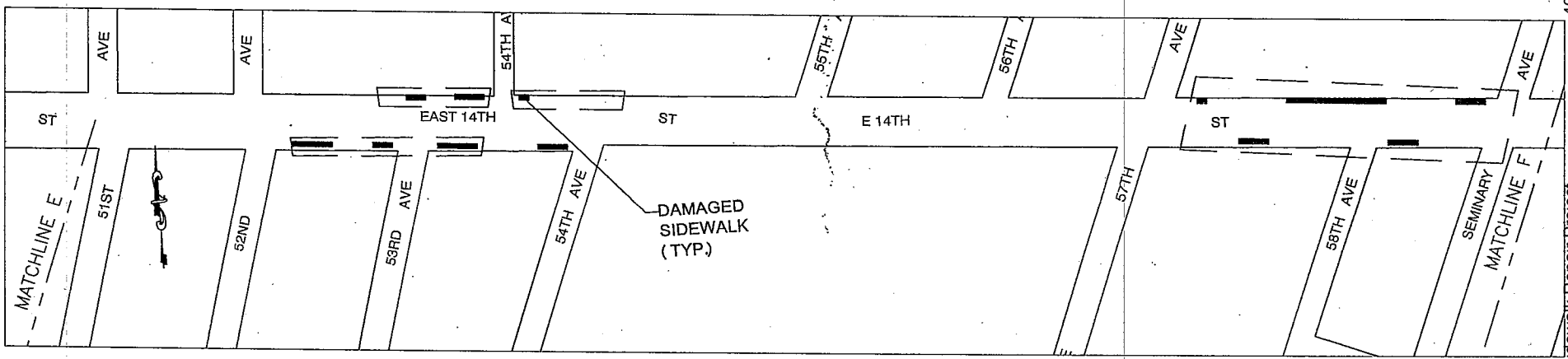
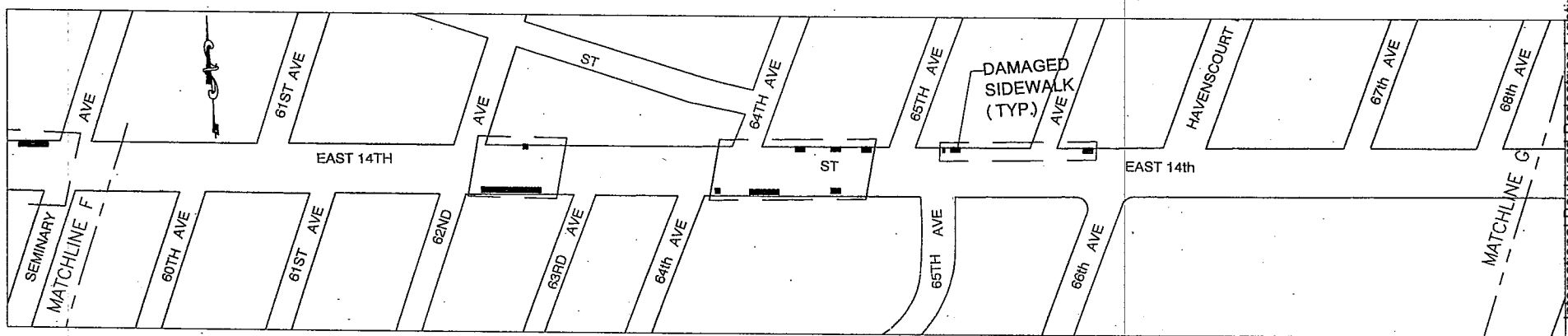
PLOTTED BY: kwong





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ATP GRANT APPLICATION CYCLE 1 2014-2015 TO 2015-2016
SIDEWALK IMPROVEMENT
AT INTERNATIONAL BLVD.
FROM 1ST AVE. TO SAN LEANDRO CITY LIMIT

CIVIL ENGINEER	
PCE NO. A00000 EXP. 00/00/00	
CHECKED BY	CHECK BY
DESIGNED BY	DESIGN BY
DRAWN BY	DRAWN BY

No.	DATE	BY	REFERENCE

CONSTRUCTION PLANS:

LAYOUT OF SIDEWALK IMPROVEMENT

PROJECT NO. 00
FEDERAL AID PROJECT NO. HH9HH-C123456(00)

SCALE: HOR. 1"=40' VERT.
DATE: 5-21-14

SHEET NO. 5 OF

PROJECT TITLE
International Boulevard Pedestrian Lighting and Sidewalk Repair Project

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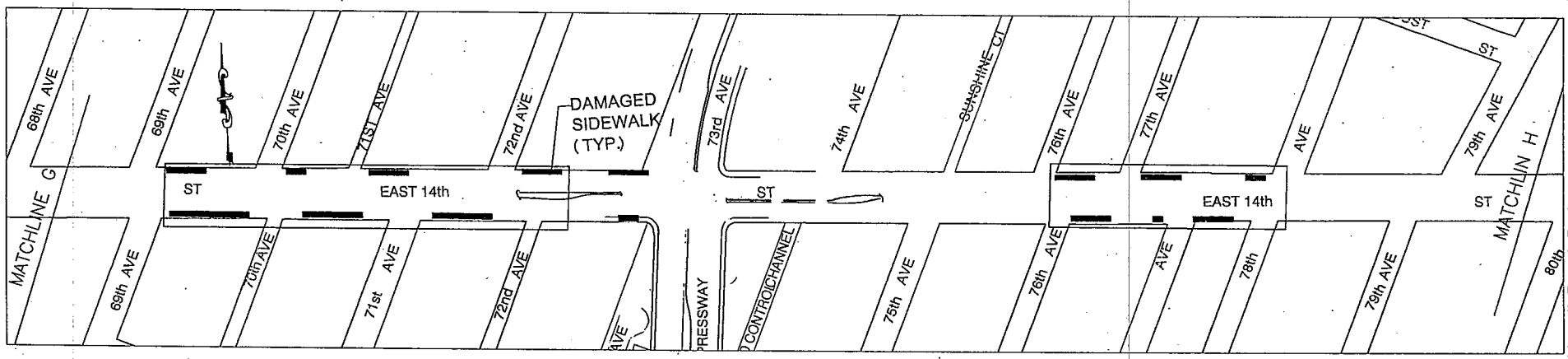
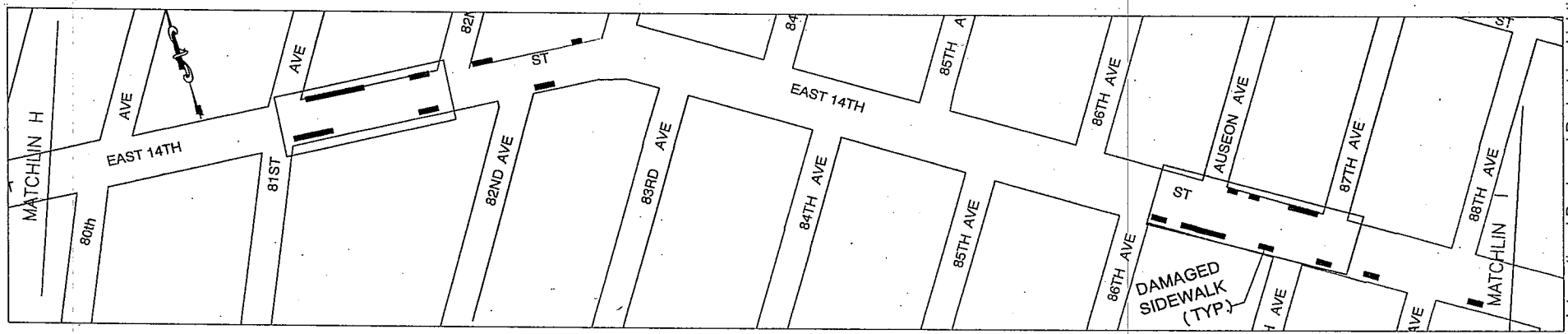
PLOTTED BY: hwong





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ATP GRANT APPLICATION CYCLE 1 2014-2015 TO 2015-2016
SIDEWALK IMPROVEMENT
AT INTERNATIONAL BLVD,
FROM 1ST AVE. TO SAN LEANDRO CITY LIMIT

CIVIL ENGINEER
HDE NO. A00000 EXP. 00/00/00
CHECKED BY — CHECK BY
DESIGNED BY — DESIGN BY
DRAWN BY — DRAWN BY

No.	DATE	BY	REFERENCE

CONSTRUCTION PLANS:
LAYOUT OF SIDEWALK IMPROVEMENT

PROJECT NO. 00
FEDERAL AID PROJECT NO. HSIPSR1-C12245(0)
SCALE: HOR. 1"=40' VERT.
DATE: 5-21-14
SHEET NO. 6 OF

PROJECT TITLE
International Boulevard Pedestrian Lighting and Sidewalk Repair Project
City of Oakland

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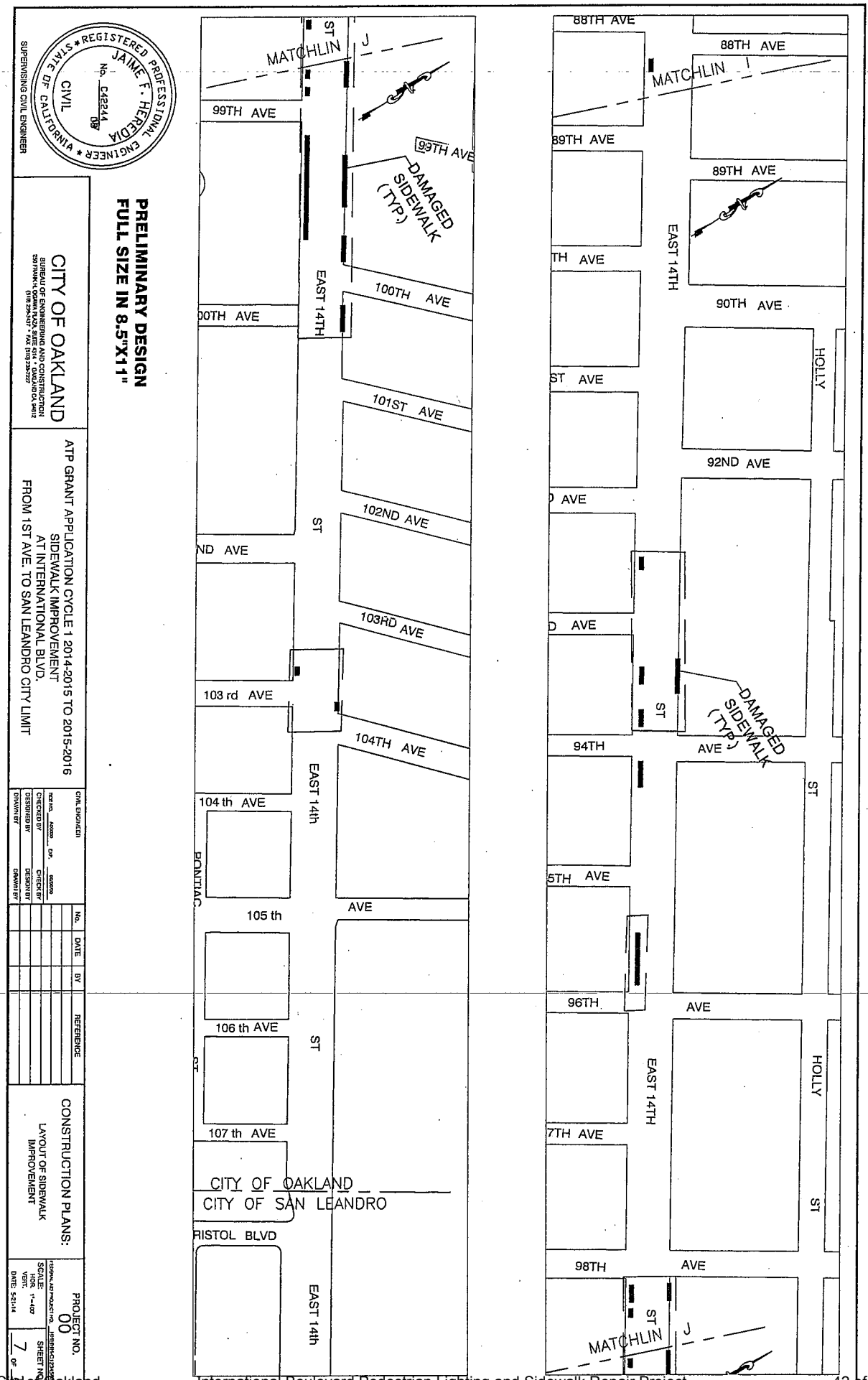
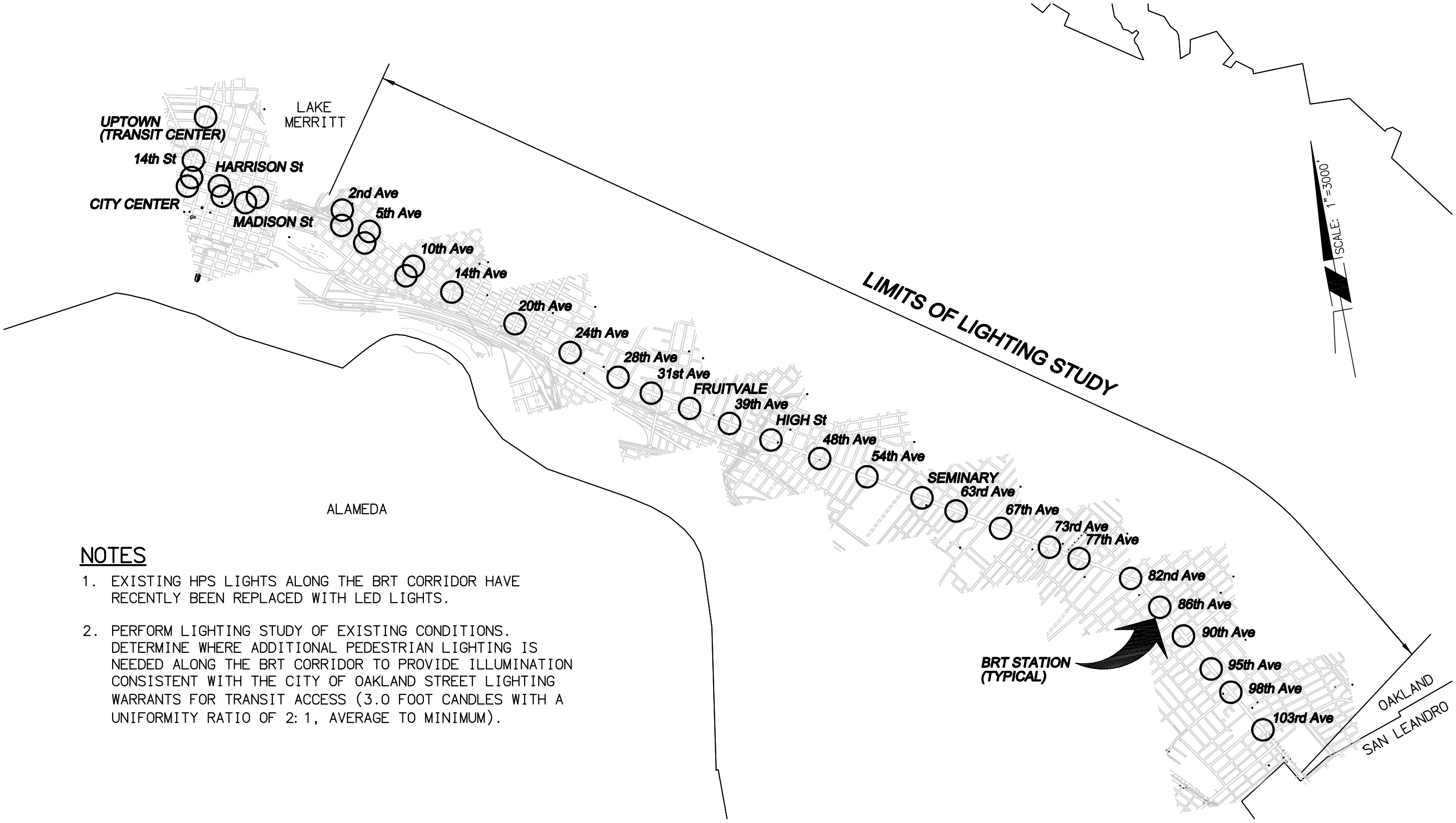
PLOTTED BY: Tmorgan



REGISTERED PROFESSIONAL ENGINEER
JAIME F. HEREDIA
No. C42244
CIVIL
STATE OF CALIFORNIA
SUPERVISING CIVIL ENGINEER
PRELIMINARY DESIGN
FULL SIZE IN 8.5"X11"
CITY OF OAKLAND
BUREAU OF ENGINEERING AND CONSTRUCTION
ATP GRANT APPLICATION CYCLE 1 2014-2015 TO 2015-2016
SIDEWALK IMPROVEMENT
AT INTERNATIONAL BLVD.
FROM 1ST AVE. TO SAN LEANDRO CITY LIMIT
CIVIL ENGINEER
CHECKED BY
DESIGNED BY
DRAWN BY
No.
DATE
BY
REFERENCE
CONSTRUCTION PLANS:
LAYOUT OF SIDEWALK IMPROVEMENT
PROJECT NO.
00
SCALE:
HOR. 1"=400'
VERT.
DATE: 5-21-14
SHEET NO.
7 OF
MATCHLIN J
99TH AVE
DAMAGED SIDEWALK (TYP.)
EAST 14TH
100TH AVE
101ST AVE
102ND AVE
103RD AVE
103 rd AVE
104TH AVE
104 th AVE
105 th
AVE
106 th AVE
107 th AVE
CITY OF OAKLAND
CITY OF SAN LEANDRO
RISTOL BLVD
88TH AVE
MATCHLIN I
89TH AVE
90TH AVE
HOLLY
92ND AVE
94TH
AVE
96TH
AVE
98TH
AVE



NOTES

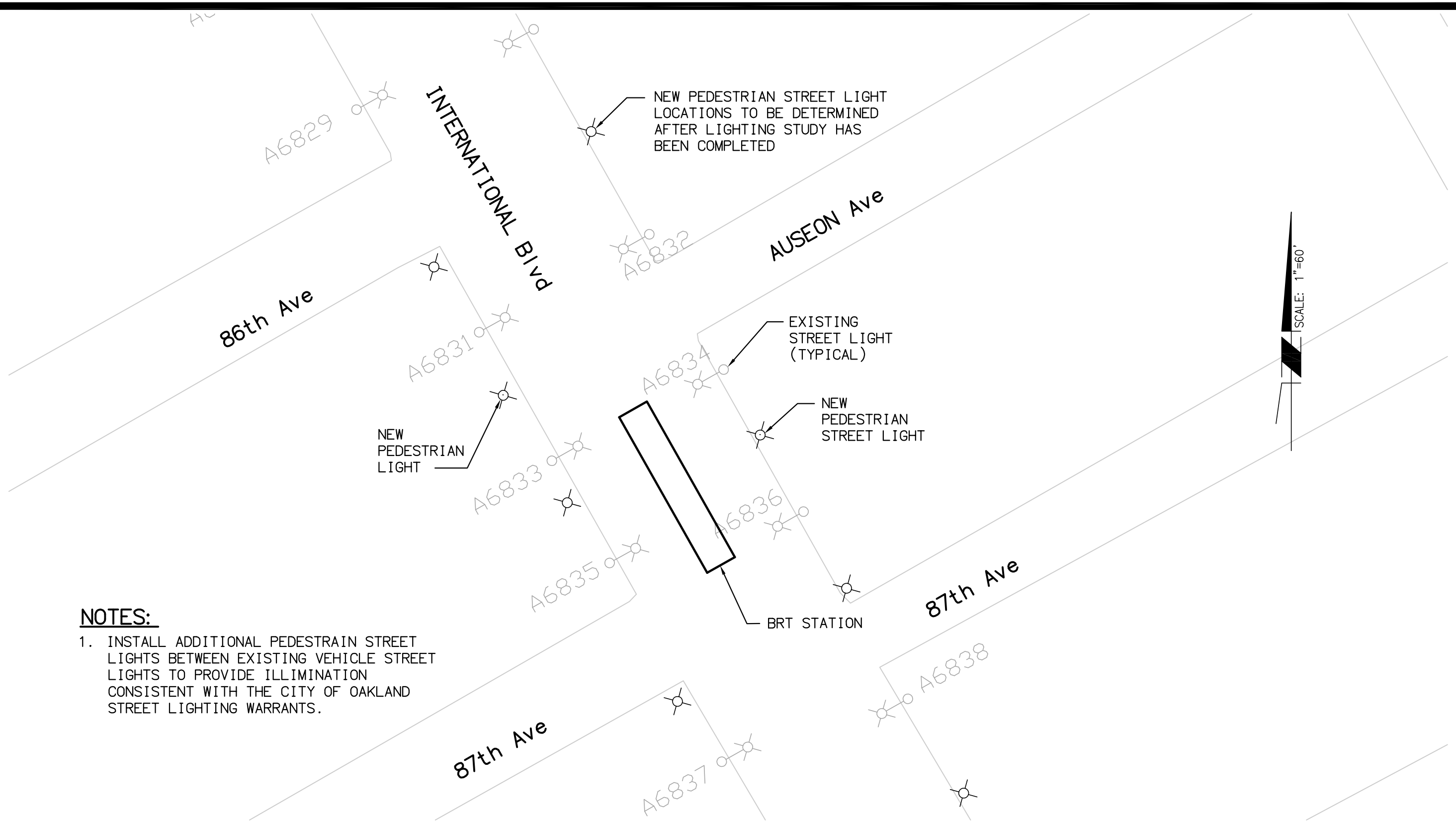
1. EXISTING HPS LIGHTS ALONG THE BRT CORRIDOR HAVE RECENTLY BEEN REPLACED WITH LED LIGHTS.

2. PERFORM LIGHTING STUDY OF EXISTING CONDITIONS. DETERMINE WHERE ADDITIONAL PEDESTRIAN LIGHTING IS NEEDED ALONG THE BRT CORRIDOR TO PROVIDE ILLUMINATION CONSISTENT WITH THE CITY OF OAKLAND STREET LIGHTING WARRANTS FOR TRANSIT ACCESS (3.0 FOOT CANDLES WITH A UNIFORMITY RATIO OF 2:1, AVERAGE TO MINIMUM).

LOCATIONS OF BRT STATIONS WITHIN THE CITY OF OAKLAND

MAY 2014

RBF CONSULTING
A Baker Company
1 KAISER PLAZA, SUITE 1150
OAKLAND, CALIFORNIA 94612-3601
510.879.0950 ▪ www.RBF.com



NOTES:

1. INSTALL ADDITIONAL PEDESTRAIN STREET LIGHTS BETWEEN EXISTING VEHICLE STREET LIGHTS TO PROVIDE ILLIMINATION CONSISTENT WITH THE CITY OF OAKLAND STREET LIGHTING WARRANTS.

TYPICAL LOCATIONS OF PEDESTRIAN STREET LIGHTING ALONG THE BRT CORRIDOR

MAY 2014

RBF CONSULTING
A Baker Company
1 KAISER PLAZA, SUITE 1150
OAKLAND, CALIFORNIA 94612-3601
510.879.0950 ▪ www.RBF.com

CITY OF OAKLAND PUBLIC WORKS AGENCY

Preliminary Engineer Cost Estimate

Date: 5/16/14
By: G. Gritz
Review By: J. Heredia

Project: Lighting Study and Installation of Pedestrian Lighting on the BRT corridor from 1st Ave to Durant Ave
Project No.:

ITEM NO.	SPEC. SEC. NO.	QUANTITY	UNIT OF MEASURE	CONTRACT ITEM	UNIT PRICE	TOTAL AMOUNT
1		1	LS	Lighting Study	$40,000.00	$40,000.00
2	7-10	1	LS	Traffic Control	$50,000.00	$50,000.00
3	9-3.4	1	LS	Mobilization [3% +/- of Item Total]	$45,000.00	$45,000.00
4		650	EA	Install Pedestrian Street Light	$1,500.00	$975,000.00
5						$0.00
6						$0.00
7						$0.00
				ITEM TOTAL:		$1,110,000.00
				Contingency (10%)		$111,000.00
				PROJECT SUBTOTAL:		$1,221,000.00
				Environmental Process, Design (15%)		$167,000.00
				CM and Testing (15%)		$167,000.00
				Community Outreach		$10,000.00
				Contract Administration & Compliance (3%)		$33,000.00
				TOTAL PROJECT COST:		**$1,598,000.00**

CITY OF OAKLAND PUBLIC WORKS AGENCY

Preliminary Engineer Cost Estimate

Date: 5/15/14
By: J. Kwong
Review By: J. Heredia

Project: Sidewalk Repair at International Blvd. between 1st Ave to City Limit of City of San Leandro
Project No.: Estimated 90 Tree Related Damaged Sidewalk Locations

ITEM NO.	SPEC. SEC. NO.	QUANTITY	UNIT OF MEASURE	CONTRACT ITEM	UNIT PRICE	TOTAL AMOUNT
1	7-10	1	LS	Traffic Control	$50,000.00	$50,000.00
2	9-3.4	1	LS	Mobilization [3% +/- of Item Total]	$1.00	$40,000.00
3	300-1.4	3,000	LF	Saw Cut PCC	$5.00	$15,000.00
4	300-1.4	20,000	SF	Remove concrete Sidewalk and Base	$12.00	$240,000.00
5	301-2.4	20,000	SF	Processed Miscellaneous Base	$4.00	$80,000.00
6	302-6.8	20,000	SF	Sidewalk Plain Concrete	$8.00	$160,000.00
7		1	LS	Utility covers adjustment	$25,000.00	$25,000.00
				ITEM TOTAL:		$610,000.00
				Contingency (10%)		$61,000.00
				PROJECT SUBTOTAL:		$671,000.00
				Environmental Process, Design (15%)		$92,000.00
				CM and Testing (15%)		$92,000.00
				Community Outreach		$10,000.00
				Contract Administration & Compliance (3%)		$18,000.00
				TOTAL PROJECT COST:		**$883,000.00**

Project name: International Blvd Pedestrian Refuges Project

VIII. APPLICATION SIGNATURES

Applicant: The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: _____ Date: _____
Name: Fred Blackwell Phone: 510-238-3671
Title: City Administrator e-mail: fblackwell@oaklandnet.com

Local Agency Official (City Engineer or Public Works Director): The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: _____ Date: _____
Name: Brooke A. Levin Phone: 510-238-4470
Title: Interim Director, Public Works Department e-mail: BLevin@Oaklandnet.com

School Official: The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature: _____ Date: _____
Name: n/a Phone: _____
Title: _____ e-mail: _____

Person to contact for questions:

Name: Jaime Heredia Phone: 510-238-2293
Title: Supervising Civil Engineer e-mail: JHeredia@Oaklandnet.com

Caltrans District Traffic Operations Office Approval*
If the application's project proposes improvements on a freeway or state highway that affects the safety or operations of the facility, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support or acknowledgement from the traffic operations office be attached ( ) or the signature of the traffic personnel be secured below.

Signature: _____ Date: 5/19/2014
Name: Roland Au-Yeung Phone: 510-286-4580
Title: Chief, Office of Traffic e-mail: roland_au-yeung@dot.ca.gov

*Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm

Links to Approved Plans

In the International Blvd. Transit Oriented Development Plan:

http://www2.oaklandnet.com/Government/o/PBN/OurOrganization/PlanningZoning/DOWD009112

-In the City of Oakland's Bicycle Master Plan:

http://www2.oaklandnet.com/Government/o/PWA/o/EC/s/BicycleandPedestrianProgram/OAK024597

-In the City of Oakland's Pedestrian Master Plan:

http://www2.oaklandnet.com/Government/o/PWA/o/EC/s/BicycleandPedestrianProgram/OAK024599

-in AC Transit's East Bay Bus Rapid Transit Plan:

http://brt.actransit.org/program-details/

http://www.actransit.org/planning-focus/your-guide-to-bus-rapid-transit/

Documentation of the Public Process

The project came to be a priority through four community driven processes:

1) the International Blvd. TOD process (2010-11) The International Boulevard TOD Plan was completed at the end of February 2011. Between September 21, 2010 and January 11, 2011, the City hosted three community workshops, each in two separate locations along International Blvd. to solicit public input in preparing the plan. (9/21,9/22, 11/8, 11/9, 1/11, 1/12). The plan identified pedestrian lighting and safety improvements as an urban design goal for strategic nodes.

2) The Oakland Sustainable Neighborhood Initiative is a multi-year effort to organize neighborhood residents and community organizations to implement the IBTOD and other neighborhood improvements. Residents concerned with mobility and access from along the corridor came together monthly for the past year (starting September 2013) to determine where investments are most severely needed. Lighting and safer pedestrian environments have been highlighted. http://www.transformca.org/events/oakland-sustainable-neighborhoods-initiative-osni-transportation-working-group-meetings

4) Oakland's Bicycle and Pedestrian Advisory Committee reviewed plans for the International Boulevard Pedestrian Lighting and Sidewalk Repair Project on May 15, 2014, and encouraged submission to the ATP for funding.

Pedestrian Count Data – International Boulevard

Intersection	Year	AM count	Mid-day count	PM count	Daily total
1st and International	2010			192	1920
3rd and International	2007		110		1100
5th and International	2010	265		415	3400
6th and International	2007		359		3590
7th and International	2001	262	341	448	3468.3
8th and International	2001	203	314	443	3168
26th and International	2007		255		2550
Fruitvale and International	2009	298		702	5000
34th and International	2009	631		1227	9290
38th and international	2009	227		586	4065
42nd and International	2009	209		298	2535
High and International	2009	222		368	2950
50th and International	2007		181		1810
73rd and international	1999	542		527	5345
81st and International	2006		201		2010
				Total	52201.3

Source, City of Oakland, various years.

International Boulevard, Median Income Calculations

Median State Income	$ 61,400.00	$ 49,120.00	total HHs	% of total HHs	Weighted
Census Tract 4053.02, Alameda County, California	$ 30,262.00	under	1529	5%	1453.35924
Census Tract 4054.01, Alameda County, California	$ 27,226.00	under	1579	5%	1350.31108
Census Tract 4054.02, Alameda County, California	$ 24,375.00	under	1064	3%	814.618212
Census Tract 4059.01, Alameda County, California	$ 37,740.00	under	925	3%	1096.50721
Census Tract 4059.02, Alameda County, California	$ 42,008.00	under	982	3%	1295.72058
Census Tract 4060, Alameda County, California	$ 27,255.00	under	1423	4%	1218.20099
Census Tract 4061, Alameda County, California	$ 59,729.00	over	1442	5%	2705.31828
Census Tract 4062.01, Alameda County, California	$ 31,313.00	under	1357	4%	1334.66536
Census Tract 4062.02, Alameda County, California	$ 25,347.00	under	1209	4%	962.544304
Census Tract 4072, Alameda County, California	$ 36,534.00	under	1675	5%	1922.11735
Census Tract 4073, Alameda County, California	$ 44,436.00	under	747	2%	1042.61369
Census Tract 4074, Alameda County, California	$ 33,848.00	under	1089	3%	1157.78723
Census Tract 4075, Alameda County, California	$ 20,847.00	under	1230	4%	805.409115
Census Tract 4085, Alameda County, California	$ 36,694.00	under	1548	5%	1784.16032
Census Tract 4086, Alameda County, California	$ 33,650.00	under	1735	5%	1833.80187
Census Tract 4087, Alameda County, California	$ 38,603.00	under	2128	7%	2580.24261
Census Tract 4088, Alameda County, California	$ 21,527.00	under	1816	6%	1227.91193
Census Tract 4089, Alameda County, California	$ 20,660.00	under	1028	3%	667.100543
Census Tract 4093, Alameda County, California	$ 33,750.00	under	1514	5%	1604.9722
Census Tract 4094, Alameda County, California	$ 44,148.00	under	1046	3%	1450.47611
Census Tract 4095, Alameda County, California	$ 38,555.00	under	927	3%	1122.60844
Census Tract 4096, Alameda County, California	$ 36,175.00	under	1483	5%	1685.06847
Census Tract 4103, Alameda County, California	$ 35,230.00	under	1037	3%	1147.51735
Census Tract 4104, Alameda County, California	$ 55,417.00	over	1324	4%	2304.61752
Averages:	**$ 34,539.00**	**Total:**	**31837**	**Average:**	**$ 34,567.65**
	$ 34,805.38				

Cal Environmental Screen – International Boulevard

	Score	Percentile
6001405302	24.18221422	61-65%
6001405401	25.13065868	66-70%
6001405402	25.38886499	66-70%
6001405901	26.61314554	71-75%
6001405902	25.87989809	66-70%
6001406000	32.47413562	81-85%
6001406100	31.74493895	81-85%
6001406201	26.75790894	71-75%
6001406202	25.56832656	66-70%
6001407200	29.29843533	76-80%
6001407300	32.51439902	81-85%
6001407400	27.4570697	71-75%
6001407500	30.51184001	76-80%
6001408500	20.79106125	56-60%
6001408600	22.39629875	61-65%
6001408700	25.89736213	66-70%
6001408800	42.25366098	91-95%
6001408900	30.34726336	76-80%
6001409300	31.28580812	76-80%
6001409400	31.92474087	81-85%
6001409500	30.72569667	76-80%
6001409600	21.56276126	56-60%
6001410300	24.87372676	66-70%
6001410400	21.17118706	56-60%
Average	**27.78130845**	

One tract in the top 10% most disadvantaged in the state
6 tracts in top 20%, half in top 30% most disadvantaged
and all tracts are in the top 50% most disadvantaged

Free and Reduced Lunches – International Corridor

School Name	Low Grade	High Grade	CALPADS October 2012 Enrollment (K-12)	October 2012 Free Meal Count (K-12)	October 2012 Percent (%) Eligible Free (K-12)	October 2012 FRPM Total Unduplicated Count (K-12)	October 2012 Percent (%) Eligible FRPM (K-12)	CALPADS October 2012 Enrollment (Ages 5-17)	October 2012 Free Meal Count (Ages 5-17)	October 2012 Percent (%) Eligible Free (Ages 5-17)	October 2012 FRPM Total Unduplicated Count (Ages 5-17)	October 2012 Percent (%) Eligible FRPM (Ages 5-17)
Achieve Academy	4	5	226	NULL	91.02	NULL	95.51	226	NULL	91.02	NULL	95.51
ACORN Woodland Elementary	KK	5	267	NULL	86.7	NULL	87.22	263	NULL	86.7	NULL	87.22
Alliance Academy	6	8	353	353	100	353	100	353	353	100	353	100
American Indian Public Charter School II	KK	8	639	364	56.96	504	78.87	637	362	56.83	502	78.81
ARISE High	9	12	239	205	85.77	223	93.31	217	189	87.1	204	94.01
ASCEND	KK	8	437	NULL	80.18	NULL	90.21	434	NULL	80.18	NULL	90.21
Aspire ERES Academy	KK	8	222	200	90.09	212	95.5	219	198	90.41	210	95.89
Aspire Monarch Academy	KK	5	388	325	83.76	370	95.36	382	319	83.51	364	95.29
Bridges Academy	KK	5	381	NULL	77	NULL	85.53	379	NULL	77	NULL	85.53
Coliseum College Prep Academy	6	12	451	451	100	451	100	436	436	100	436	100
Community School for Creative Education	KK	8	138	48	34.78	66	47.83	118	40	33.9	55	46.61
Community United Elementary	KK	5	396	396	100	396	100	366	366	100	366	100

Cox Academy	KK	5	566	566	100	566	100	553	553	100	553	100
Dewey Academy	9	12	228	170	74.56	190	83.33	87	69	79.31	76	87.36
Elmhurst Community Prep	6	8	368	NULL	85.34	NULL	90.18	368	NULL	85.34	NULL	90.18
EnCompass Academy Elementary	KK	5	312	312	100	312	100	309	309	100	309	100
Esperanza Elementary	KK	5	321	NULL	89.59	NULL	99.07	318	NULL	89.59	NULL	99.07
Franklin Elementary	KK	5	770	NULL	76.82	NULL	85.4	751	NULL	76.82	NULL	85.4
Fred T. Korematsu Discovery Academy	KK	5	400	400	100	400	100	387	387	100	387	100
Fremont High	9	12	795	NULL	84.15	NULL	87.84	736	NULL	84.15	NULL	87.84
Futures Elementary	KK	5	333	333	100	333	100	329	329	100	329	100
Garfield Elementary	KK	5	582	NULL	87.48	NULL	93.31	531	NULL	87.48	NULL	93.31
Gateway to College at Laney College	9	12	74	NULL	29.63	NULL	30.86	21	NULL	29.63	NULL	30.86
Global Family	KK	5	415	415	100	415	100	386	386	100	386	100
Greenleaf Elementary	PP	8	501	501	100	501	100	479	479	100	479	100
Horace Mann Elementary	KK	5	355	NULL	76.54	NULL	85.75	351	NULL	76.54	NULL	85.75
International Community	KK	5	346	346	100	346	100	342	342	100	342	100
La Escuelita Elementary	KK	5	279	216	77.42	239	85.66	255	196	76.86	215	84.31
Lazear Charter Academy	KK	8	300	NULL	85.67	NULL	93.31	299	NULL	85.67	NULL	93.31
Learning Without Limits	KK	5	380	NULL	84.83	NULL	90.49	372	NULL	84.83	NULL	90.49
MetWest High	9	12	138	103	74.64	115	83.33	133	99	74.44	111	83.46
New Highland Academy	KK	5	298	NULL	84.18	NULL	91.93	290	NULL	84.18	NULL	91.93
Oakland Charter Academy	6	8	244	184	75.41	209	85.66	244	184	75.41	209	85.66
Reach Academy	KK	5	339	NULL	81.98	NULL	86.3	330	NU	81.	NULL	86.

							4		LL	98		34
Rise Community	KK	5	325	325	100	325	100	317	317	100	317	100
Roosevelt Middle	6	8	630	NULL	73.34	NULL	75.08	630	NULL	73.34	NULL	75.08
ROOTS International Academy	6	8	350	350	100	350	100	350	350	100	350	100
Rudsdale Continuation	9	12	148	NULL	63.04	NULL	67.59	73	NULL	63.04	NULL	67.59
Think College Now	KK	5	290	NULL	90.64	NULL	98.75	289	NULL	90.64	NULL	98.75
Urban Promise Academy	6	8	320	NULL	77.88	NULL	90.03	320	NULL	77.88	NULL	90.03
World Academy	KK	5	439	NULL	98.05	NULL	100	429	NULL	98.05	NULL	100
Average					84.33		89.59			84.43		89.65

These are schools within 1/2 mi of International Blvd in Oakland
91% of students at these schools are eligible for free or reduced price meals.
86% of students at these schools are eligible for free meals

Alameda-Contra Costa Transit District David J. Armijo, General Manager

May 19, 2014

CALTRANS
Division of Local Assistance, MS, 1
Attn: Office of Active Transportation and Spec. Prog.
P.O. Box 942874
Sacramento, CA. 94274-001

To Whom It May Concern:

AC Transit writes this letter in strong support of the City of Oakland's Active Transportation Planning Grant. We, along with our community based partners, support the city's goals for pedestrian and bicycling improvements along the International Blvd corridor, especially in the interest of making the corridor safer in between our future Bus Rapid Transit (BRT) stations.

The International Blvd corridor has one of the city's highest collision rates between cars and pedestrians and is in need of better bicycling and pedestrian infrastructure. In response, the City of Oakland created Master Bicycle and Pedestrian Plans, and the International Boulevard Transit-Oriented Development Plan (IBTOD) with the community to begin the process of remedying the need for continuous sidewalks and better street-lighting.

In addition, various community groups and programs have conducted sidewalk and street surveys to identify specific "hot spots" along the corridor. The Alameda County "Safe Routes to Schools" program, as well as a prominent church (Allen Temple Baptist Church) have documented the need for these improvements as third and fourth parties. No greater infrastructure need remains unaddressed along the corridor than the need for continuous, level sidewalks and pedestrian-oriented street-lighting.

Over the next four years, the 9.5-mile International Blvd-East 14th corridor between Downtown Oakland and San Leandro will receive a new world class transportation investment through AC Transit's East Bay BRT project. With an investment of $178 million, the BRT project will feature level boarding, prepaid ticketing and dedicated transit lanes to ensure a reliable point-to-point smooth ride. While the BRT Project will fund re-paving of the street, it does not have sufficient funding to address the remaining need for better street-lighting and continuous, level sidewalk along the entire corridor. If granted the award, the City of Oakland will have the resources to "fill in the gaps" between future BRT stations, making a cohesive string of level sidewalks and pedestrian oriented street-lighting along the entire corridor.

Please feel free to contact me if I can be of any further support in your decision making process.

Sincerely,

David J. Armijo
General Manager

1600 Franklin Street - Oakland, CA 94612 - TEL (510) 891-4793 - FAX (510) 891-7157 - www.actransit.org

TransForm

Our communities. Our transportation. Our future.

May 19, 2014

CALTRANS
Division of Local Assistance, MS, 1
Attn: Office of Active Transportation and Spec. Prog.
P.O. Box 942874
Sacramento, CA. 94274-001

Re: Support for City of Oakland's Active Transportation Planning Grant Application

To Whom it May Concern,

On behalf of TransForm, I am writing to support the City of Oakland's Active Transportation Planning Grant Application.

TransForm promotes walkable communities with excellent transportation choices to connect people of all incomes to opportunity, keep California affordable and help solve our climate crisis. With diverse partners we engage communities in planning, run innovative programs and win policy change at the local, regional, and state levels.

Since 2006, TransForm has been deeply involved in helping to make International Boulevard a more walkable community with improved pedestrian, bicycling and transit infrastructure. Our efforts have resulted in over $1.25M in funding from the State of CA in community planning efforts in advance of an imminent BRT system. We have helped the City of Oakland create a community vision for the corridor, create policies and prioritize investments. All the City of Oakland needs to complete this effort is the funding for capital improvements envisioned and called for by the community.

While we are excited that the corridor will soon host a BRT system, we know that BRT will only be able to address the needs for better infrastructure in the corridor at BRT stations. Currently, no funding beyond this grant application has been identified to repair uneven sidewalks and improve the poor street-lighting along the corridor between the planned BRT stations (where many people will travel to get to BRT). As BRT will increase pedestrian and bicyclist counts along International Blvd., (with or without the needed improvements), we could not be more supportive of the City of Oakland's Active Transportation Planning Grant application to make the corridor safer for bicyclists and pedestrians traveling to and from BRT stations.

Again, we strongly support the City of Oakland's Active Transportation Planning Grant application to fund improvements so sorely needed for safer pedestrian and bicycle travel along International Blvd.

Sincerely,

Joël Ramos
Regional Planning Director

MAIN OFFICE: 436 14TH STREET, SUITE 600, OAKLAND, CA 94612 | T: 510.740.3150 |
SACRAMENTO: 717 K STREET, SUITE 300, SACRAMENTO, CA 95814 | T: 916.706.2035 |
SILICON VALLEY: 48 SOUTH 7TH STREET, SUITE 103, SAN JOSE, CA 95112 | T: 408.406.8074 |
WWW.TRANSFORMCA.ORG

THE UNITY COUNCIL
50TH ANNIVERSARY

May 19, 2014

CALTRANS
Division of Local Assistance, MS, 1
Attn: Office of Active Transportation and Spec. Prog.
P.O. Box 942874
Sacramento, CA. 94274-001

To Whom It May Concern:

It is with great enthusiasm that The Unity Council writes this letter to support the City of Oakland's Active Transportation Planning Grant application. We support the city's goals for sorely needed pedestrian and bicycling improvements along the International Blvd corridor, especially in the interest of making the corridor safer in between our future BRT (Bus Rapid Transit) stations.

The International Blvd corridor has one of the city's highest collision rates between cars and pedestrians, which serve as a tragic testimony to the sore need of better bicycling and pedestrian infrastructure. In response, the City of Oakland created Master Bicycle and Pedestrian Plans, and the International Boulevard Transit-Oriented Development Plan (IBTOD) with the community to begin the process of remedying the need for continuous, level sidewalks and better street-lighting.

In addition, various community groups and programs have conducted sidewalk and street surveys to identify specific "hot spots" along the corridor. The Alameda County "Safe Routes to Schools" program, and Allen Temple Baptist Church's sidewalk survey conducted with AARP have documented the need for these improvements as third and fourth parties. No greater infrastructure need remains unaddressed along the corridor than the need for continuous, level sidewalks and pedestrian-oriented street-lighting.

Over the next five years, the International Blvd. corridor will receive a new world class transportation investment through AC Transit's East Bay Rapid Transit (BRT) project, which will fund the re-paving of the street. However, the BRT Project will not have sufficient funding to address the remaining need for better street-lighting and continuous, level sidewalks along the entire corridor. If granted the award, the City of Oakland will have the resources it needs to "fill

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The Unity Council
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in the gaps" between future BRT stations, making a cohesive string of level sidewalks and pedestrian oriented street-lighting along the entire corridor.
Again, we strongly support the City of Oakland's Active Transportation Planning Grant application in order to fulfill the vision of safer, more accessible boulevards for the people of Oakland.

Please feel free to contact me if I can be of any further support in your decision making process.

Sincerely,

Sofia Navarro
Chief Operating Officer

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EBAYC
EAST BAY ASIAN YOUTH CENTER

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CALTRANS
Division of Local Assistance, MS, 1
Attn: Office of Active Transportation and Spec. Prog.
P.O. Box 942874
Sacramento, CA. 94274-001

To Whom It May Concern:

The East Bay Asian Youth Center writes in enthusiastic support of the City of Oakland's Active Transportation Planning Grant for the International Blvd Corridor. We support the city's goals for pedestrian and bicycling improvements along the International Blvd corridor, especially in the interest of making the corridor safer in between our future BRT (Bus Rapid Transit) stations.

The East Bay Asian Youth Center is a community-based institution, serving 1500 youth and families daily, the majority of whom live on or near the International Blvd Corridor. We know first-hand the impacts of the high car-pedestrians collision rates on International Blvd. The City of Oakland's Master Bicycle and Pedestrian Plans, and the International Boulevard Transit-Oriented Development Plan (IBTOD) include remedying plans for continuous sidewalks and better street-lighting.

In addition, various community groups and programs have conducted sidewalk and street surveys to identify specific "hot spots" along the corridor. The Alameda County "Safe Routes to Schools" program, as well as Allen Temple Baptist Church has documented the need for these improvements. Continuous, level sidewalks and pedestrian-oriented street-lighting is a critical infrastructure need for the Corridor.

Over the next five years, the International Blvd Corridor will experience a new transportation system through AC Transit's East Bay Rapid Transit (BRT) project, which will fund the re-paving of the street. However, the BRT Project will not have sufficient funding to address the remaining need for better street-lighting and continuous, level sidewalk along the entire corridor. If granted the award, the City of Oakland will have the resources it needs to "fill in the gaps" between future BRT stations, making a cohesive string of level sidewalks and pedestrian oriented street-lighting along the entire corridor.

EBAYC strongly supports the City of Oakland's Active Transportation Planning Grant application in order to fulfill the vision of a safer, more walkable and bikeable boulevard for the people of Oakland.

Sincerely,

Andy Nelsen
Deputy Director

May 19, 2014

Mr. Fred Blackwell
City Administrator
1 Frank Ogawa Plaza, 3rd Floor
Oakland, CA 94612

Dear Mr. Blackwell:

On behalf of the City of Oakland Bicycle and Pedestrian Advisory Committee (BPAC) I am very pleased to recommend all of the City's proposed projects for the Active Transportation Program funding, which includes both the Safe Routes to Schools set aside, as well as projects eligible for general Active Transportation Program funds. The BPAC reviewed the City of Oakland's proposed Active Transportation Program submissions on Thursday, May 15, and agree that the proposed project fulfills the needs of critical improvements that benefit the most dangerous intersections around schools, closes critical gaps that improve walking and bicycling experiences of the most vulnerable roadway users, and meets the challenge of improving access to some of our most socio-economically disadvantaged communities.

The projects proposed are as follows:

1. International Boulevard – Bus Rapid Transit Supportive Pedestrian Projects
   - Median Pedestrian Refuges at International/Hegenberger and at International/98th
   - Corridor-wide Pedestrian Lighting and Sidewalk Repair
2. Lake Merritt/Bay Trail Bicycle Pedestrian Bridge
3. Laurel Access to Mills, Maxwell Park and Seminary Ave Active Transportation Project
4. Safe Routes to School Projects
   - Park Boulevard Area Improvements for Safe Routes to Schools
   - Thornhill Drive/Mountain Boulevard Improvements for Safe Routes to Schools
   - Harrison St/27th Street/24th Street Improvements for Safe Routes to Schools
   - High Street/Courtland Avenue/Ygnacio Avenue Improvements for Safe Routes to Schools
   - City of Oakland Improvements for Safe Routes to Schools at various locations, including 35th/Wisconsin, 81st/Rudsdale, 38th/Mera, 105/E. School/Coolidge, 73rd/Krause

<u>International Boulevard Projects</u>
With the East Bay Bus Rapid Transit (BRT) project funded to be implemented on International Boulevard over the next few years, it is critical to ensure that residents in Central and East Oakland have safe access to this important new transit facility. The proposals will augment the improvements already programmed by the AC Transit's BRT Project by extending lighting and sidewalk repair beyond the individual BRT stations along the entire corridor. In addition, median pedestrian refuges at busy cross streets will allow the elderly and disabled to cross wide busy streets safely. This corridor, which includes some of the most disadvantaged communities in Oakland desperately needs investments that make the streets safer for all users.

<u>Lake Merritt/Bay Trail Bicycle Pedestrian Bridge</u>

This multi-use trail project will provide a critical missing link between a rejuvenated Lake Merritt with the waterfront Bay Trail. It will provide an alternative to dangerous and often illegal crossings of train tracks and busy roadways. And for the first time will allow both recreational and commute access between downtown and waterfront neighborhoods at the very center of the City. The request is for design development and right of way phases of this multi-million dollar project.

Laurel Access to Mills, Maxwell Park and Seminary Ave Active Transportation Plan
This project will complete the design and construction of a multi-use path along a very busy arterial street and underneath a freeway, opening safe access from disadvantaged Oakland's "flatlands" neighborhoods to neighborhood commercial area, Mills College, and the Laurel district. This is both a bike and pedestrian project that has strong community support.

Safe Routes to Schools Projects
These projects will improve safety in the vicinity of Oakland public schools, encouraging more students to walk and bike to work. All of these projects specifically benefit neighborhood schools, but also serve the general Oakland population by calming traffic and adding pedestrian bulbouts, sidewalks and plazas in areas of high vehicle/pedestrian conflict. Several of these projects are in disadvantaged neighborhoods.

We believe all of these projects, proposed in its entirety, will provide important benefits to the citizens of Oakland, and are pleased to endorse them. BPAC looks forward to working closely with the City of Oakland to fulfill the mission of the Active Transportation Program. Thank you for your support of sustainable and multimodal development in our community.

Sincerely,

Chris Hwang, BPAC Chair