

Active Transportation Program, Cycle 1

LAMMPS/ Laurel, Mills, Maxwell Park and Seminary Active Transportation Connection Project

Oakland, California

City of Oakland, CA
Transportation Services Division, Oakland Public Works Department
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For Caltrans use only: TAP STP RTP SRTS SRTS-NI SHA
 DAC Non-DAC Plan

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I. GENERAL INFORMATION

Project Name: Park Boulevard Area Improvements for Safe Routes to School.

1. Applicant (Agency name, address and zip code)	2. Project Funding
3. Applicant Contact (Name, title, email, phone #) David C. Ralston Project Manager, City of Oakland dralston@oaklandnet.com (510)238-2970	ATP Funds Requested \$3,597,040 Matching Funds \$468,628 Other Project Funds \$0 Total Project Cost \$4,065,668
4. Applicant Contact (Address & Zip Code) Project Implementation Dalziel Building 250 Frank H. Ogawa Plaza, Suite 5313 Oakland, CA 94612	Project County: Alameda County
6. CALTRANS DISTRICT District 4	Application #4 of

Area Description:

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

Master Agreements:

11. Yes, the applicant has a Federal MA with Caltrans.
12. Yes, the applicant has a State MA with Caltrans.
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: Not applicable	15. Partner Type: Not applicable
16. Contact Information (Name, Phone #, Email) Not applicable	17. Contact Address & Zip Code Not applicable

Project Type:

18. Infrastructure (IF) 19. Non-Infrastructure (NI) 20. Combined (IF and NI)

Sub-Project Type:

21. Develop a Plan in a Disadvantaged Community (select the type(s) of plans 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 Multiuse Facility

Other: Intersection modifications to reduce vehicle speeds and improve access for pedestrians and bikes.

23. Non-Infrastructure (Non SRTS)

24. Recreational Trails Trail Acquisition

25. Safe Routes to School - Infrastructure Non-Infrastructure

If SRTS is selected, provide the following information

26. School Name and Address: Not applicable.
27. School District Name and Address Not applicable.

28. County-District-School Code (CDS) Not applicable.	29.Total Student Enrollment Not applicable.	30. Percentage of Students eligible for free or reduced meal programs Not applicable.
31.Percentage of students that currently walk or bike to school Not applicable.	32. Approximate # of students living along school route proposed for improvement Not applicable.	33. Project distance from primary or middle school Not applicable.

Click here if project involves more than one school.

II. PROJECT INFORMATION

1. **Project Location:** The Vicinity Map attached to this application illustrates the location of the MacArthur Boulevard Corridor from High Street to Seminary Avenue, Central East Oakland crossing the I-580 Freeway between Buell Street and Pierson Street.

2. **Project Coordinates:** The project coordinates for the center of the segment are below.
 - a. Latitude = 37.25818
 - b. Longitude = -122.0536

3. **Project Description:**

MacArthur Boulevard is a key north-south transit corridor in Oakland linking together many commercial districts, civic destinations and serves as the connecting spine for many diverse neighborhoods. The corridor, paralleling the I-580 freeway for most of its course, also marks the effective dividing line between the Hills and the Flatlands.

Between High Street and the Laurel Business District and Seminary Avenue and the Millsmont Commercial District, is a key 1.2 mile segment where the corridor crosses under the freeway passing along the front of one of Oakland's hidden assets and a regional destination, Mills College, as well as along the Maxwell Park neighborhood and several local-serving schools. As a result of freeway related traffic patterns, auto-related land-uses and the prevalence of a very wide and dark under-freeway "maze" area, this corridor segment presents a particularly hostile environment for area pedestrians and bicyclists. Instead of being able to safely walk to the stores, school, transit and recreation which are anchored along MacArthur Boulevard, the 800+ school-age children, the 2,000+ college students, and the 3,000+ adjacent neighborhood residents, are severely hampered by the unhealthy conditions of what is a dangerous and heavily-used auto through-way.

The LAMMPS (Laurel to Mills, Maxwell Park and Seminary) active transportation connection project grew directly out the communities around this corridor who sought to change the unbearable conditions of the thoroughfare into a livable connector that could create cohesion instead of barriers. Supported by a 2010 Caltrans Community-Based Transportation grant, concept plans were developed for a comprehensive bicycle and pedestrian facility to link Laurel District, Mills,

Seminary and the surrounding neighborhoods. For this first core phase of this project, the City of Oakland's is seeking \$3.5M from ATP grant funds with a local \$468,000 (11.5%) matching contribution in capital improvement funds.

Project Purpose

The specific purpose of this integrated infrastructure improvement is to facilitate active transportation connections and promote viable transit options along central MacArthur Boulevard by:

- (1) Making the corridor demonstrably safer by creating new pathways of travel for bicyclists and pedestrians that mitigate or eliminate conflicts with vehicles;
- (2) Making the corridor more accessible for all users by providing a continuous and recognized path between key neighborhood destinations; and
- (3) Making the corridor more inviting through environmental enhancements including pedestrian-scale lighting, way-finding signage, and native landscaping/tree canopy additions that can calm traffic while improving the livability of the surrounding neighborhood.

Project Need

The explicit need for the project was identified and assessed through the development of the 2011 LAMMPS Community-Based Transportation Concept Plan and associated technical studies (available here: <http://www2.oaklandnet.com/oakca/groups/ceda/documents/marketingmaterial/oak025663.pdf>)

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This plan examined existing corridor deficiencies for bicyclists and pedestrians, assessed safety and roadway data/conditions, analyzed challenges and opportunities for specific improvements, and documented the input from a year-long community design-engagement process.

In addition, the project is clearly identified and articulated in the City of Oakland's 2013 Bicycle Plan as well as the County of Alameda's Bike Plan. Many project area stakeholders have been deeply

involved in these planning processes for the last decade and are vitally interested and supportive of moving towards implementation (please see letters of support attached).

Project Scope of Work:

The concept plan for the improvements is shown as an attachment to this application. The following is a brief description of the proposed improvements as documented in the concept plan and attached engineer's cost estimate:

- ½-mile multi-use path/Class I bikeway (from High St. to Richards Avenue) augmented with 30 pedestrian-scale lights; 69 large Sycamore trees; landscape bioswale areas and way-finding signage
- 1.2-miles of new striped Class II bike lanes and bike lane road surfacing from High Street to Seminary Avenue with signage;
- Vehicular traffic mitigations and bike/ped roadway/traffic safety modification including removal of three slip lanes/intersection reconfiguration to slow existing on/off-ramp traffic from the I-580 freeway and reduce crossing distances; installation of two synchronized traffic signals and simplification of conflicting under-freeway traffic infrastructure and elimination of excessive bike-ped/vehicle intersections;
- Continuous path sidewalk improvements from High Street to Seminary including: installing 23 high visibility cross-walks and 36 new ADA ramps to augment existing mobility; Improvements and expansion of bicycle refuge median approaching High Street; installing a retaining wall to widen and repair a blocked land-slide section of sidewalk (at Simmons Street); signage and school-crossing safety improvements at 56th Avenue and slip lane removal/corner expansion/crossing improvements at MacArthur/Seminary Avenue intersection in north bound direction.

Project Status:

For the overall project, 35% concept plans were completed in 2011 by Kimley-Horn and Associates, Kring Design Studio, Krupka Consulting, PLS Surveys, Redwood Consulting, Robert Sabatini Landscape Architects and Envirocom Communications Strategies. Based on this plan, the City of Oakland designated funds for the recommended Class II bike lane along both sides of MacArthur Blvd. and associated overlay paving improvements for this bike lane. The completed 35% work included a review of all relevant transit related plans and studies. A traffic study of options and geometries and vehicular movements was also conducted as well as a parking and speed survey.

Specific intersection topographical surveys and all CEQA, NEPA and Caltrans Right-of-Way work has yet to be completed. Restriping and signage in support of bicycle traffic are covered under the City of Oakland Bicycle Master Plan Programmatic Environmental Impact report. For this phase 1 project grant, under project management from the City of Oakland, full PS&E documents will be developed, E-76 and construction approvals obtained, and construction will commence with key participation by the East Bay Civic Corps/Local Conservation Corps.

III. SCREENING CRITERIA

1. Demonstrated Needs of the Applicant

The City of Oakland, like most urbanized municipalities, is experiencing a tremendous and increasing demand for safe routes for non-motorized transit options. This is an issue of health, sustainability and resiliency. The clear deficiencies in infrastructure for pedestrians and bicyclists makes this segment of MacArthur Boulevard, linking central and east Oakland, a priority for the City. It is also one of the few opportunities for a Class I pathway in the flatlands of Oakland and importantly, can help catalyze connections between new developing commercial districts anchoring either-end of the corridor, in-fill housing developments, and the Mills college campus.

Implementing the project is a formal part of the City's work-plan and clearly fulfills the City's 1998 General Plan and Bicycle Plan (updated 2013) goals. Most specifically, the Office of Neighborhood Investment/Project Implementation undertook development of the proposed project as it emerged as a key outcome of the City-sponsored *Envision MacArthur* Community Forum in 2005. However, because this project fell outside of the boundaries of any former Redevelopment Area, it was never in-line for tax-increment bond funding and given that the City of Oakland has extremely limited available capital improvement project funds against mounting citywide costs of aging infrastructure, the City must seek outside grant funding to move this project forward. The first step in this process was the writing and obtaining of a \$257,000 Caltrans Community-Based Transportation grant (2009-2011) and now the City is at the stage of need and readiness to seek capital funding for implementing the key first phase of the project.

2. Consistency with Regional Transportation Plan

The improvements proposed for MacArthur Boulevard in this section paralleling and crossing the I-580 freeway are consistent with the policies and objectives of the Regional Transportation Plan (RTP). The Metropolitan Transportation Commission (MTC) Transportation 2035 Plan specifically calls out the intent to implement bicycle and

pedestrian projects and programs in Alameda County and including local jurisdictions within the County (general project reference number 22007). Developing a bike route along this specific corridor segment is identified as a key gap project linking bike connections in the Central and eastern geographic areas of Oakland.

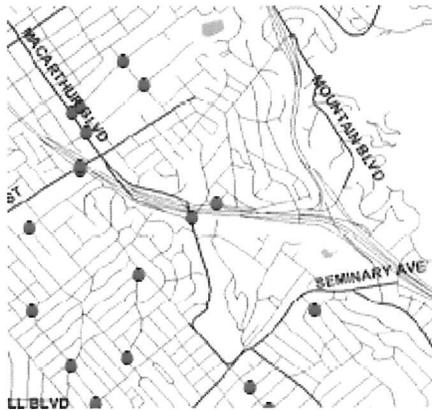
IV. NARRATIVE QUESTIONS: Q1 – Q8

Q1. 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. (0-30 POINTS)

Mills College and the recently revitalized Laurel Commercial District are two key assets of Oakland anchoring historic, vibrant, diverse communities including Maxwell Park, Millsmont, Laurel and Belevue Heights. Unfortunately, the I-580 MacArthur Freeway (built in 1950's and extending north to SF and south to Hayward and San Jose) with a myriad of on/off ramps and twisting ROW geometries all but obliterates this corridor as a recognizable or inviting passage and literally and figuratively bisects these two assets creating vast areas of dark under freeway passages. This condition of hard to negotiate intersections and auto-oriented passages creates a severe gap which is demonstrably unsafe for pedestrians and bicyclists who venture through and clearly discourages would-be bicyclists and pedestrians who might otherwise use the corridor. As a result of this existing lay-out created by the freeway, the synergy that could exist between the commercial area, the college and the adjacent neighborhood are severely truncated to the detriment of all.

This proposed project encourages increased walking and bicycling, especially among students by implementing needed infrastructure to significantly improve the conditions necessary to encourage and support safe bicycling and walking along this key segment of MacArthur Boulevard. Specifically, the project will complete a Class I/multi-use path, a Class II bicycle-lane, pedestrian way amenities, pedestrian lighting, signage, landscaping, and reconstructed intersection crossings to facilitate mobility. The potential for increasing walking and bicycling is especially strong for students considering the daytime population of over 3,000 students who use the immediate corridor for transit and its direct proximity to 9 public and private schools (including the regionally significant Mills College). There are also three other private schools: Julia Morgan School for the Arts; St. Lawrence O'Toole High School, and the Mills College Children's School on the Mills College Campus, itself of course a nationally recognized small women's liberal arts college and four other local public/charter schools including the Melrose Leadership Academy, Arise Millsmont, the Urban Montessori School and Frick Middle School in immediate proximity to the segment.

Schools in proximity to the MacArthur Transit Corridor



There has been a perennial realization by both the residents who live along MacArthur and the students and administration of Mills College that improving the connections to the nearby Laurel shopping district and the developing Millsmont commercial district, both about equidistance from the main college gateway, would be a benefit for the viability of these districts and well as improve the livability of the area by providing a safe and inviting environment for students (most of whom do not have cars) and residents to move through the community by walking and biking. One of the reasons the schools remains fairly closed off is because of safety concerns for the all-women undergraduate population. Many of students frequent the cafes and stores of the nearby Laurel District but must get there via the campus shuttle.

Other community stakeholders such as the Millsmont-Seminary Merchants and community groups have been advocating for improvements to this stretch of MacArthur, to slow down-traffic and induce and more friendly pedestrian area wherein neighbors could walk to the Farmer's market established in 2005.

Although many students and residents use the corridor for accessing transit (AC Transit), very few attempt to bike or walk to any of the destination points along MacArthur because of the severe safety and perception challenges. Automobiles come barreling off and onto the freeway ramps, the dark under freeway area is a foreboding and dangerous zone for non-motorized traffic. Most people, not surprisingly, even for short trips to the nearby commercial shopping areas or local schools, choose to drive if they can. Even for the intrepid, there is a lack of safe facilities to bike or walk – blocked or broken sidewalks, missing ramps, lack of bike lanes – coupled with an austere

concrete landscape echoing with freeway noise, dispersing pollutants and masking the fact that this area is the gateway to the beautiful Oakland foothills and the confluence of three creek watersheds and other natural and historic beauty.

A pedestrian-bicycle overcrossing of I-580 connects the west sidewalk of MacArthur Boulevard (just north of Green Acre Road) to the Maxwell Park neighborhood and is the proposed starting/ending point of the multi-use pathway. Transit – MacArthur Boulevard is an important AC Transit service corridor. Seven bus lines traverse this segment (including the Transbay service), and three lines serve the intersections at either end to provide connections.

It is expected that with new bike and pedestrian facilities implemented in a supportive and synergistic fashion, ridership and walking will increase by 200%. Residents have responded with a strong desire for bike infrastructure and respond that traffic and safety concerns and environmental conditions are the number one factor preventing bicycling and walking along the corridor. This route is not utilized by bicyclists and pedestrians. It presents key physical and psychological barriers to both bicyclists and pedestrians due to the existing dangerous traffic conditions and under-freeway confluence of on and off ramps and lack of safe bike/ped facilities.

This project explicitly develops both a Class I (multi-use path) and a Class II bike lane to encourage both recreation, transit and school-age bicyclists and walking. The connections are enabled by several key traffic way interventions that mitigate the conflict with auto-traffic, especially the crossing through area proximate to the I-580 freeway. The pathways will be augmented with pedestrian lights and landscaped tree canopy to provide greater sense of comfort and security as well as to make the path inviting, comfortable and attractive. These amenities are considered crucial to make the multi-use path successful.

The corridor is also bordered by many neighborhoods who utilize the corridor for access to bus lines, recreational riding, access to local parks and trails. This route provides connections to surrounding regional parks via McCrea Memorial park, Lion Creek pathway and existing Madrone Path. This group will be expected to make a dramatic use of new facilities for exercise, recreation, dog-walking, and access to the nearby shopping areas and surrounding parks and watershed pathways. The improved conditions will also enable residents to feel safer and more comfortable walking to local bus stops for reliable access to non-motorized transit options.

The City of Oakland with the Alameda County Transportation Commission conducted bike and ped counts at 36 locations in the City over a 3-year period. These results can be found here:

<http://www2.oaklandnet.com/oakca1/groups/pwa/documents/report/oak045123.pdf>

The two closest intersections to the LAMMPS project area show in a two-hour interval in a typical peak afternoon time block

Intersection	Bike count	Change b/w 2011-2013	Pedestrian	Change between 2011-2013
MacArthur Ave./38 th Ave.	23	-18%	299	NA
Bancroft Ave./73 rd Ave	38	+158%	143	NA

As these two intersections are in the middle of commercial areas and thus more activity than the MacArthur segment, we have assumed a weighted average value of 21 for bicycles and 150 for pedestrian and doubled to account for both AM and PM peaks. 42/300. An additional increase of 25% is added to account for pedestrian and bicyclists crossing in non-peak hours. 53/375 which comes to a figure of 428 daily users. This corresponds to other surveys and observations made during the concept plan study. These figures were then used to extrapolate daily users by segment in the following chart to model how the overall corridor segment is being used.

Users by Type	Number (est.)/day	Potential/typ. Corridor Destinations	Potential increase	Increase number
Mills College Students and staff (population est. 2,400)				
AC Transit	1,440 (60%)	Bus stops e.g. at Pierson Street		
Walking/jogging	120 (5%)	Laurel District and/or Seminary/Millsmont		
Bicyclists	24 (1%)	Laurel District, Regional Bike routes		
Local Schools Students				
Walking	40	Corridor schools such as Urban Montessori, Aspire, Melrose Leadership and Frick		
Bicycling	6	Typically on sidewalks to above schools		
(Other) Adjacent Residents				
Walking/jogging	215	Laurel, Walking Trails and Parks		
Bicycling	10	Laurel, Regional Bike Routes, Access to Merritt Community College		

Regional/other Bicyclists through traffic	23	Connections to other parts of city bike network; commuter transit; shopping; recreation		
Totals of Bike (Peds)	63 (375)		200%	126 (750)

Data collection was conducted in the preliminary design phase and it is generally expected that rider and walkability will increase by 30-50% initially and upwards of 150-200% or double in subsequent years (Based on study by Nachtigall 2007). The study notes that since there are no existent bicycle facilities on MacArthur Boulevard within study limits during observations bicycle activity is nearly non-existent (2.10). “This is likely due to the lack of bicycle facilities coupled with the notable traffic conflicts and roadway discontinuities.”

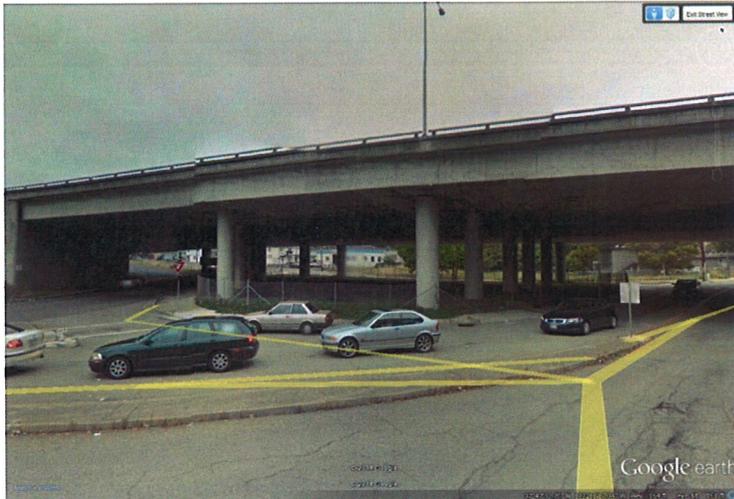
Overall, and most significantly, this project removes and mitigates a key barrier to mobility presented by the under-freeway and on/off-ramp crossing area, helps to re-connect the two divided sides of MacArthur Boulevard on either-side of the freeway and closes a regional gap in the bicycle facility network. Increasing the safety, appearance, viability and access for residents to engage in walking and bicycling supports the improved livability of the area. Through these combined improvements that take into account the needs of different users, the non-motorized mobility along this boulevard will be dramatically improved and eventually will help to create a culture of active transit enjoyment.

Q2. 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)

MacArthur Boulevard, as a whole, ranked 2nd out of 10 for streets in the City of Oakland for the number of pedestrian/vehicle collisions between 1996-2000. The street ranked 4th out of the top 17th in bike/vehicular collisions (Transportation assessment in Concept Plan, 2010). This pattern has continued and is reflected in the conditions of the project area between High Street and Seminary. SWTRS from 2007-2010 crash data and TIMS transportation injury mapping system (2013) data documents 14 ped/vehicle collisions with injuries in a 4 year period with two fatalities at Pierson and MacArthur. Based on City of Oakland records, 55 collisions were reported on MacArthur Boulevard in the study segment over a two year period (2008-2009) 42 were at intersections and 25 of the 42 occurred at High Street or at Seminary Avenue. Most recently, according to City Traffic Engineers, in the last month another fatality has been registered at

Seminary and MacArthur. Other dangerous intersections along this route have been at MacArthur/High Street and the crossing at Green Acres Road.

View looking north towards the under I-580 traffic conditions and pedestrian/bicyclist safety hazards



These overall statistics are corroborated by the traffic study conducted for the Community Plan by Kimley Horn consultants and by community observations and surveys conducted by the Maxwell Park Neighborhood Council and Mills student researcher Alysa Nachtigall (*The Neighborhood Corridor Project: Linking the Laurel Business District with Mills College and its Neighboring Communities*. Spring 2007). The community-wide survey was conducted to 559 residents to assess broader needs and priorities for revitalizing MacArthur Boulevard. The research confirmed that residents throughout corridor area have great difficulty crossing or traveling this route getting to bus stops, shopping or walking to school, walking pets. (1) The research also confirmed that there are few conveniently located crosswalks and other sidewalks that are very narrow frequently interrupted by utility poles and driveway curb cuts. Also the safety conditions are hampered by poor sight-lines, blind curves, speeding traffic around off-ramps, to many crossings.

Further, Mills College, with its 2,000 member student body, staff and faculty, has remained fairly closed off from MacArthur Boulevard largely because of safety concerns with its all-women undergraduate population.

¹.The survey was conducted April 1 - May 28, 2007 to eight neighborhood block associations via email lists and by flyers. The surveys reflect support for project and concerns for safety of MacArthur/I-580 intersection with 78.6% of respondents stating safety and security of ped/bike access is a high priority (Maxwell Park Neighborhood Council MacArthur/ Person/ Buell Transit & Use Survey).

Many of the students frequent the cafes and stores of the nearby Laurel District but must get there via the campus shuttle given the untenable pedestrian connections available. To promote sustainability and non-greenhouse gas emitting transit options, the College is considering beginning a program of offering bicycles to the students to use on and off campus. The safety of the surround street system will be critical to whether this program is developed fully.

The LAMMPS Concept Plan documented the following conditions: High volume of traffic movement of an average of 8,000 daily vehicle and 800 peak hour vehicles that effectively create a steady stream of traffic. **Twenty-four hour Vehicle speed data was also collected at five locations along the corridor.** Speeds were also documented at between 42 and 45 mph along MacArthur Boulevard compared to posted speed limit of 30mph. (2.7-2.8)

High Street to Buell Street	10,000 vehicles per day 800 afternoon peak-hour vehicles
Richards Road to 55th Avenue	14,000 vehicles per day 1,000 afternoon peak-hour vehicles
55th Avenue to Seminary Avenue	11,000 vehicles per day 900 afternoon peak-hour vehicles

The study further documents that the Pierson intersection is extremely congested and backed-up with a LOS rating of F during both morning and evening peak hours which confirms residents high degree of response that crossing MacArthur at this location is both difficult and dangerous because it is hard to find a safe gap between speeding through and turning traffic trying to merge from Pierson into MacArthur and other traffic heading to/from on/off ramps.

The report in chapter 2 provides a detailed assessment of pedestrian and bicycle facility deficiencies. continues: “Many areas along MacArthur Boulevard have poor sidewalks, lack curb ramps, have inadequate lighting, and do not meet American with Disabilities Act (ADA) requirements or even provide safe passage for pedestrians and bicyclists.” [The corridor] does not provide adequate way-finding or connectivity guidance to pedestrians” (p.2.1).

The report also notes that “[a]ccess along Macarthur Boulevard is discontinuous for pedestrians, requiring them to cross the street at several locations to stay on sidewalks. This discontinuity is notable adjacent to Mills College... Transit users face this same sidewalk discontinuity in walking to local bus stops. Walking is circuitous. Bicyclists must compete with vehicles for space. They too must follow a circuitous path from one

side of I-580 to the other” (p.2.5). A notable challenge for pedestrians verified in the community surveys is the crossing MacArthur Boulevard at Pierson Street to reach the bus stop and the sidewalk connection to the north. Because of traffic challenges in this segment, the pedestrian crossing requires patience and presents risk. Although there is no crosswalk, people routinely cross MacArthur Boulevard there because it is more direct to the bus stop than using the crosswalk at Richards Road approximately 100 feet south.

Based on the careful assessment and studies of the Concept Plan, the specific safety hazards for pedestrians and bicyclists are the speed of vehicular traffic; the confusing infrastructure and confusing turning options as one approaches the freeway interchange and under-freeway area, the ability of motor vehicles to enter the corridor via slip lanes which inhibits adequate time or control for safely monitoring/avoiding pedestrians and bicyclists, insufficient traffic control signals between the intersections of Richards Road, Pierson Street, off-ramp and Buell Street. The fundamental safety problem of a combination of high vehicle volumes and limited pedestrian and bicycle space translates into increased collision potential.

Proposed Improvements to Mitigate or Eliminate Safety Hazards

The proposed improvements of the project would directly help alleviate and mitigate these hazardous conditions and thus reduce the potential for collisions and fatalities between motorized and non-motorized traffic by:

- 1) Reallocate space to create separate facilities (multi-use Class I pathway) and minimize the confluence of bikes/pedestrians and cars. Given the confluence of traffic and hard to navigate and confusing ramps and directional options this projects simplifies the whole confluence area creating less conflicting options for motorists and controls the speed and volume by introducing two new traffic signals to coordinate and enable safe passage by bicyclists going down the street and crossing;
- 2) Removing two right-turn slip lane on southbound MacArthur and one on the northbound side thereby forcing turning motorists to approach MacArthur at a perpendicular and controlled stopping point with better visibility and sight-lines and where pedestrians and bicyclists can cross safely. These alterations will make it harder for motorists who ignore local traffic laws by insufficiently stopping or yielding when entering traffic and creating the conditions potentially contributes to many near or actual collisions;
- 3) installing two new traffic signals synchronized with the existing signal at Richards to better enable the street crossing interval for pedestrians and bicyclists and better meter and slow the traffic flow through this

confluence area attuned for peak hour movements;

4) Installing Class II bike lanes throughout the corridor which reinforces a narrowing of traffic lanes and makes visible the right-of-way of bicyclists.

Other traffic calming elements (warning signage, tree canopy, pedestrian-lights) are also part of the project that in general terms have some effect on mitigate aggressive driving and speeding traffic - having the corridor read less like a freeway/auto causeway than a neighborhood-serving community corridor which large numbers of students and residents utilize. The proposed improvements both at these critical intersections and along the corridor segment (including ADA ramps, high visibility cross walks, and sidewalk path improvements) will reduce exposure for pedestrians and bicyclists who would otherwise have to navigate around barriers and thereby reduce the risk of pedestrians and bicyclists being struck by a motor vehicle.

Q3. PUBLIC PARTICIPATION AND PLANNING (0-15 POINTS)

A full description of the activities that took place to identify issues and develop improvements with the community can be found in the final Concept Plan document here

<http://www2.oaklandnet.com/w/OAK025918>.

The specific community participation process is also documented at the following:

<http://www2.oaklandnet.com/Government/o/PWA/o/EC/s/DGP/OAK026075#CPP>

The following briefly summarizes the LAMMPS planning process and community engagement within it.

The project was initiated by community activism and spearheaded by the Maxwell Park Neighborhood Council (MPNC) and Mills College. Initial community and stakeholder involvement helped define the project goals including “to improve the flow and safety of all modes of transportation through the corridor to connect people with their homes, schools and local businesses by balancing the needs of pedestrians, bicyclists, transit, and private vehicles; to improve connections to the Laurel Commercial District and the Millsmont Commercial Area; to achieve a state-of-the-art green project that includes such measures as minimizing impervious cover and maximizing retention of runoff; and to achieve an aesthetic character that is unique to the context of the project area.”

The local participation process that resulted in the identification and prioritization of the project commenced in the fall of 2004. The MPNC started with a tree-planting campaign, planting 180 city-provided trees in Maxwell Park and at Elizabeth Sherman elementary school, to improve the aesthetics and livability of the area. In 2005, a community forum, “Envisioning MacArthur Blvd: Planning Community Growth for the Next 30-Years,” brought together over 240 residents, city and regional experts, developers, and retail owners to consider the future of the MacArthur blvd. corridor. From this, the Mills and Millsmont groups initiated targeted research and community-wide surveys to assess the importance and viability of this route and the potentials for its improvements.

The Maxwell park Neighborhood Council then convened a steering committee to coalesce this combined energy into a definable project oriented on improving the pedestrian and bicycle connection of the MacArthur corridor with a particular focus on the critical areas under and adjacent to the I-580 undercrossing. Members from Caltrans and AC Transit and the City of Oakland also became involved offering feedback and support for the intent to make such improvements.

The community-based public participation process was funded by a \$257,00 Caltrans Community-Based Transportation Planning Grant 2009-11. The LAMMPS public education and community engagement process involved many residents, business owners, and other neighborhood-serving organizations working to define the problems, to suggest solutions, and to review and comment on several rounds of conceptual designs for the corridor. This “grassroots” design process resulted in a community-based, community driven transportation planning project. Community workshops and meetings, typically with more than 40-participants, were held throughout 2010 including five neighborhood and business group meetings and four general community workshops. The design team also led mobile work, shops and walk-through sessions.

Is the project cost over \$1 Million?

Yes, the project cost for this first phase segment is over \$1M. The project is prioritized in both the City of Oakland adopted Bicycle master Plan (2013), the City’s Open Space, Conservation and Recreation element of the General Plan (1996) and the County of Alameda Regional Bicycle Plan and Transportation Plan. The project clearly fulfills the City’s Bicycle Plan and OSCAR goals – implementing a key gap in the bike/pedestrian system and urban Hill-Bay path system.

Q4. COST EFFECTIVENESS (0-10 POINTS)

Alternatives Considered

There were three project alternates that were considered based on the Concept Plan. The first was a very limited scope (based on City available match) installing just the Class II bike lanes and the second alternative is the full phase-one approach including the Class I/multi-use path (MUP) from Green Acre pedestrian bridge to Mills College/Richards Road; traffic/roadway reconfigurations; sidewalk, crossing improvements and signals, and the full project alternative which, in addition to the above, continues the MUP another half-mile from Mills to Seminary with additional pedestrian-lights and trees/landscaping and add new sidewalks and landscape areas on the east side of MacArthur from High to Buell Street; greater sidewalk improvements from Pierson Street to Camden Avenue; and provide full traffic reconfigurations along Camden Avenue.

The cost of the alternate option #1 was approximately \$750,000 (with soft costs added in) and would appeal mostly to seasoned bicycle riders who are comfortable utilizing on-street lanes but might not attract students and residents given the prevailing safety concerns of traffic friction. This option would not improve the pedestrian safety conditions or provide any needed pedestrian facilities.

The second option would cost approximately \$4M and provide the key benefit of also improving the critical under freeway area and series of adjacent intersections/crossings on the west side of MacArthur and the I-580 as a safe passage as well as providing an enhanced Class I connection between the pedestrian-bridge at Green Acre Road and High Street and Mills (augmented with pedestrian-scale lights and tree/landscaped buffers). This alternative would attract student and resident users. By also enhancing the overall corridor segment with general pedestrian access, crossing safety and continuous path improvements, way-finding signage, this alternative is considered the most comprehensive stand-alone phase of the project that can significantly and meaningfully improve the viability of pedestrians and bicyclists in the study area.

The full alternative (alternate #3) would cost approximately \$8-9M. Given the fact this alternative contains elements that are un-fundable by the ATP grant and has insufficient match it was not considered as achievable. Elements of this full project can be packaged together for a stand-alone second-phase of the overall LAMMPS project.

The second option (alternate #2) was chosen to be a reasonable stand-alone first phase project in that it

meets the immediate improvement goals and needs of the community goals as well as the goals and requirements of the Active Transportation Funding. This alternative is also determined to be more cost efficient, would make the most dramatic improvements to the area, and once implemented, can better attract needed capital funding for further phases and improvements. Furthermore, this alternative adds exponential benefits to the first alternative by helping to create an integrated network system where the bike and pedestrian facility components support each other and create a synergistic effect.

Benefit/Cost Ratio of Selected Project Alternative

The calculated benefit/cost ratio for the project (preferred alternate #2 per above) with an anticipated daily number of people who will walk or bike through the segment at 856 is **2.68** when considering the total project cost and is **3.06** when considering the program requested funds.

The project cost estimate was developed using standard unit costs and quantities for materials anticipated to be used to construct the proposed improvements. We added a 15% increase to account for engineering and design, 12% increase for construction management, support and compliance, and a 10% contingency. The total estimated cost is \$4M to construct the project. A detailed breakdown of the cost estimate is attached to this application.

We estimated the benefits associated with the project using information from the report *Evaluating Active Transport Benefits and Costs* by Todd Litman (available at <http://vtpi.org/nmt-tdm.pdf>). We used the values in Table 16, Table 17, and Table 18 of the above report to estimate the benefits associated with improved walking and cycling conditions, health benefits, and reduced motor vehicle travel. Table 1 (see following page) presents the assumptions from the above report and results of the benefit calculations for the Improvements.

For the first alternative, it would be expected that with only the bike lane, the impact to local users and students would be significantly less than the preferred alternative. The pedestrian walkability would remain virtually unchanged. Therefore, the estimated daily number of people who would bike through the intersection without the other comfort and safety amenities and traffic reconfigurations at about 10% or 86 people/day. This gives a cost benefit value of **1.42** when considering the project cost and **3.05** when considering requested program funds.

The second alternative (full project cost) is about 53% more cost effective than alternative #1 despite the higher cost.

Additional Benefits Expected from Project Implementation

We can also add in other indirect benefits this alternative would create including: improved user convenience and comfort; improved transit options and accessibility (supporting an equity objective); increased security and “eyes on the street”; increased community cohesion due to more people walking on local streets; increased traffic safety; improved energy conservation/pollution reduction; increased economic development impacts; and improved indicators of a more livable community. Establishing a viable community spine encouraging non-auto access, connects paths for dog-walking, and provide a structure for urban adventurers seeking to explore and knowing natural site features of the area (creek watersheds and open space networks leading to the East bay Hills ridgeline) encourages more healthy and active living practices for the district.⁽²⁾

Finally, this project promises an exciting innovative forward thinking plan that addresses the deficiencies of the transit corridor now, initiates revitalizations supporting the “Envision MacArthur” smart-growth goals and establishes a platform for long-range public street and regional transit investments including potential renewed MacArthur corridor “inter-urban” light rail/streetcar line. Certainly, the strategic location of this Central MacArthur segment proximate to a heavily traveled I-580 that will only be further impacted by the many on-going large housing developments without access to BART (545 units at Leonna Quarry, 960 units at Oak Knoll, 80 units at High Street, 37 units at Calaveras) will be a near-future regional transit consideration. Undertaking this planning is the first step in achieving and articulating these beneficial goals.

² Enabling accessibility to watersheds in this particular area helps the City realize its Open Space goals of establishing a path system linking the Hills to the Bay. It also provides a unique educational/environmental awareness opportunity to highlight the history and geography of the area.

Table 1–Summary of Quantified Project Benefits

Impact Category	Benefit per person-mile traveled in urban area	Estimated length (miles) of trip to local destinations ^a	Daily number of people who will walk or bike through the segment ^b	Monetary benefit
User Benefits	\$0.25	1	856	\$214.00
Option Value	\$0.04	1	856	\$34.24
Equity Objectives	\$0.04	1	856	\$34.24
Fitness and Health (Used Walking Value)	\$0.50	1	856	\$428.00
Impact Category	Benefit per person-mile traveled in urban area Peak (Non-Peak)	Estimated length (miles) of trip to local destinations ^a	Daily number of people who will walk or bike through the segment ^b Peak (Non-Peak)	Monetary benefit
Vehicle Cost Savings	\$0.25 (\$0.25)	1	685 (171)	\$214.00
Avoided Chauffering Driver's Time	\$0.70 (\$0.60)	1	685 (171)	\$582.10
Congestion Reduction	\$0.20 (\$0.05)	1	685 (171)	\$145.56
Reduced Barrier Effect	\$0.01 (\$0.01)	1	685 (171)	\$8.56
Roadway Cost Savings	\$0.05 (\$0.05)	1	685 (171)	\$42.80
Parking Cost Savings	\$0.60 (\$0.04)	1	685 (171)	\$417.80
Energy Conservation	\$0.03 (\$0.03)	1	685 (171)	\$25.68
Pollution Reductions	\$0.10 (\$0.05)	1	685 (171)	\$77.06
Total estimated benefits for one weekday				\$2,224.04
Total estimated benefit for 1-year (52 weeks, 5 days per week)				\$578,250.4
Present value of benefits over design life of project (assumed 20-year design life)^d				\$10,702,258
Alternate #1 (based on 10% of daily number of people: 86)				1,070,225.80

Table Notes (continued on following page):

^aEstimated trip length for people able to walk or bike to local destinations is 1.0 miles (considering a .5 mile trip from Pierson Street/MacArthur at the center-point of the segment and the corresponding return trip).

^bEstimated from the AM and PM peak-hour counts of pedestrian crossings and bicyclists with a 200% increase due to the expected improvements; values also discussed above in response to Question 1. Typically roadways with bike projects see a jump in rideruse up to 400% on other sections of MacArthur Blvd. 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.

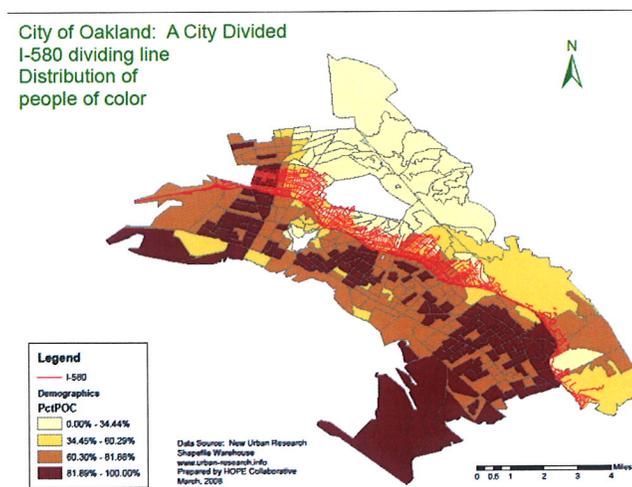
^cVehicle round trips used to estimate the potential benefit; we assume the trip to local destinations is out of direction for the driver.

^dDesign 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.

Q5. IMPROVED PUBLIC HEALTH (0-10 POINTS)

The project will improve public health directly and indirectly as it targets improvements and users from surrounding neighborhoods that suffer documented environmental inequities and experience high risk factors for obesity, physical inactivity, asthma, and other health issues.

Research conducted by the County of Alameda Public Health department clearly establishes that the MacArthur Corridor and the I-580 freeway are a dividing line across Oakland wherein the communities to the west of this infrastructure suffer far greater rates of social and health inequities (Unnatural Causes).



Based on this mapping and research, several of the census tracts towards the south and eastern portions of the segment suffer from high rates of obesity while, as documented in question 2 above, and bike riding and walking and not currently safe options. The Maxwell Park neighborhood, the Millsmont and Seminary and the neighborhoods surrounding Frick School are effectively disconnected from safe and viable access to the amenities, natural resources and recreation opportunities on the other side of the I-580 freeway by virtue of the deficient and incomplete infrastructure which has historically enforced a de facto physical and psychological barrier.

Addressing the Public Health Disparities

By dramatically altering the concrete corridor streetscape from a grey-oriented infrastructure to a green-oriented infrastructure and by offering viable, attractive and safe alternatives for local mobility this project will begin to gradually improve the health outcomes and reduce inequities.

The proposed native landscaped and well-lit Class I multi-use path can immediately attract new bicyclists and pedestrians who are willing to explore and utilize active transportation options. This is certainly not a path to nowhere – it enables much safer access across MacArthur Boulevard at the Mills gateway and extends to the existing pedestrian-bridge across the I-580 freeway and links to the Allendale neighborhood and to well-defined bicycle lanes and sidewalks leading to the Laurel Business District. New housing and mixed-use developments slated for the High Street and MacArthur Boulevard gateway are expected to also contribute to the pedestrian amenities of this gateway. As one of the very few Class I pathways in the Oakland flatlands, with the excitement that will accompany this unveiling, the first and most enthusiastic users are expected to be the students from Mills College and the neighborhood residents of Maxwell Park. As a visible culture of active transit begins to take hold and more users successfully enjoy the facilities, new residents and students (especially school-age children and “walking school-buses”) are expected to expand the effect. Ultimately, it is projected that with increasing confidence to explore the surrounding neighborhoods and increased feeling of safety and security, Mills students will be able to effectively walk to shopping destinations at the Seminary/Millsmont commercial node and the new commercial in-fill project at Seminary and Foothill Avenue. Here is a potential for a strategic and needed bike/ped infrastructure to catalyze the full-potential of the College to create synergistic public health benefits for the surrounding communities.

In addition to increasing active transit users, there will be additional health co-benefits from the project as it

also indirectly addresses environmental health conditions by including buffer areas of native landscaping (enabling storm water recharge to the fragile watershed systems in the area – e.g. Seminary Creek) and provide a key linear strand of oak/sycamore tree canopy along the Freeway/MacArthur intersection areas to better mitigate both noise and toxic emissions (harmful chemicals such as acrolein, ozone, carbon monoxide, nitrogen dioxide and sulfur dioxide, (per BAAQMD, and City of Oakland Bike Plan). Additionally, as more attention is paid to providing better walking and biking environments, incremental walking and biking will begin to replace driving, particularly for shorter trips to school, local shopping and recreational outings. This, in turn, improves air quality for a community, reduces the number of collisions, and encourages physical activity.

Data available from the California Health Interview Survey shows the current health statistics for Alameda County. With increased countywide opportunities for physical activity afforded by walking and biking to school, recreation, shopping and work (and potential mitigations for environmental triggers for asthma) the general health pattern and percentages will be increased especially for teens and children physical activity and the percentages for obesity and asthma will be reduced. Such a scenario depends on developing a culture that will start to ingrain longer term healthy habits (especially in communities that have faced historic social and health inequities) and is also dependent on implementing an effective network of bicycle and pedestrian facilities. The MacArthur LAMMPS project is one important segment that starts to create both local and larger public health benefits.

The information shown in Table 2 is obtained from <http://healthpolicy.ucla.edu/chis/Pages/default.aspx>

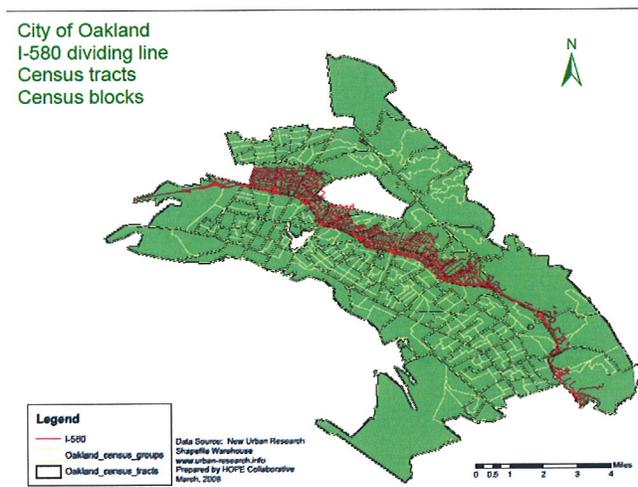
Table 2: Summary of Health Statistics for Alameda County

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%

Q6. BENEFIT TO DISADVANTAGED COMMUNITIES (0-10 points)

Yes, the LAMMPS active transit connection project directly serves and is located in and directly abutting a disadvantaged community. The median household income for the six census tract/neighborhoods which most closely border and will be benefited by the 1.2-mile corridor improvements (Allendale, Maxwell Park, Seminary-Millsmont, and Frick neighborhoods) is **\$46,951.75** and below 80% of the statewide median of \$49,120 (see census tract attachment). It should also be noted that as part of the Bay Area region, the median incomes in Oakland tend to be higher as a whole than the statewide averages.

As clearly described above, the I-580 freeway is a key dividing line not only in terms of health disparities and socio-economic disadvantages but also income and race/ethnicity. While part of this project traverses this dividing line, the majority of the 1.2-mile corridor proposed infrastructure crosses under the freeway and anchors the neighborhoods to the south and east most concretely.

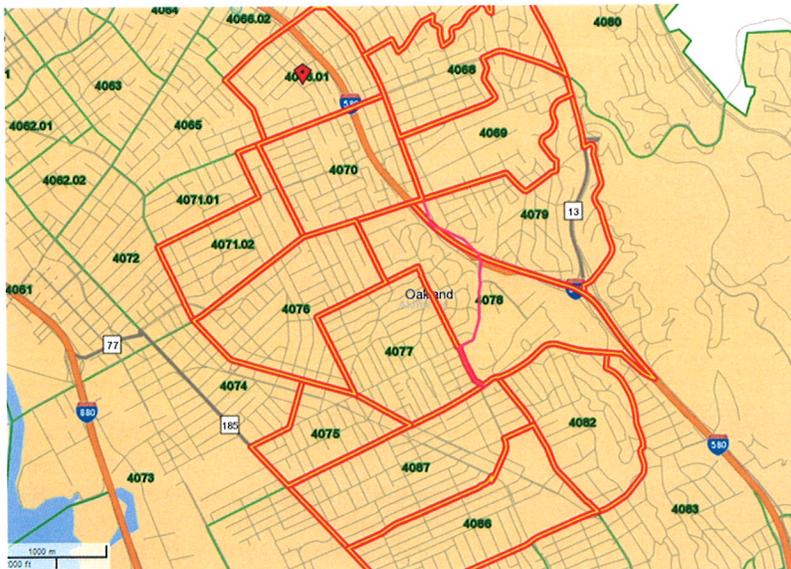


The proposed pedestrian improvements, traffic reconfigurations and crossing safety improvements follow the corridor as it plunges into the heart of the diverse but predominantly African-American and Latino flatland section of “Central East Oakland.” The bicycle improvement facilities serve to connect to more widespread networks and as a catchment area; it serves students and families that extends half-a mile west and south along the freeway. Overall, this project is about connecting low-income to higher income districts of Oakland and linking jobs and shopping opportunities in developing to established retail districts. The portions of facility, such as the multi-use path along MacArthur connecting to the Laurel District and hillside neighborhoods is still located on the western side of the street with direct pedestrian bridge access across the freeway to the Allendale neighborhood.

Additionally, this project also benefits four public schools in the corridor vicinity: Arise Millsmont, Urban Montessori; Melrose Leadership and Frick Middle School. The percentage of students eligible for the Free or Reduced Price Meals Programs for these schools is over 73% with Frick at 100% eligibility (see attached school sheets) and a significant number of students commute along some portion of this corridor to school.

Other indices for disadvantaged communities are the environmental conditions. The Office of Environmental Health Hazard Assessment (OEHHA) also calculates and classifies disadvantaged communities by zip code boundaries. The scores (i.e., CalEnviroScreen 1.1.) assigned to each zip code are based on attributes such as prevalence of air pollutants, ground water pollutants, traffic, asthma as well as socio-demographic data such as poverty and education levels within the zip code. The classifications of the two zip codes for the project area 94619 and 94605 indicate the corridor segment is within the 51-60-percentile and the 61-70% percentile respectively in the state with respect to degree of disadvantage as it moves from its northern end-point to its most southern end. Given the fact the zip code areas are large and extend into the Oakland Hills, these results can be considered somewhat skewed in terms of the actual level of disadvantage faced by the communities immediately around MacArthur Boulevard. Other criteria aside from income level often used to indicate level of risk/disadvantage in a community are public safety and lack of economic investment, which are highly correlated for this immediate project area.

Central East Oakland: Map of adjacent census tracts to corridor segment



Q7. USE OF CALIFORNIA CONSERVATION CORPS OR A QUALIFIED COMMUNITY CONSERVATION CORPS

Yes, the City of Oakland has coordinated with the CCC to identify how a state conservation corps can be a partner of the project. Mr. Alan Lessik, of the Local Conservation Corps/Civic Corps was contacted by City staff on May 10th, 2014. Mr. Lessik responded affirmatively that the Civic Corps would be interested in undertaking the landscape portions of the project.

The contact information for this contact are: Alan Lessik, Alan.lessik@cvcorps.org and Cynthia Vitale, Conservation Strategy Group, 1100 11th Street, Suite 200, Sacramento, CA 95814, (916) 558-1516 ext. 126, Cynthia@csgcalifornia.com.

Please see attached email confirming that the Local Conservation Corps (East Bay Civicorps) will be able to contribute to the landscaping portion of this project. Specific items include: tree installation, landscaping planting/shrubs; bioswale installation; irrigation set-up; tree protection; and plant establishment. These landscape items total less than 10% of the overall project costs.

Q.8 APPLICANT’S PERFORMANCE ON PAST GRANTS

Not applicable.

V. PROJECT PROGRAMMING REQUEST

See attached Project Programming Request (PPR).

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

General Instructions

<input checked="" type="checkbox"/> New Project					Date:	5/21/14
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
04						
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
ALA	NA	NA	NA			
				MPO	Element	
				MTC	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
David C. Ralston		510-238-2970		dralston@oaklandnet.com		
Project Title						
City of Oakland - LAMMPS/Laurel, Mills, Maxwell Park and Seminary Active Transportation Connection						
Location, Project Limits, Description, Scope of Work						<input type="checkbox"/> See page 2
MacArthur Boulevard between High Street and Seminary Avenue in Central East Oakland. Installation of a Class I/multi-purpose pathway; Class II bike lane; traffic and intersection reconfigurations for pedestrian and bicyclist safety and other corridor pedestrian facility amenities to enable a continuous active transit corridor.						
<input checked="" type="checkbox"/> Includes ADA Improvements			<input checked="" type="checkbox"/> Includes Bike/Ped Improvements			
Component		Implementing Agency				
PA&ED		City of Oakland				
PS&E		City of Oakland				
Right of Way		City of Oakland				
Construction		City of Oakland				
Purpose and Need						<input type="checkbox"/> See page 2
The MacArthur Corridor is a heavily travelled auto-oriented throughfare that connects two important neighborhood commercial districts, several neighborhoods and schools. Due to very unsafe conditions, lack of bicycle and pedestrian facilities, and conflicts with the on/off-ramp and under I-580 freeway areas this corridor poses a significant barrier to active transportation mobility in this disadvantaged section of Oakland. The project will directly address the deficient bike/pedestrian infrastructure and create a safer, comfortable, and more useable corridor segment.						
Project Benefits						<input type="checkbox"/> See page 2
The benefits of this project include enabling greater bicycling and pedestrian movement with consideration of the various user groups between key area destinations including Mills College, local schools, employment centers and recreation. Significant direct and indirect benefits to public health and the local environment will result from the implementation of this project.						
<input checked="" type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals			<input checked="" type="checkbox"/> Reduces Greenhouse Gas Emissions			
Project Milestone					Proposed	
Project Study Report Approved					03/31/09	
Begin Environmental (PA&ED) Phase					11/01/14	
Circulate Draft Environmental Document				Document Type	CE	
					03/31/15	
Draft Project Report					04/30/15	
End Environmental Phase (PA&ED Milestone)					06/30/15	
Begin Design (PS&E) Phase					12/01/14	
End Design Phase (Ready to List for Advertisement Milestone)					12/31/15	
Begin Right of Way Phase					01/01/15	
End Right of Way Phase (Right of Way Certification Milestone)					12/31/15	
Begin Construction Phase (Contract Award Milestone)					03/01/16	
End Construction Phase (Construction Contract Acceptance Milestone)					02/28/17	
Begin Closeout Phase					03/01/17	
End Closeout Phase (Closeout Report)					06/30/17	

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

VI. ADDITIONAL INFORMATION

FUNDING SUMMARY

ATP Funds being requested by Phase (to the nearest \$1,000)

PE Phase (includes PA&ED and PS&E)	\$610,544.00
Right of Way Phase	\$83,256.00
Construction Phase - Infrastructure	\$2,903,240.00
Construction Phase – Non Infrastructure	\$0.00
Total for ALL Phases	\$3,597,040.00

All Non-ATP fund types on this project (to the nearest \$1000)

City of Oakland Measure B and CIP matching funds	\$468,628.00

<i>Total Project Cost</i>	\$4,065,668.00
<i>Project is Fully Funded</i>	Yes

ATP Work Specific Funding Breakdown (to the nearest \$1,000)

Request for a funding Plan	\$0.00
Request for Safe Routes to Schools Infrastructure Work	\$0.00
Request for Safe Routes to School Non-Infrastructure Work	\$0.00
Request for other Non-Infrastructure work (non-SRTS)	\$0.00
Request for Recreational Trails Work	\$0.00

ALLOCATION/AUTHORIZATION REQUESTS SCHEDULE

	Proposed Allocation Date	Proposed Authorization (E-76) Date
PA&ED or E&P	Nov 1, 2014	June 30, 2015
PS&E	March 2015	April 2015
Right-of-Way	January 2015	June 30, 2015
Construction	October 15, 2015	June 30, 2015

VII. NON-INFRASTRUCTURE SCHEDULE INFORMATION

Not applicable.

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 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: _____ Phone: _____

Title: _____ e-mail: _____

Person to contact for questions:

Name: David Ralston Phone: _____

Title: Project Manager e-mail: _____

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: _____

Name: _____ Phone: _____

Title: _____ e-mail: _____

*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>

IX. ADDITIONAL 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 existing project location
 - Minimum photo size of 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 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 breakdown of all bid items by unit and cost. Lump Sum may only be used per industry standard
 - 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 if an entity, other than applicant, is going to assume responsibility for the operation and maintenance

- Documentation of the partnering implementation agreement – Required if an entity, other than 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, if applicable.

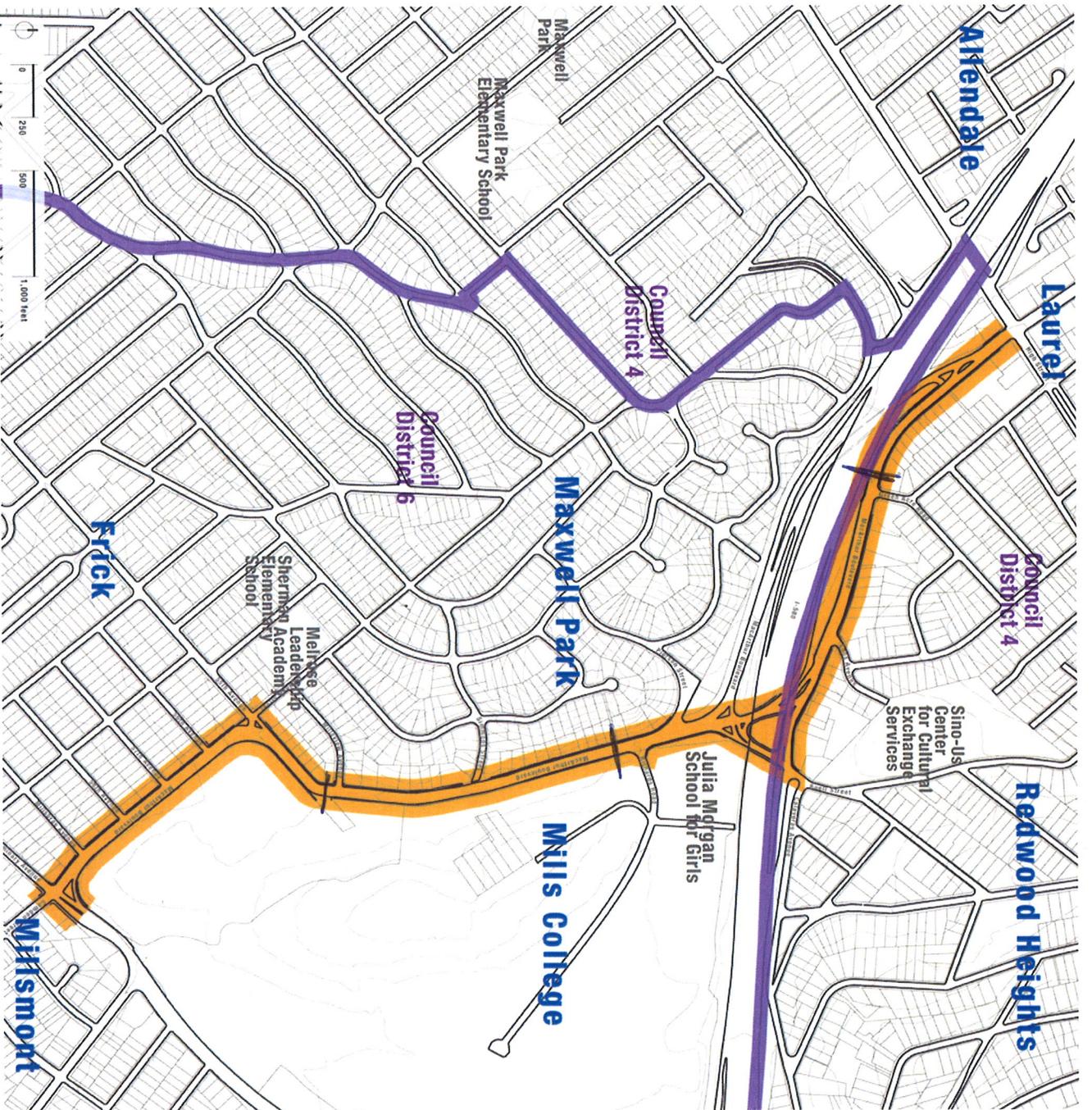
- Documentation of public participation process (required)

- Letter of Support from impacted school-when the school isn’t the applicant or partner (required)

- Additional documentation, letters of support, etc. (optional)

Vicinity Map

1.01 Project Area
Many neighborhoods will benefit from the proposed improvements.



Legend
Project Area



1.2

Photos of Existing Location

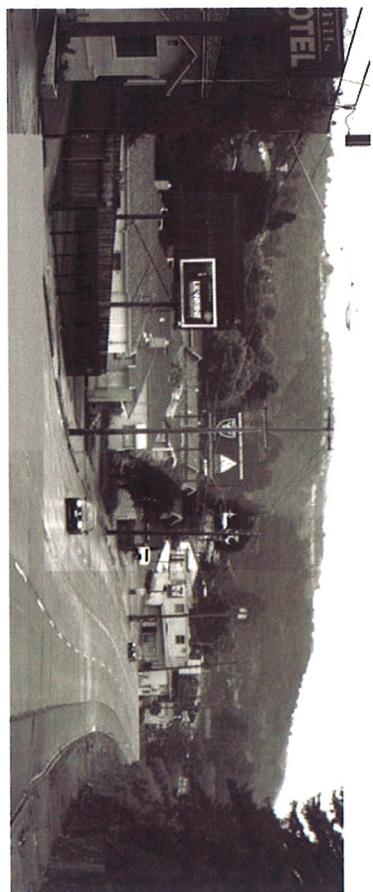
LAMMPS 2014 Active Transportation Connections

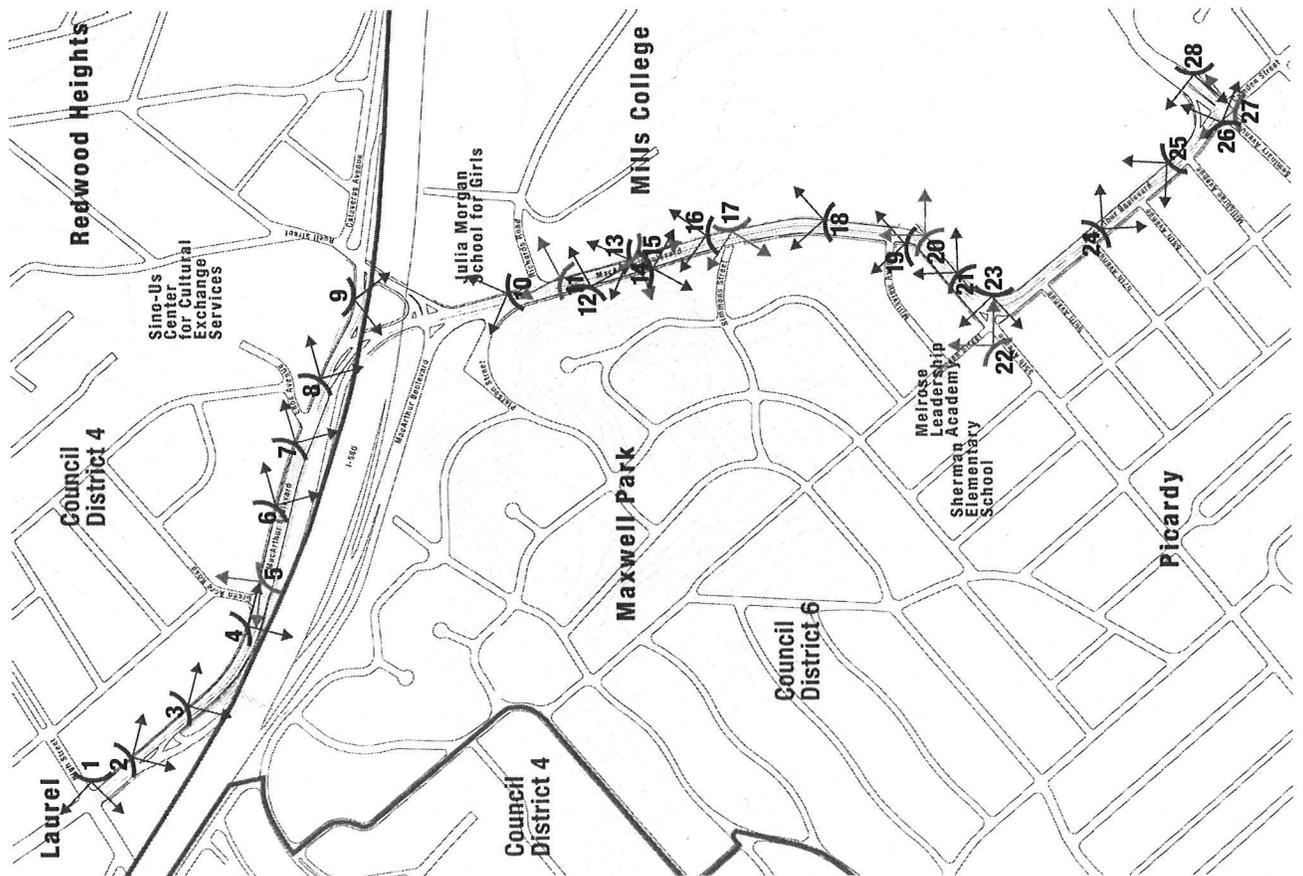
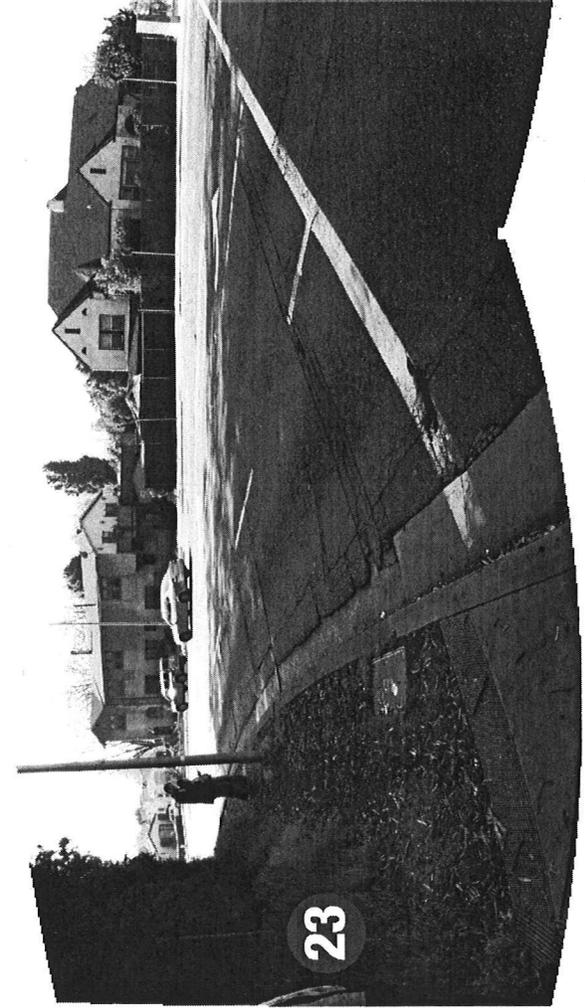
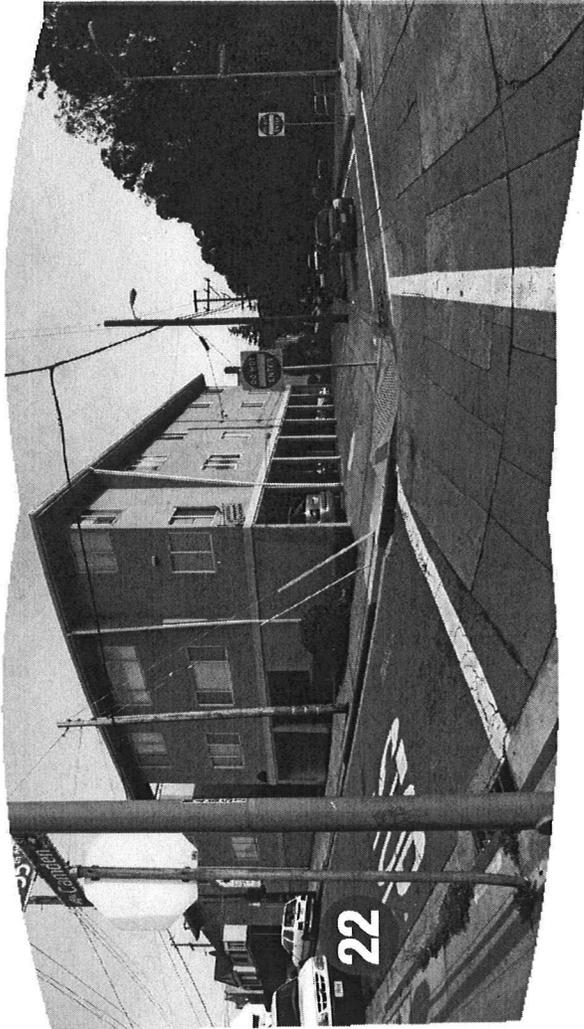


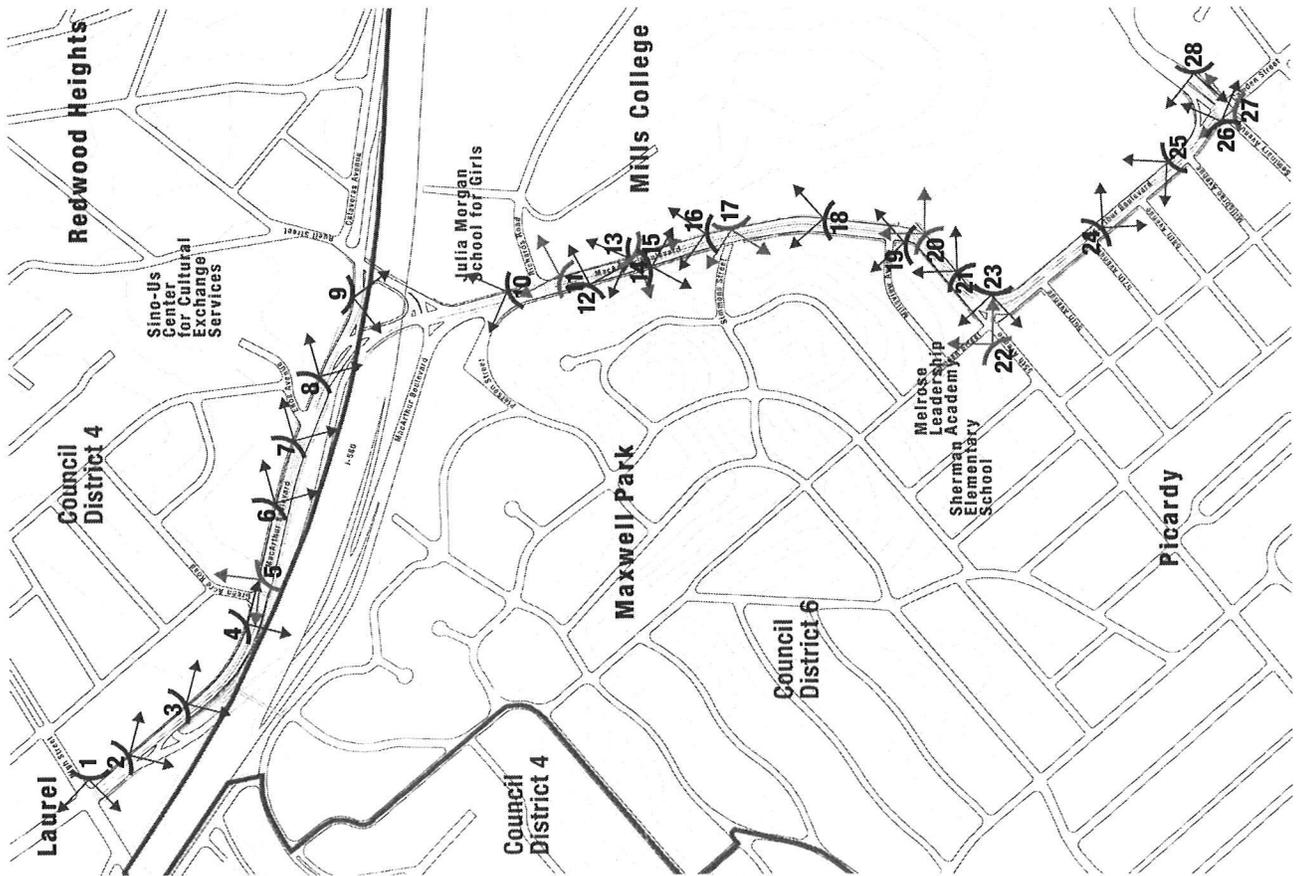
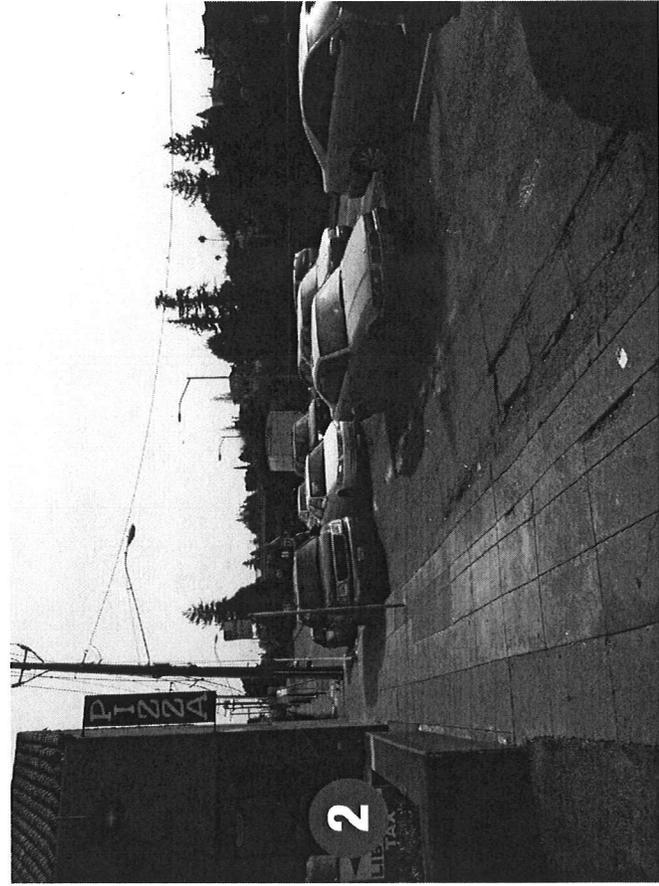
View looking north at the key under I-580 freeway crossing area and MacArthur Boulevard with Pierson Street in the foreground. Mills College is to the right.

Neighborhoods

Widened sidewalks, trees, lighting, and bike lanes will greatly improve pedestrian and bicycle travel for the entire corridor. This view highlights improvements along the commercial and residential section of MacArthur Boulevard north of I-580. A multi-use path extends from High Street south to I-580 and beyond to Seminary Avenue.

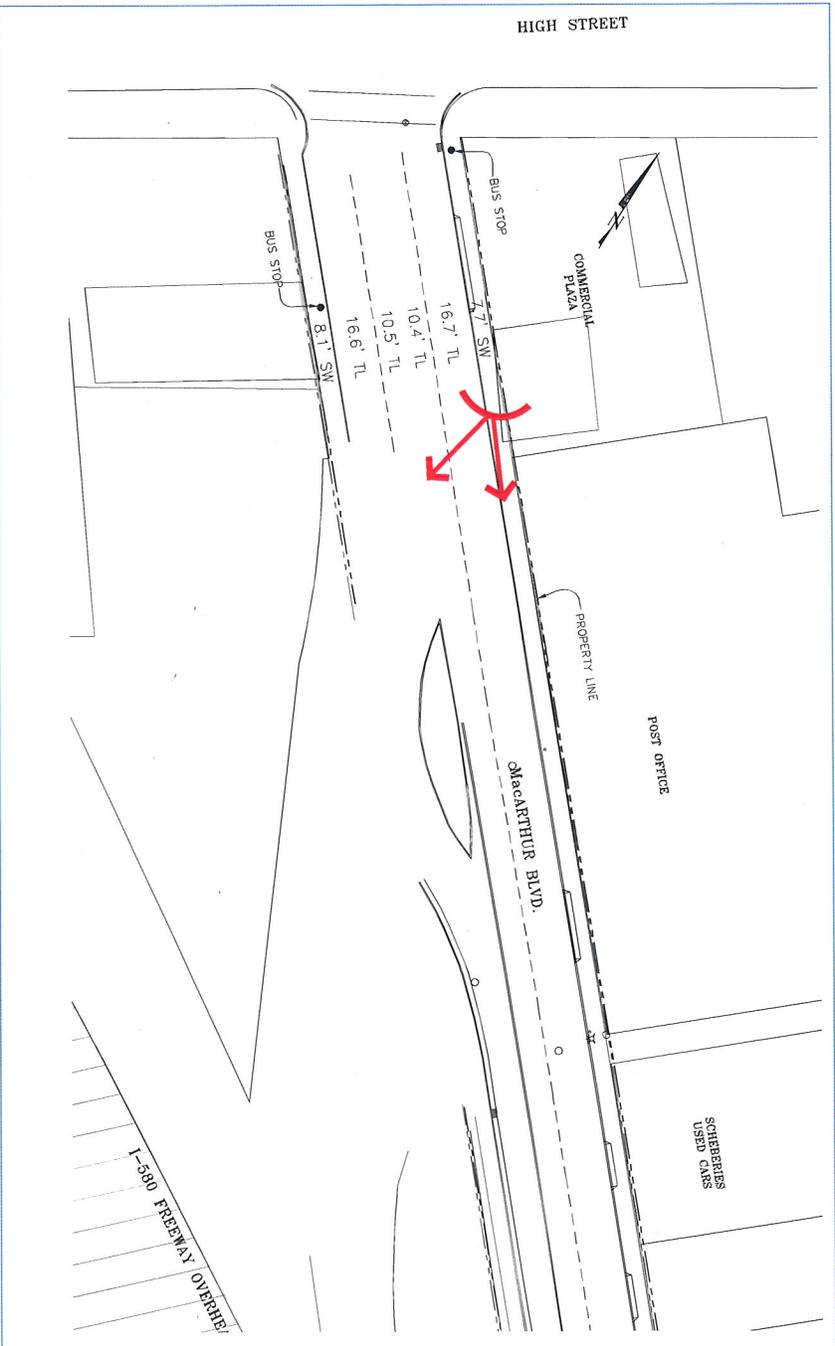
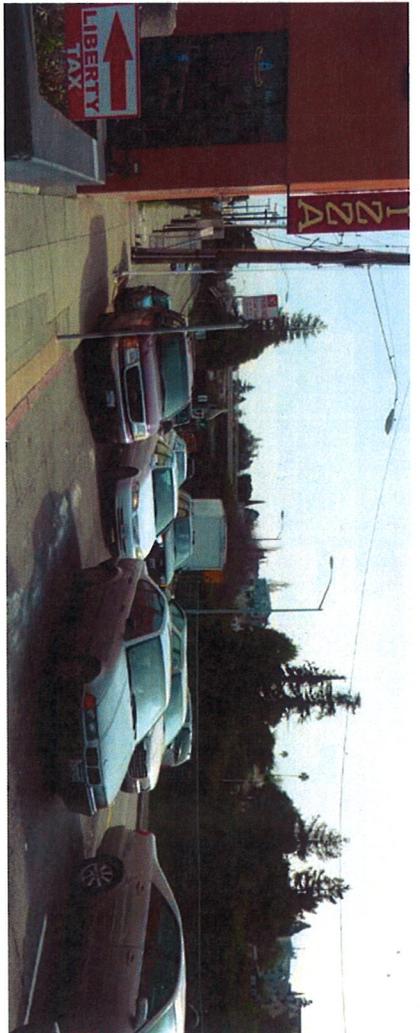
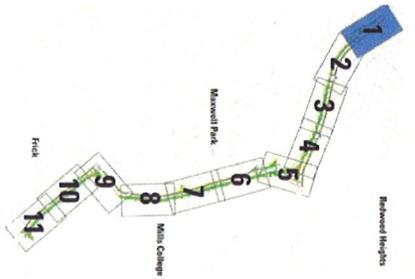




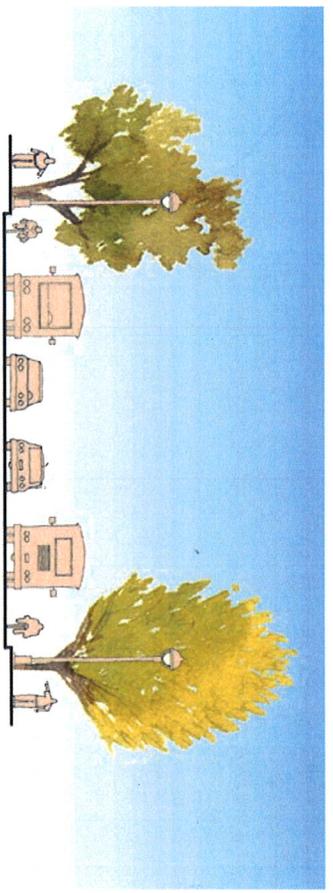
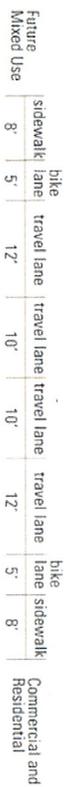


Preliminary Plans

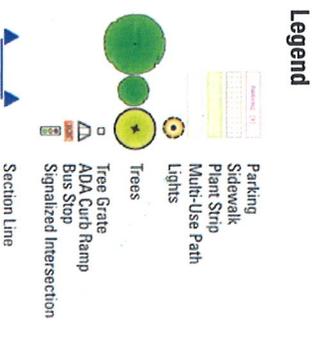
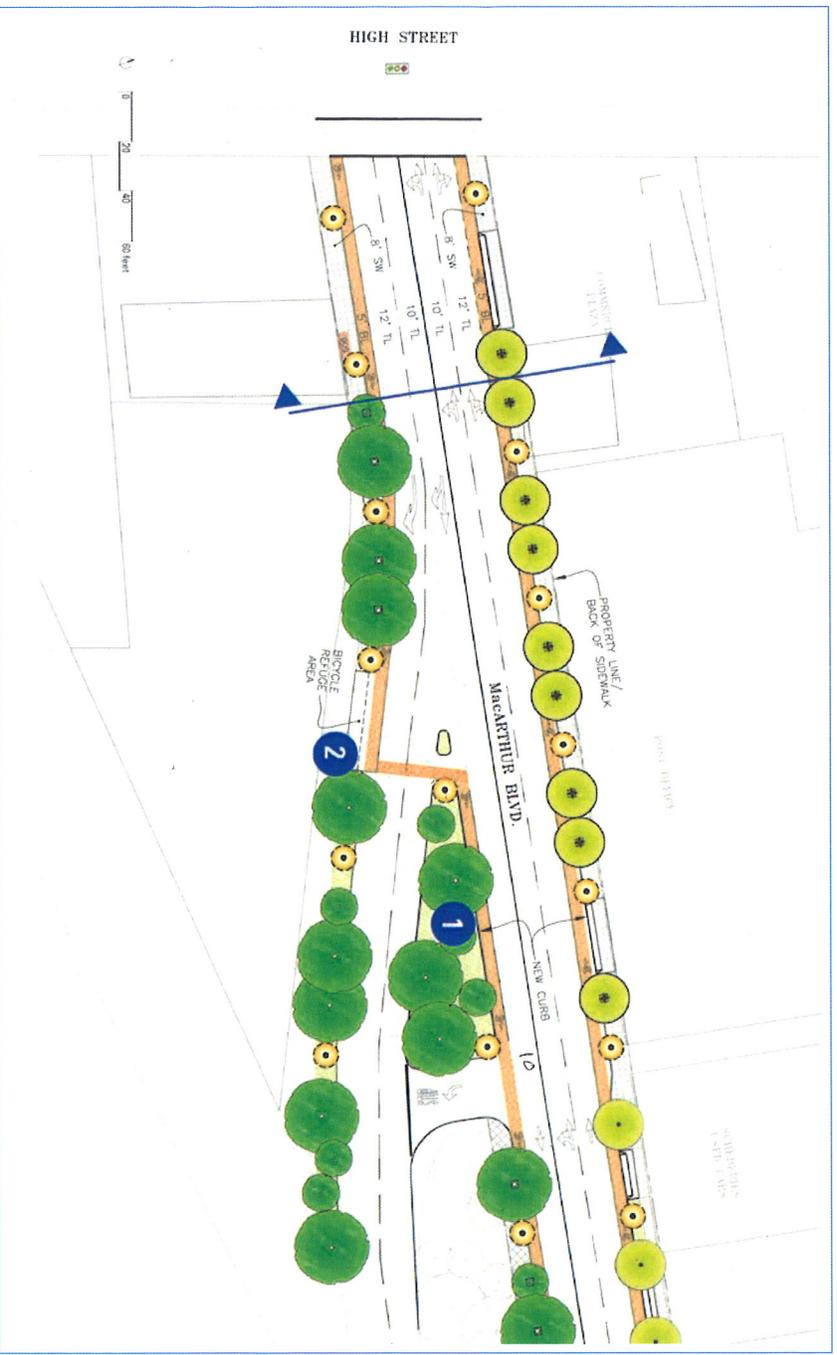
**3.09-3.11 Sheet One—
Existing Condition**
This is the most urban segment
in the project. The street serves
local and freeway traffic.



3.10

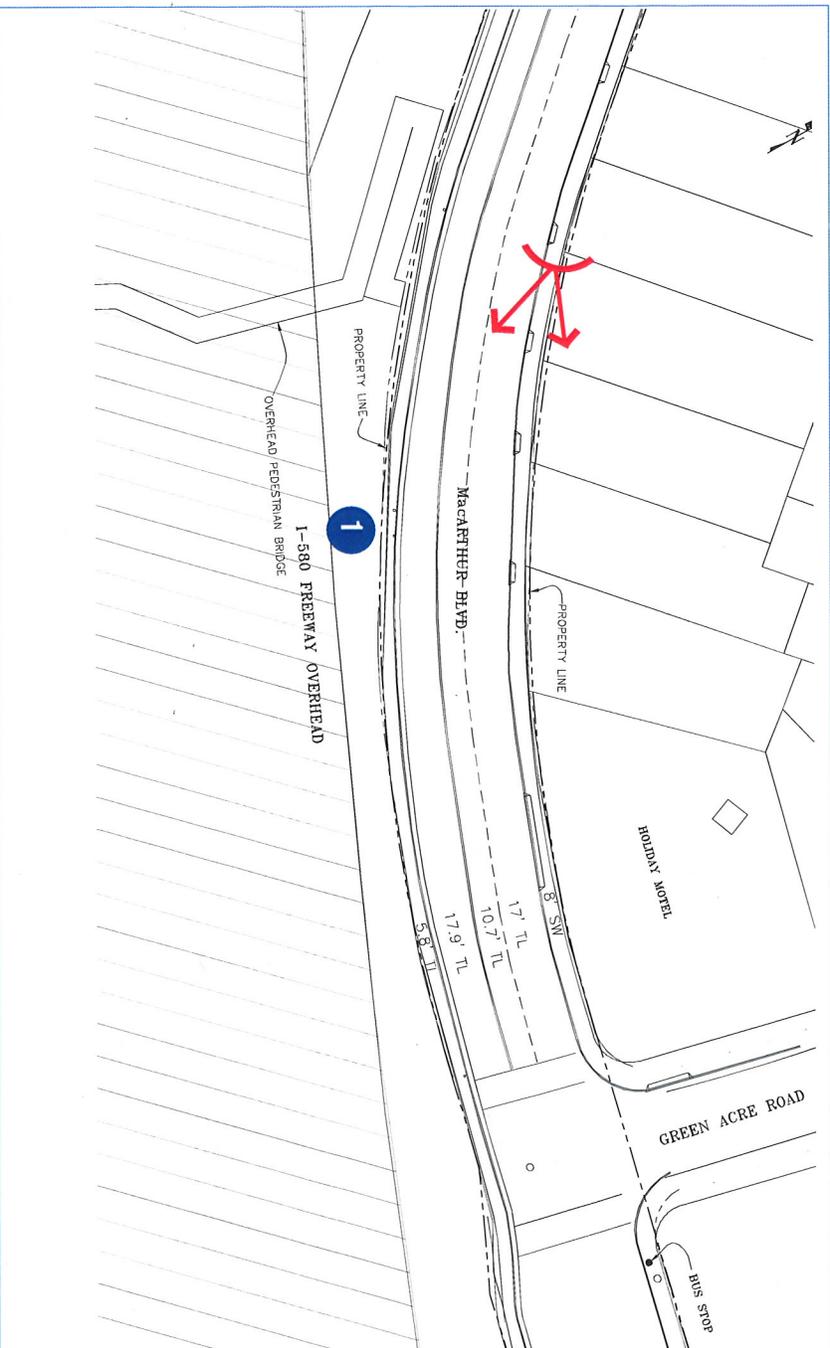
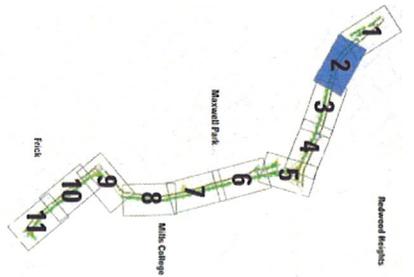


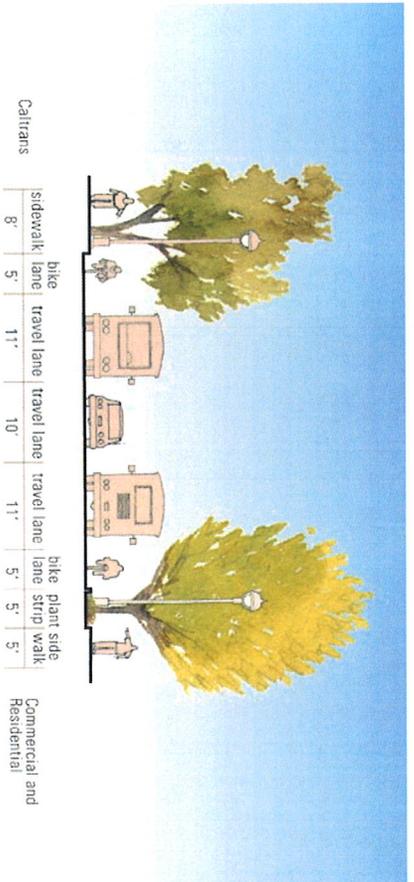
**3.12-3.13 Sheet One—
Concept Plan**
The reconfigured travel lanes create a larger island (1) and a bicycle refuge for crossing the traffic lanes (2).



**3.14-3.16 Sheet Two—
Existing Condition**

The pedestrian bridge accesses the Maxwell Park neighborhood west of I-580. Connection from the bridge to the sidewalk is poor.





sidewalk 8' bike lane 5' travel lane 11' travel lane 10' travel lane 11' bike lane 5' plant strip 5'

Caltrans

bike travel lane travel lane travel lane bike plant side

Commercial and Residential

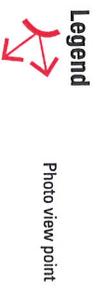
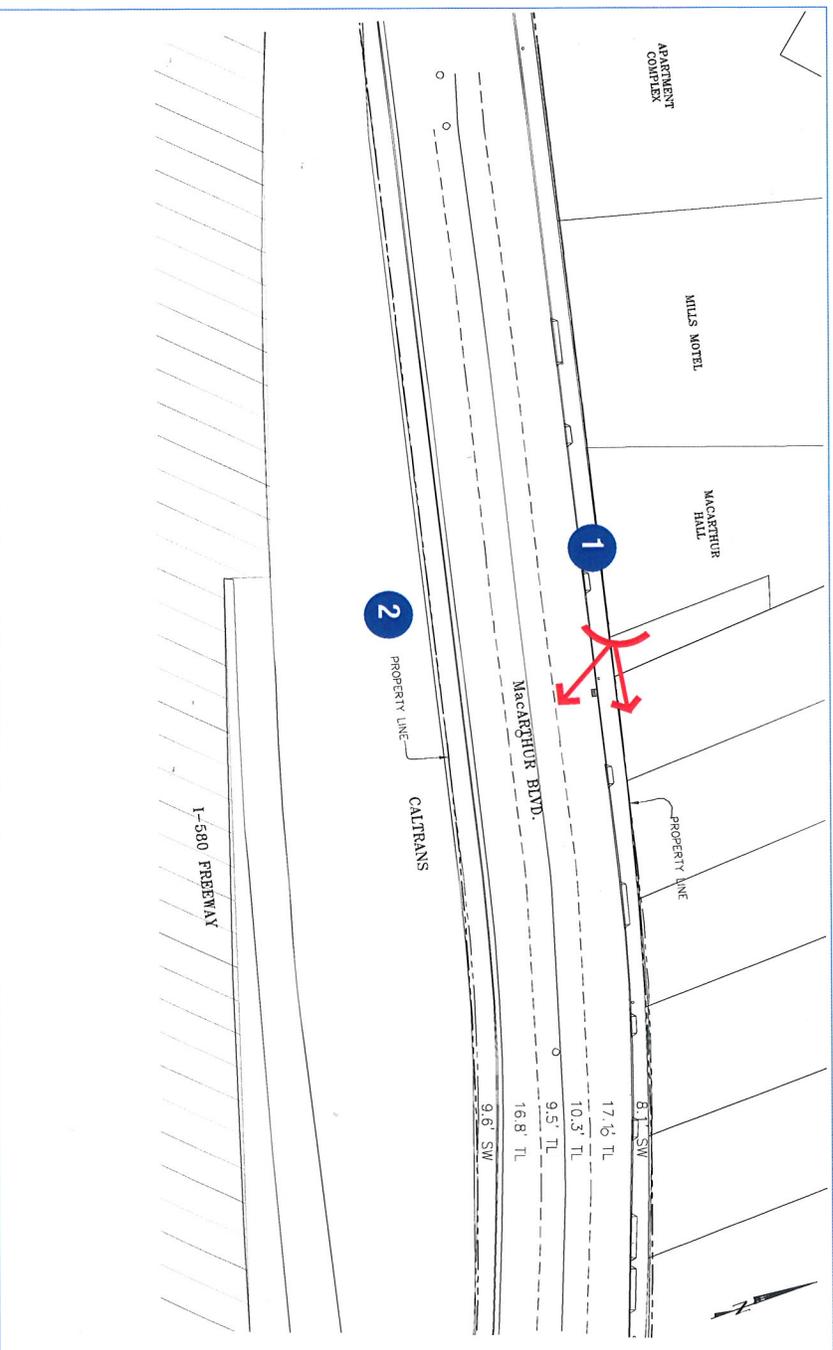
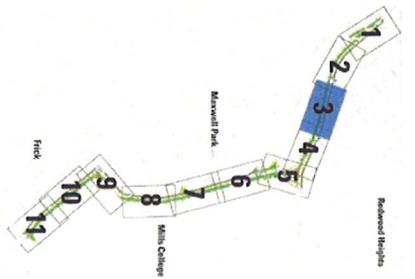
**3.17-3.18 Sheet Two—
Concept Plan**
The multi-use path will provide a better connection from the pedestrian bridge (1) to the sidewalk on the east side of the street.

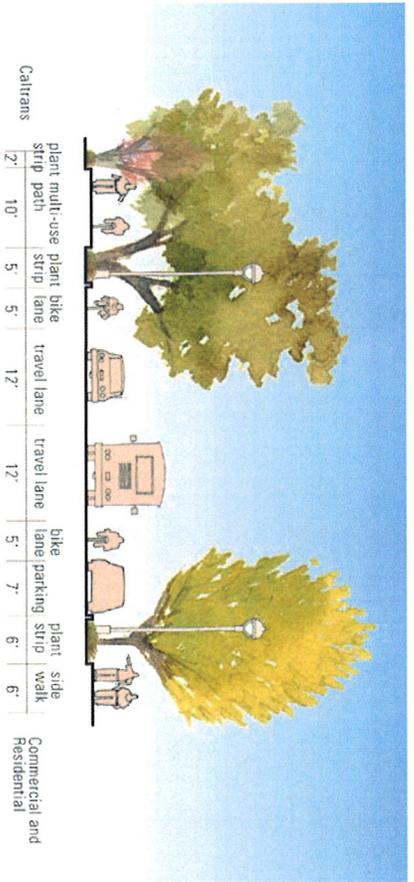


Legend

- Parking
- Sidewalk
- Plant Strip
- Multi-Use Path
- Lights
- Trees
- Tree Grate
- ADA Curb Ramp
- Bus Stop
- Signalized Intersection
- Section Line

**3.19-3.21 Sheet Three—
Existing Condition**
A mix of commercial and residential uses fills the east side of the corridor (1). Caltrans property bounds the west side (2).





Caltrans 2' plant strip 2' multi-use path 10' bike lane 5' travel lane 12' travel lane 12' bike lane 5' parking strip 7' plant strip 6' side walk 6'

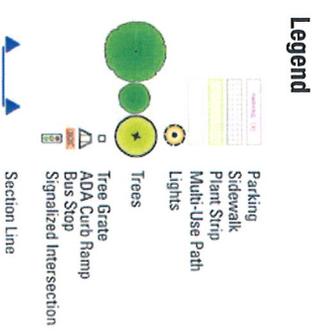
Commercial and Residential



0 20 40 60 feet

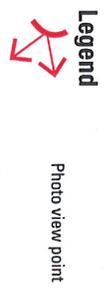
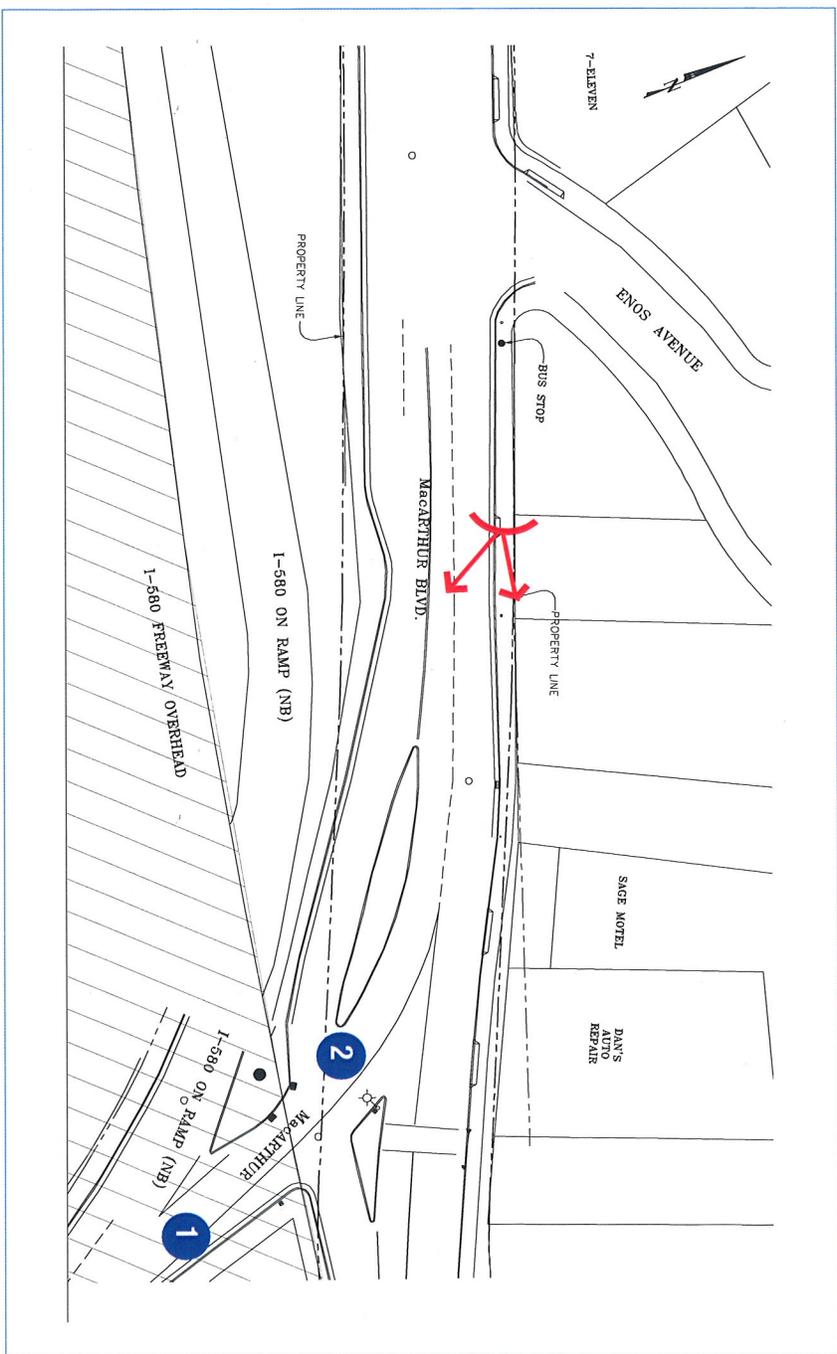
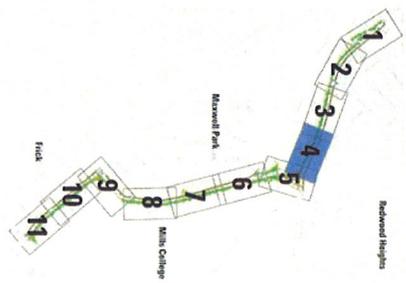
1-580

**3.22-3.23 Sheet Three—
Concept Plan**
The segment includes curbside parking (1) for the commercial and residential uses on the east side of the street.



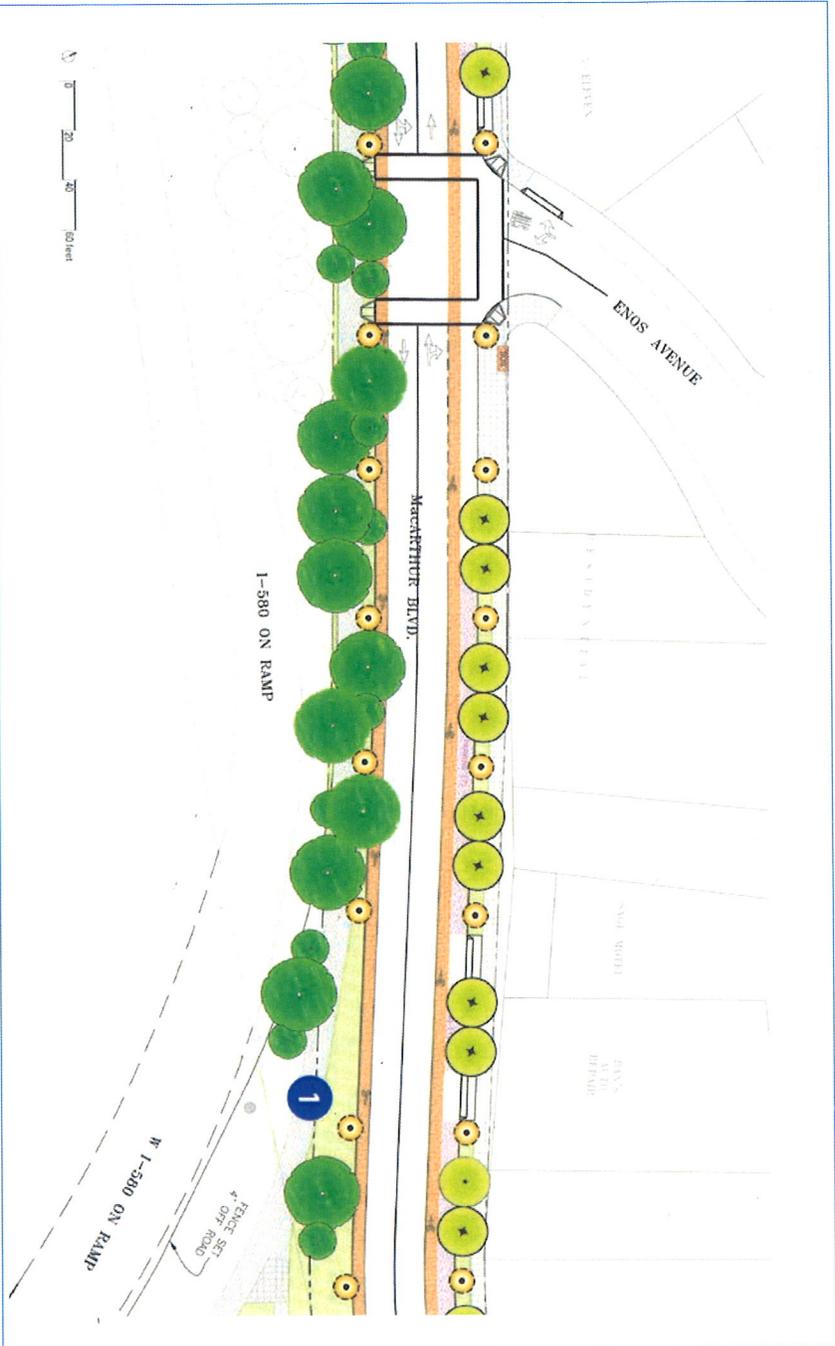
**3.24-3.26 Sheet Four—
Existing Condition**

Utility and sign poles narrow the sidewalk passage. I-580 is seen in the distance (1). Intersecting lanes create confusing traffic patterns at the on-ramp to I-580 (2).



**3.27 Sheet Four—
Concept Plan**

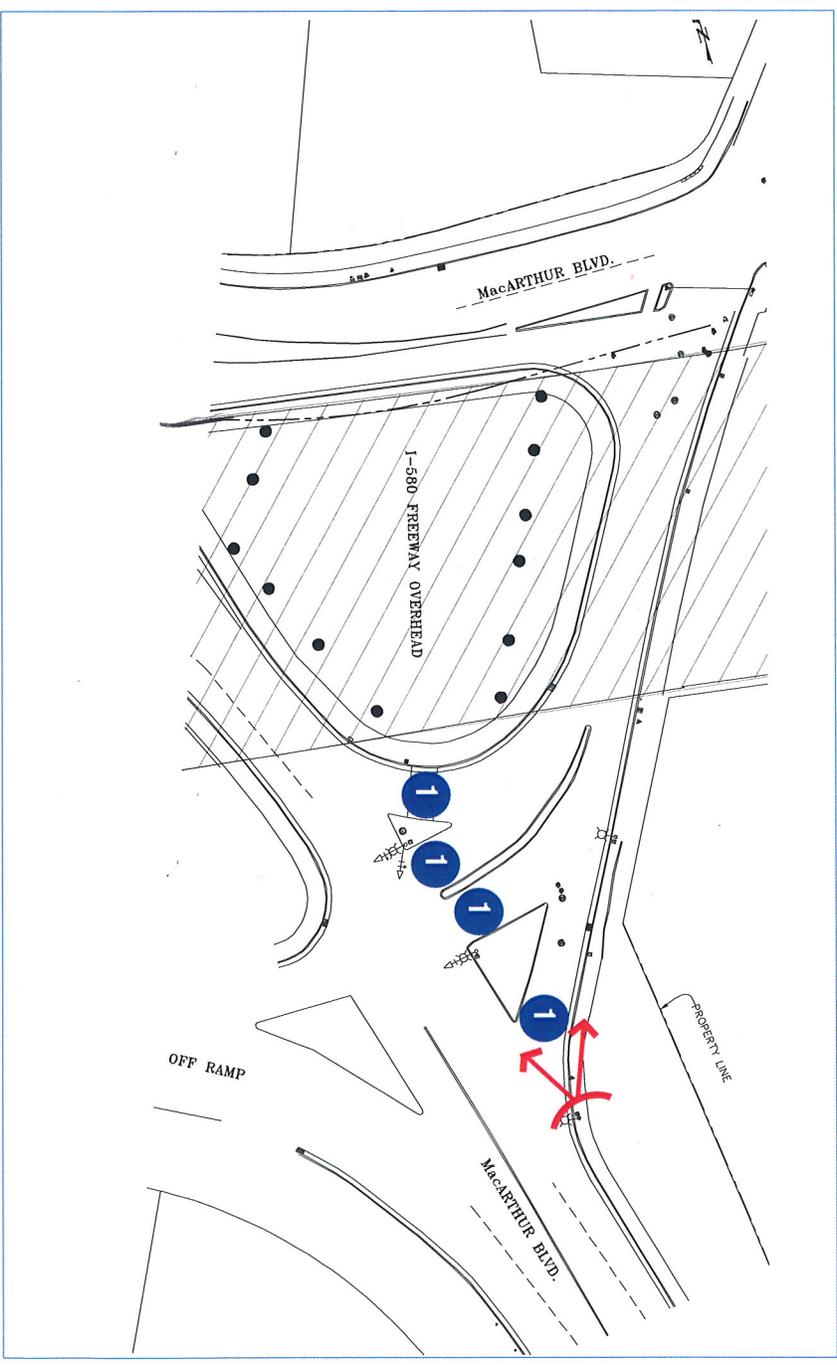
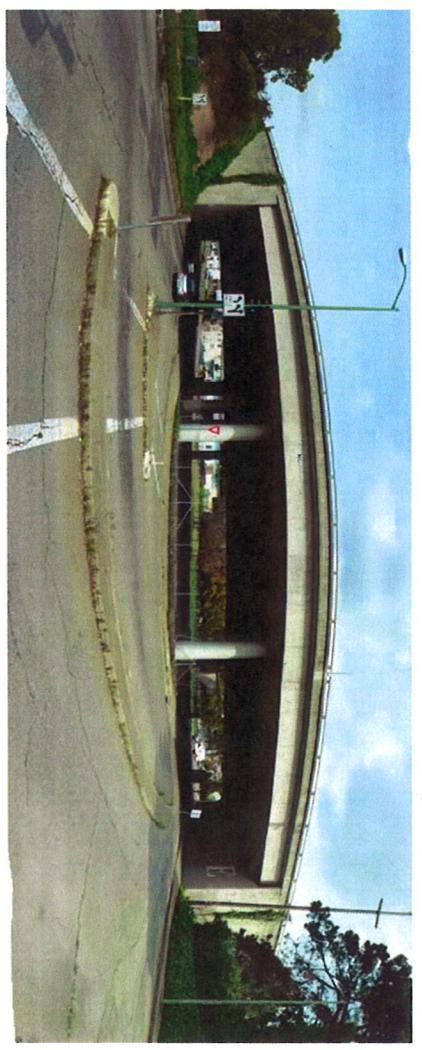
Eliminating local traffic that shares the lane for on-ramp access removes conflicts and provides a uninterrupted pedestrian connection to MacArthur Boulevard north of I-580 (1).



Legend

- Trees
- Tree Grate
- ADA Curb Ramp
- Bus Stop
- Signalized Intersection
- Section Line
- Parking
- Sidewalk
- Plant Strip
- Multi-Use Path
- Lights

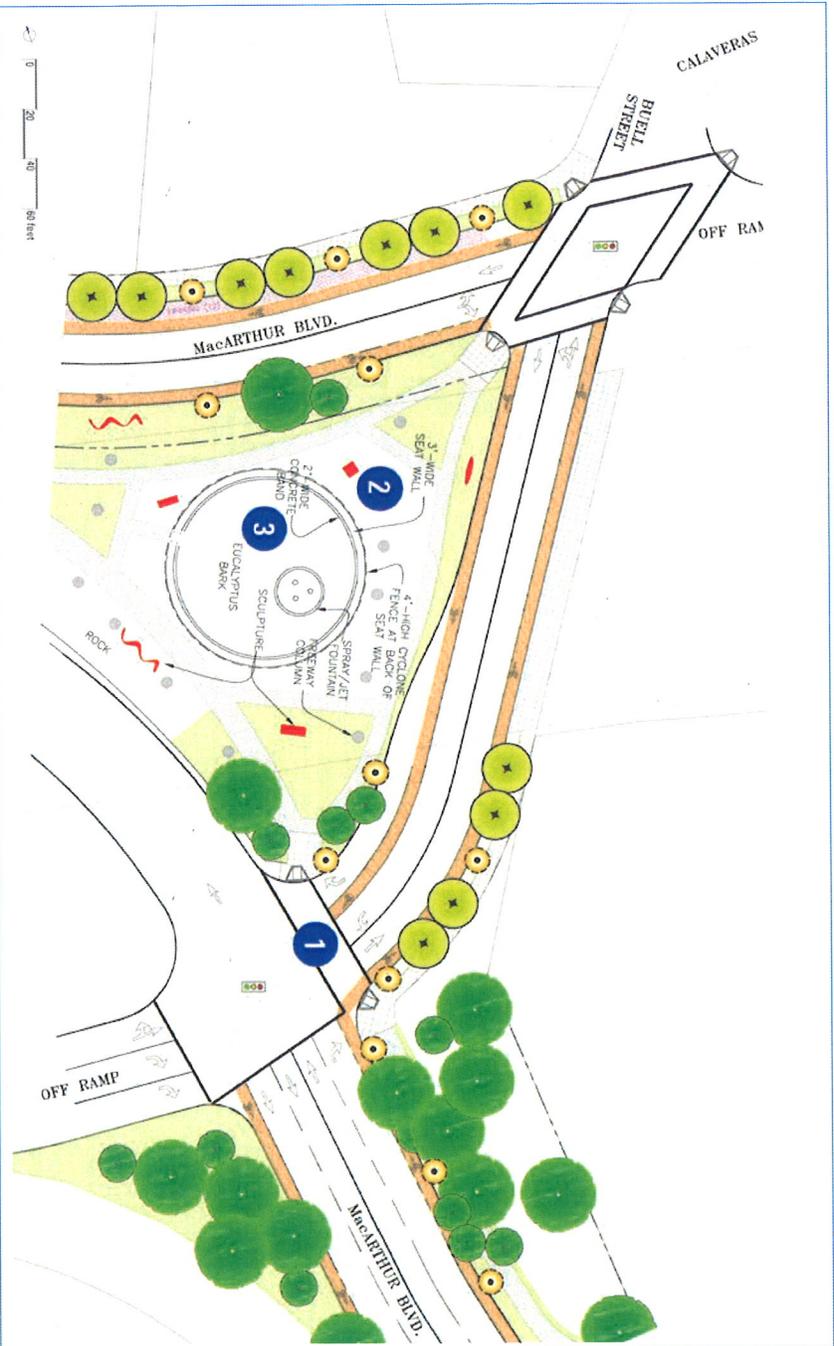
**3.28-3.30 Sheet Five—
Existing Condition**
Pedestrians heading to High Street must cross multiple traffic lanes (1). The height of I-580 allows views through to the north.



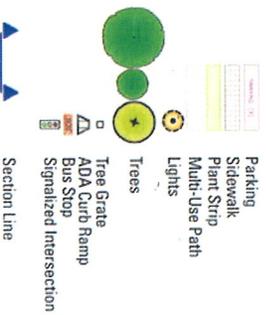
Legend
Photo view point

**3.31 Sheet Five—
Concept Plan**

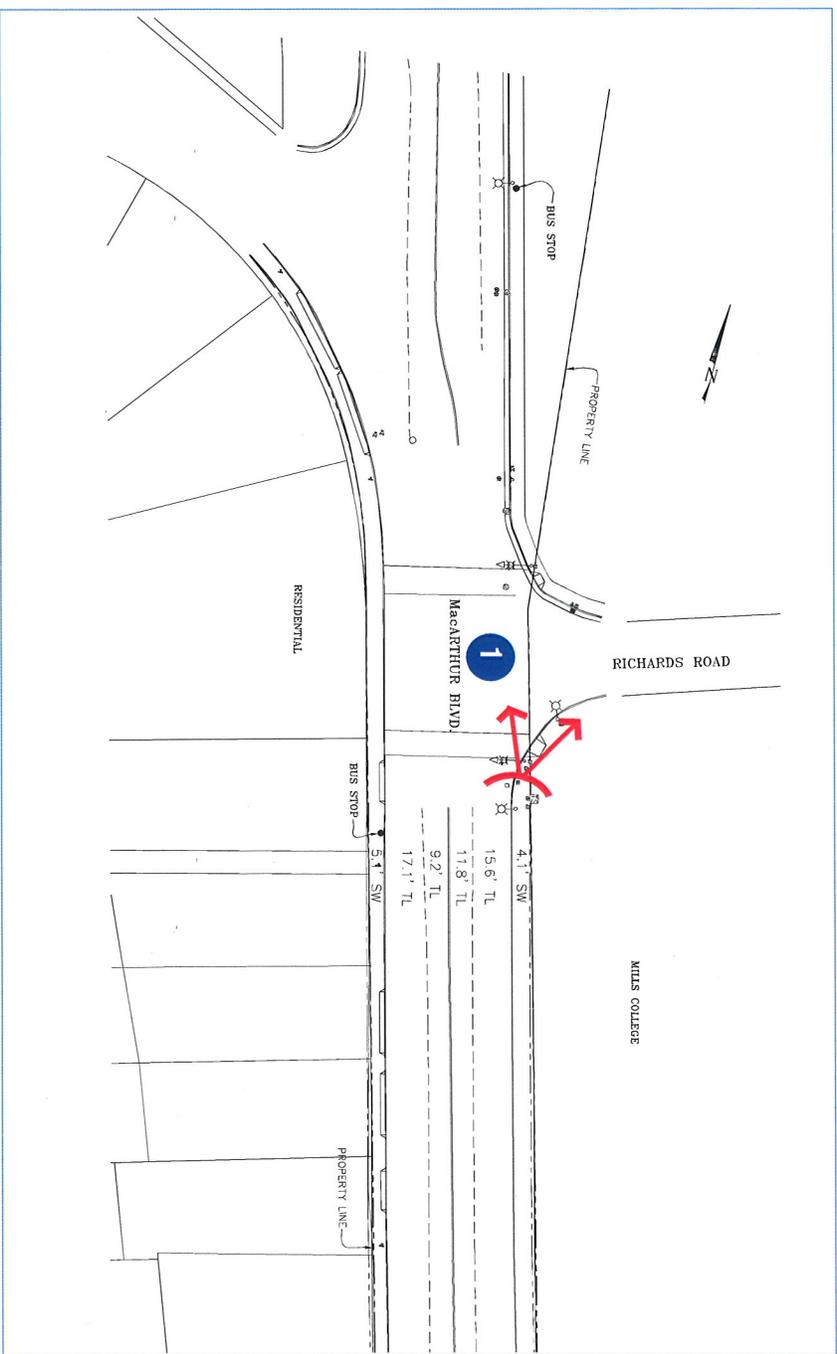
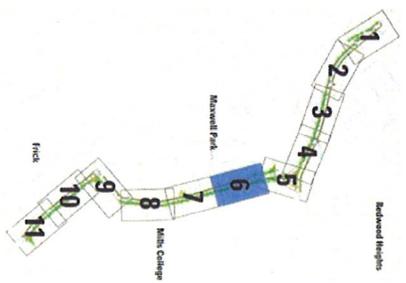
The reconfigured off-ramp simplifies the pedestrian crossing (1). The underpass features sculptures (2) and a dog park with a fountain (3).



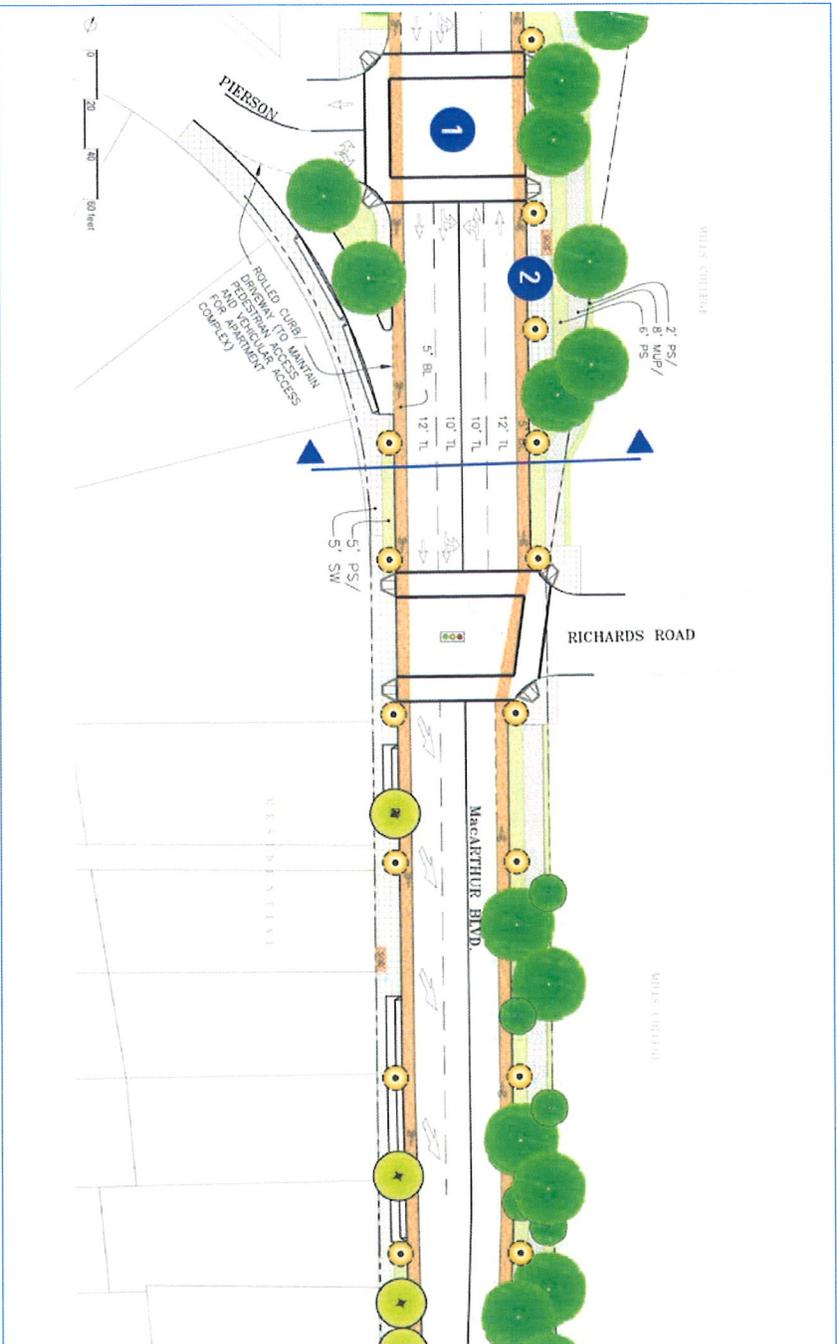
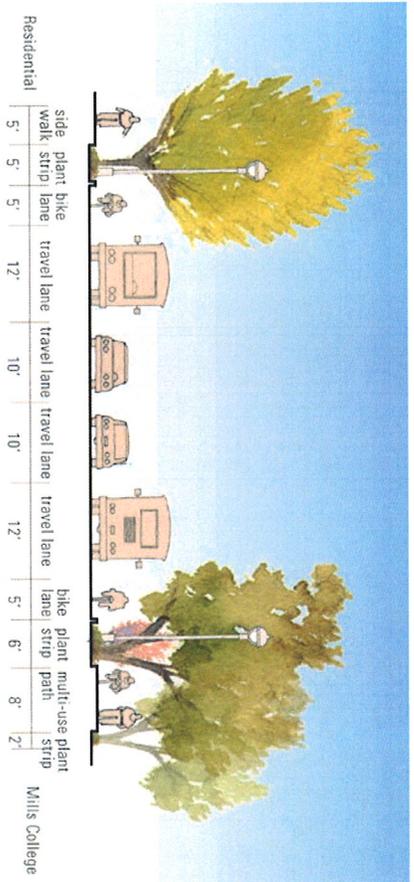
Legend



**3.32-3.34 Sheet Six—
Existing Condition**
Richards Road is the first
pedestrian crossing south of
I-580. It is the main entry to
Mills College.

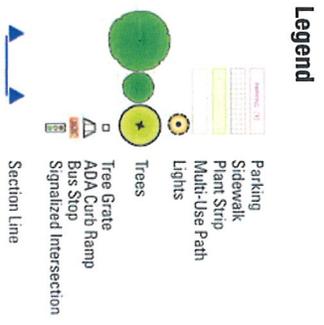


Legend
Photo view point



**3.35-3.36 Sheet Six—
Concept Plan**

The addition of a controlled intersection at Pierson Street (1) provides safe and convenient access to the bus stop across the street (2).



Detailed Engineer's Estimate

LAMMPS

Laurel Access to Mills, Maxwell Park, & Seminary

Oakland, CA.

DETAILED ENGINEER'S COST ESTIMATE

21-May-14

Notes	Line Items	Qty	Unit	Unit Price	Cost	City Match
	General Items			allow	120,000	
	Saw cut existing concrete/Demo	8000	SF	10	80,000	
	Bike lane striping	16,000	LF	7.5	120,000	100,000
	Class II aggregate base and asphalt				295,000	295,000
	Multi modal path	14,800	SF	30	444,000	
	Curb, gutter , concrete	5,200	LF	30	156,000	
	Concrete sidewalk	4,500	SF	20	90000	
	Trees					
	Large (24" box) Sycamore	73		900	65,700	
	Medium Oak	0		750	0	
	Small (15 gallon)	44		500	22,000	
	Landscaping	28,600	SF	10	286,000	
	irrigation				50,000	
	plant establishment 3 yrs			allow	15,000	
	Traffic Signals (2)				\$600,000	
	Metal fence	360	LF	45	16,200	
	Storm drain connections, trenching				60,000	
	Wayfinding Signgange			allow	35,000	
	Ped lights	30		3,500	105,000	
/a/	Installation, trenching, connector	30		4,000	120,000	
	CMU retai	100		40	4,000	
	High visibility crosswalks	23		500	11,500	
	ADA ramps	36		1,700	61,200	32,000
	concrete driveway	1860	SF	10	18,600	
	Construction Cost				4,065,668	
	Surveying, testing, Auxillary eng services		0.03		83,256	
	Mobilization (5%)		0.05		138760	
	Design fees (12% of construction cost)		0.12		333024	
	Traffic control (3%)		0.03		83256	
	Public Art (1.5%)		0.015		41628	41628
	Contingency 10%		0.1		277520	
	Construction management, support and comp		0.12		333024	
	Sub Total				1,290,468	
	Grand Total				4,065,668	
	Match 11.53%				468,628	468628
Notes: /a/ foundation costs also embedded with cost for new sidewalks in these locations						

Documentation of Public Participation Process

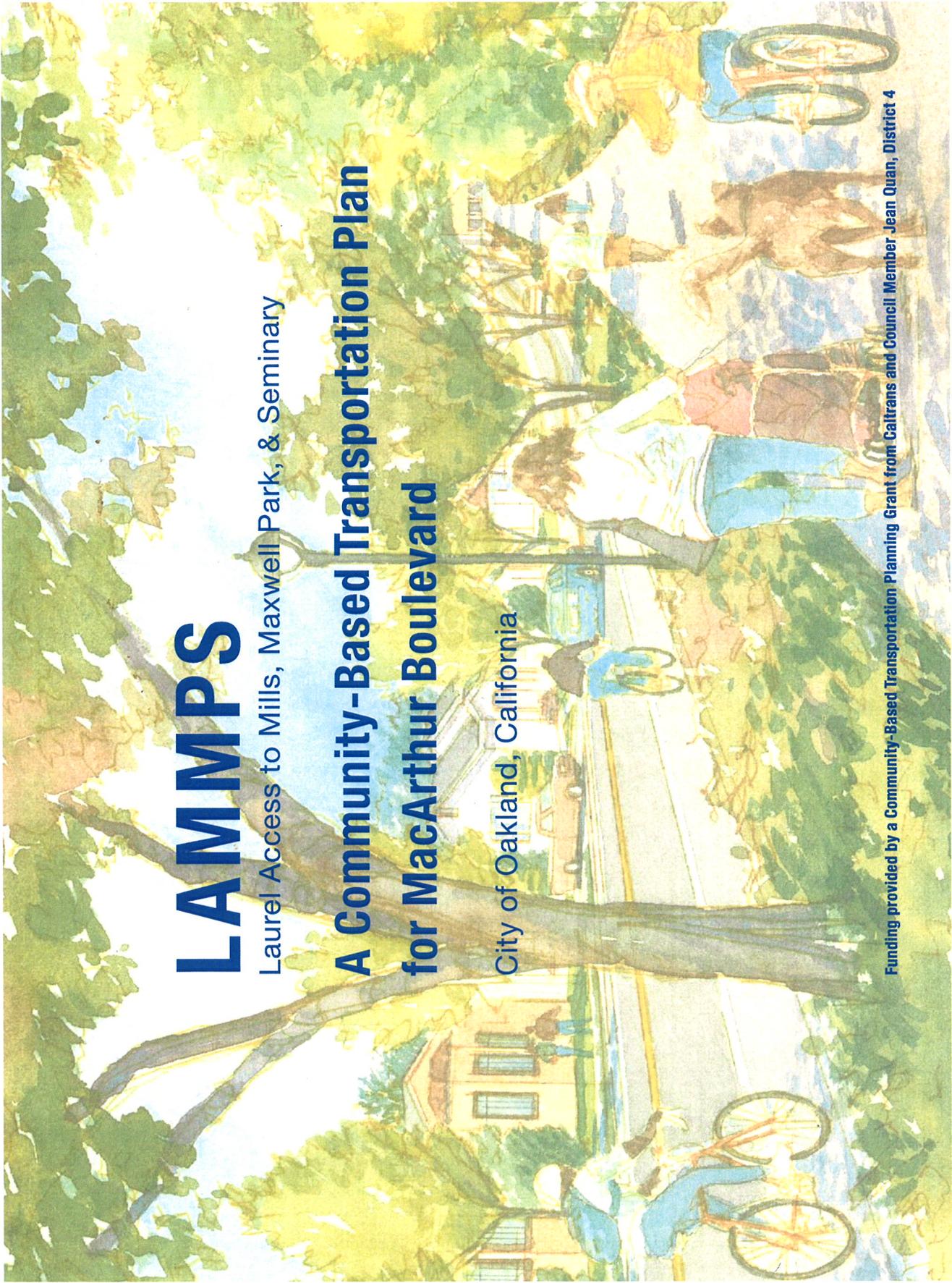
LAMPS

Laurel Access to Mills, Maxwell Park, & Seminary

A Community-Based Transportation Plan for MacArthur Boulevard

City of Oakland, California

Funding provided by a Community-Based Transportation Planning Grant from Caltrans and Council Member Jean Quan, District 4





Marian Castelluccio
 Albert Choi
 Stanley Cho
 Juliet Christian
 Craig Cooper
 Deborah Cooper
 Lisa Courington
 Jennifer Courtney
 Richard Cowan
 Mary Dalsin
 Amy Dawson
 John Dixon
 Lee Donehower
 José Dorado
 Frankie Duckett
 Jonathan Evans
 Mike Falk
 Karen Fiene
 Adelle Foley
 John Frando
 Scott Fuller
 Ciara Garzon
 Anne Geis
 Jean Gelbart
 Vince Gibbs
 Jason Gillen
 Darius Gipson
 Krista Gulbransen
 James Hadley

Maila Hadley
 Brian Harrington
 Michael Haworth
 Rodney Haynes
 Mark Henderson
 Jan Hetherington
 Willetta Higgins
 Barbara Holliday
 Chris Hwang
 Kelly Jennette
 Carolyn Jones
 Perry Jung
 Nancy Karrigaca
 Earl Knight
 Marion Lee
 Alice Leon
 Fred Lewis
 Alan Lopez
 Pat Lucey
 Courtney Malone
 Alifa Marshal
 Drew Mason
 Angela Mayers
 Murphy McCalley
 James McCoy
 Robert McGillis
 Sherry Meek
 Elmer Meredith
 Suzette Meredith

Lance Moon
 Alysha Nachtigall
 Liana Ng
 Sunny Nguyen
 Joyce Nichelini
 Laura Nicodemus
 Marcela Pacheco
 Jason Patton
 Susanne Perkins
 Jeni Quigg
 Manuel Quintero
 Lydia Ramirez
 Ariana Richards
 Ron Richardson
 Rick Rickard
 Isaac Rodriguez
 Emily Rogers
 Terrell Santiago
 Libby Schaaf
 Jacklyn Sharp
 Vincenzo Signoretti
 Linda Smith
 Melissa Smith
 Jeff Smyly
 Susan Spiller
 Amy Stabler
 Ted Stachura
 Jane Stallman
 Luan Stauss



Joan Sufilita
 Daniel Swafford
 Renee Sykes
 Midori Tabata
 Barbara Taylor
 Barbara Tompkins
 Leslie Townsend
 Brian Toy
 Carolyn Trunnell
 Tom VanDemark
 Joanneke Vershuur
 Stephen Weitz
 Rebecca Wiegand
 Georgia Wilton
 Renais Winter
 Tommy Wong
 Sue Yascolt
 Deb Yates
 Linda Zitzner

Alameda County Transit

Will Buller, Senior Transportation Planner
 Sean A. Diest Lorigion, Planning and Operations Administrator
 Nathan Landau, Senior Transportation Planner
 Cory LaVigne, Service and Operations Planning Manager

Ajay Martin, Transportation Planner, Service and Operations Planning
 Tony Wong, Staff

Caltrans

State of California, Department of Transportation (District 4)
 Betsy Barsamian Teman, Permit Landscape Architect, Office of Permits
 Carolyn Trunnell, Associate Transportation Planner, Office of Transit and Community Planning
 Bryan Walker, District Branch Chief
 Landscape Architect, Office of Landscape Architecture

City Council Members

Jane Brunner, District 1
 Pat Kernighan, District 2
 Nancy Nadel, District 3
 Jean Quan, District 4, (Mayor-elect)
 Ignacio De La Fuente, District 5
 Desley Brooks, District 6
 Larry Reid, District 7
 Rebecca Kaplan, At-Large
 Henry Chang, Former Council Member At-Large

City of Oakland Staff

Brian Carthan, Parks Supervisor, Parks and Building Maintenance—Maintenance and Operations Review
 Dan Clanton, Electrical Services Manager, Electrical Services—Maintenance and Operations Review
 Jocelyn Combs, Special Assistant, Department of Facilities & Environment—Maintenance and Operations Advisor
 David Ferguson, Public Works Operations Manager, Department of Facilities and Environment, Graffiti, Street Sweeping, Litter Containers—Maintenance and Operations Review
 Catherine Firpo, Community Development Program Coordinator—Community Meeting Facilitator
 Dana Gregg, Transportation Planning Intern, Infrastructure Plans and Programming Division—Project Coordinator
 Philip Ho, Transportation Engineer, Transportation Services Division—Traffic Engineering Review
 Joseph Hu, Electrical Engineer, Electrical Services—Maintenance and Operations Review

Letters of Support from
Impacted Schools and School
Date Information for Melrose
Leadership Academy and Frick
Middle School



Melrose LEADERSHIP ACADEMY

Sembrando Comunidad | Growing Community

May 19, 2014

Caltrans
Division of Local Assistance, MS-1
1120 N Street
Sacramento, CA 95814

Attention: Chief, Office of Active Transportation and Special Programs
Cc: Teresa McWilliam, Program Manager- Active Transportation Program

Dear: Ms. McWilliam,

On behalf of Melrose Leadership Academy K-8 Public School in the neighborhood, I write in strong support of the City of Oakland's application for a Caltrans Active Transportation Project (ATP) Grant to fund safe route to school and bicycle/pedestrian infrastructure improvements for the key stretch of MacArthur Blvd., from High Street to Seminary Avenue that links Mills College and adjacent communities with the Laurel business District. We were very excited to be participants in the Caltrans-funded Community-Based Transportation Planning process and are very committed to seeing the implementation of design recommendations that will improve the safety for pedestrians and bicyclists who utilize and cross this corridor.

As you know, this section of MacArthur is notorious for creating very unsafe conditions for bicyclists and pedestrians, particularly in the congested and dangerously confusing under-freeway and off-ramp passage area. These conditions are further hampered by speeding traffic, low-visibility, high noise and pollution, making the areas adjacent to the freeway clearly unsafe and extremely uninviting for pedestrians and bicyclists. Obtaining funding to remedy these unsafe conditions is especially important for all the students who rely on the corridor for access to the many schools in the immediate vicinity as well as for the overall ability of neighborhood residents to feel comfortable getting to transit, shopping and moving around by bike or foot.

In the interests of reconnecting the neighborhoods divided by the corridor and freeway, and given the excellent opportunity to begin fulfilling the community-based planning process and install safe, attractive and a much needed bike/pedestrian pathway infrastructure, it is with strong support that I write in favor of this application.

Sincerely,

Moyra Contreras, Principal
Melrose Leadership Academy

Melrose Leadership Academy
4730 Fleming Avenue | Oakland, CA 94619
Phone: 510-535-3832

Project name:

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:

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:

Urban Montessori Charter School

27. SCHOOL DISTRICT NAME & ADDRESS:

Oakland Unified - 1000 Broadway, Oakland CA 94607

28. County-District-School Code (CDS) 01-10017-0125567	29. Total Student Enrollment 240	30. Percentage of students eligible for free or reduced meal programs ** 40.00
31. Percentage of students that currently walk or bike to school 20%	32. Approximate # of students living along school route proposed for improvement 20	33. Project distance from primary or middle school 225 FEET

**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

Project name:

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:

23. Non-Infrastructure (Non SRTS)
24. Recreational Trails*- Trail Acquisition
25. Safe routes to school- Infrastructure Non-Infrastructure

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

If SRTS is selected, provide the following information

26. SCHOOL NAME & ADDRESS:

Frick Middle School - 2845 64th Ave, Oakland, CA 94605

27. SCHOOL DISTRICT NAME & ADDRESS:

Oakland Unified - 1000 Broadway, Oakland CA 94607

28. County-District-School Code (CDS) 01612596057020	29. Total Student Enrollment 319	30. Percentage of students eligible for free or reduced meal programs ** 100.00
31. Percentage of students that currently walk or bike to school 30%	32. Approximate # of students living along school route proposed for improvement 1	33. Project distance from primary or middle school 1/4 mile

**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

Additional Letters of Support from Key Project Stakeholders

Attached Letters of Support:

Melrose Leadership Academy

Bike East Bay

Oakland Bicycle and Pedestrian Advisory Committee

Oakland Mayor Quan

Councilmember District 4 Libby Schaff

Councilmember District 6 Brooks

Mills College

Maxwell Park Neighborhood Council

Laurel District Association

Julia Morgan School for Girls

Mills College Children's School



BikeEastBay.org

May 11, 2014

Caltrans
Division of Local Assistance, MS-1
1120 N Street
Sacramento, CA 95814

Attention: Chief, Office of Active Transportation and Special Programs
Cc: Teresa McWilliam, Program Manager- Active Transportation Program

Dear: Ms McWilliam,

On behalf of Bike East Bay (formerly East Bay Bicycle Coalition) I write in strong support of the City of Oakland's application for a Caltrans Active Transportation Program (ATP) grant application to fund safe route to school and bicycle/pedestrian infrastructure improvements for the key stretch of MacArthur Blvd from High Street to Seminary Avenue, which links Mills College and adjacent communities with the Laurel Business District. We were very excited to be participants in the Caltrans-funded Community-Based Transportation Planning process and are very committed to seeing the implementation of design recommendations that will improve the safety for pedestrians and bicyclists who utilize and cross this corridor.

As you know, this section of MacArthur is notorious for creating very unsafe conditions for bicyclists and pedestrians, particularly in the congested and dangerously confusing under-freeway and off-ramp passage area. These conditions are further hampered by speeding traffic, low-visibility, high noise and pollution, making the areas adjacent to the freeway clearly unsafe and extremely uninviting for pedestrians and bicyclists. Obtaining funding to remedy these unsafe conditions is especially important for all the students who rely on the corridor for access to the many schools in the immediate vicinity as well as for the overall

PO Box 1736, Oakland, CA 94604
510 845 RIDE (7433) • info@bikeeastbay.org



BikeEastBay.org

ability of neighborhood residents to feel comfortable getting to transit, shopping and moving around by bike or foot.

Our organization worked closely with the Maxwell Park Neighborhood and Mills College, and the City of Oakland on the first phase of improvements that striped bike lanes for approximately 2/3's of this dangerous stretch of roadway. We hope you can fund completion of this important project so that people of all ages and abilities can bicycle to and from the College, the Laurel Business District and the surrounding neighborhoods.

In the interests of reconnecting the neighborhoods divided by the corridor and freeway, and given the excellent opportunity to begin fulfilling the community-based planning process and install safe, attractive and a much needed bike/pedestrian pathway infrastructure, it is with strong support that I write in favor of this application.

Sincerely,

A handwritten signature in black ink that reads "David Caplan". The signature is written in a cursive, flowing style.

Advocacy Director

cc: Claire Antonetti, Maxwell Park neighborhood
David Ralston, City of Oakland

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

International Boulevard Projects

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.

Lake Merritt/Bay Trail Bicycle Pedestrian Bridge

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 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,

A handwritten signature in black ink, appearing to read 'Chris Hwang', with a long horizontal flourish extending to the right.

Chris Hwang, BPAC Chair

CITY OF OAKLAND



1 FRANK H. OGAWA PLAZA · 3RD FLOOR · OAKLAND, CALIFORNIA 94612

Office of the Mayor
Jean Quan
Mayor

(510) 238-3141
FAX: (510) 238-4731
TDD: (510) 238-3254

May 15, 2014

Caltrans
Division of Local Assistance, MS-1
1120 N Street
Sacramento, CA 95814

Attention: Chief, Office of Active Transportation and Special Programs
Cc: Teresa McWilliam, Program Manager- Active Transportation Program

Dear: Ms McWilliam,

On behalf of the City of Oakland, I write in strong support of the City of Oakland's application for a Caltrans Active Transportation Project (ATP) Grant to fund safe route to school and bicycle/pedestrian infrastructure improvements for the key stretch of MacArthur Blvd., from High Street to Seminary Avenue that links Mills College and adjacent communities with the Laurel Business District. We were very excited to be participants in the Caltrans-funded Community-Based Transportation Planning process and are very committed to seeing the implementation of design recommendations that will improve the safety for pedestrians and bicyclists who utilize and cross this corridor.

As you know, this section of MacArthur is notorious for creating very unsafe conditions for bicyclists and pedestrians, particularly in the congested and dangerously confusing under-freeway and off-ramp passage area. These conditions are further hampered by speeding traffic, low-visibility, high noise and pollution, making the areas adjacent to the freeway clearly unsafe and extremely uninviting for pedestrians and bicyclists. Obtaining funding to remedy these unsafe conditions is especially important for all the students who rely on the corridor for access to the many schools in the immediate vicinity as well as for the overall ability of neighborhood residents to feel comfortable getting to transit, shopping and moving around by bike or foot.

In the interests of reconnecting the neighborhoods divided by the corridor and freeway, and given the excellent opportunity to begin fulfilling the community-based planning process and install safe, attractive and a much needed bike/pedestrian pathway infrastructure, it is with strong support that I write in favor of this application.

Sincerely,

A handwritten signature in black ink that reads "Jean Quan".

Mayor Jean Quan

CITY OF OAKLAND



ONE FRANK OGAWA PLAZA • 2ND FLOOR • OAKLAND, CALIFORNIA 94612

Libby Schaaf
City Council Member, District 4

(510) 238-7004
FAX:(510) 238-6910
TTY/TDD:(510) 839-6451

May 16, 2014

Caltrans
Division of Local Assistance, MS-1
1120 N Street
Sacramento, CA 95814

Attention: Chief, Office of Active Transportation and Special Programs
Cc: Teresa McWilliam, Program Manager- Active Transportation Program

Dear: Ms. McWilliam,

I am in strong support of the City of Oakland's application for a Caltrans Active Transportation Project (ATP) Grant to fund Safe Route to School and bicycle/pedestrian infrastructure improvements for the key stretch of MacArthur Blvd., from High Street to Seminary Avenue that links Mills College and adjacent communities with the Laurel Business District. As the representative for the Laurel Business District these improvements are vitally important for all the students and residents who rely on the corridor for access to the schools in the immediate vicinity. I am very excited to be participants in the Caltrans-funded Community-Based Transportation planning process, and committed to seeing the implementation of design recommendations that will improve the safety for pedestrians and bicyclists who utilize and cross this corridor.

As you know, this section of MacArthur is notorious for creating very unsafe conditions for bicyclists and pedestrians, particularly in the congested and dangerously confusing under-freeway and off-ramp passage area. These conditions are further hampered by speeding traffic, low-visibility, high noise and pollution, making the areas adjacent to the freeway clearly unsafe and extremely uninviting for pedestrians and bicyclists. Obtaining funding to remedy these unsafe conditions is especially important for all the students who rely on the corridor for access to the many schools in the immediate vicinity as well as for the overall ability of neighborhood residents to feel comfortable getting to transit, shopping and moving around by bike or foot.

With the goal of reconnecting the neighborhoods divided by the corridor and freeway, and given the excellent opportunity to begin fulfilling the community-based planning process and installing a safe, attractive and a much needed bike/pedestrian pathway infrastructure, it is with strong support that I write in favor of this application.

Sincerely,

A large, stylized handwritten signature in black ink, appearing to read "Libby Schaaf".

Libby Schaaf
Councilmember District 4

Libby Schaaf
Councilmember District 4

CITY OF OAKLAND



CITY HALL • 1 FRANK H. OGAWA PLAZA • OAKLAND, CALIFORNIA 94612

Office of Desley A. Brooks
Councilmember – District 6
e-mail: dbrooks@oaklandnet.com

(510) 238-7006
FAX (510) 238-6910
TDD (510) 839-6451

May 15, 2014

Teresa McWilliam
Office of Active Transportation and Special Programs
Caltrans Division of Local Assistance, MS-1
1120 N Street
Sacramento, CA 95814

Dear Ms. McWilliam:

On behalf of Oakland City Council District 6, I write in strong support of the City's application for a Caltrans Active Transportation Project (ATP) Grant to fund safe route to school and bicycle/pedestrian infrastructure improvements for the key stretch of MacArthur Blvd. from High Street to Seminary Avenue. This corridor links Mills College with the Laurel Business District on one end, and the Seminary Avenue District on the other, and serves as a major transit access route for the surrounding neighborhoods and schools.

As a longtime representative for areas along this corridor, I was very excited to support the Caltrans-funded Community-Based Transportation planning process and now am equally excited to seeing the needed implementation of these design recommendations. This particular section of MacArthur is notorious for creating very unsafe conditions for bicyclists and pedestrians particularly in the congested and dangerously confusing under-freeway/on and off-ramp confluence area. These conditions are further hampered by speeding traffic, low-visibility, high noise and persistent pollution.

Obtaining funding to remedy these unsafe conditions is vitally important for all the students who rely on the corridor for access to the schools in the immediate vicinity as well as for the overall ability of neighborhood residents and workers to feel comfortable getting to transit, shopping and moving around by bike or foot. The long-awaited commercial node development at Foothill and Seminary will benefit greatly from such active transit connections as will the overall health and sustainability of this Central East Oakland district.

In the interests of reconnecting the neighborhoods divided by the freeway, promoting active living and non-motorized transit options, and given the excellent opportunity to begin fulfilling the community-based transportation planning process, I write in strong support of this application. Thank you.

Sincerely,

A handwritten signature in black ink that reads "Desley Brooks". The signature is written in a cursive, flowing style.

Desley Brooks, Council Member



Blight & Beautification - Neighborhood Action Team

4100-10 Redwood Rd., PMB 308 Oakland, CA 94619

May 18, 2014

Teresa McWilliam
Office of Active Transportation and Special Programs
Caltrans Division of Local Assistance, MS-1
1120 N Street
Sacramento, CA 95814

Dear Ms. McWilliam:

On behalf of the Maxwell Park Neighborhood, The Board of Maxwell Park's Neighborhood Council writes in full support of the City of Oakland's application to fund a Caltrans Active Transportation Project (ATP) Grant to fund much needed bicycle/pedestrian infrastructure improvements for the key stretch of MacArthur Blvd., from High Street to Seminary Avenue that links Mills College and Maxwell Park with the Laurel Business District.

Through comprehensive community planning, in 2005 the Maxwell Park Council engaged in the Caltrans-funded Community-Based Transportation Planning process. Since then, the community has worked tirelessly toward implementation of the proposed design recommendations that will greatly improve the safety for pedestrians and bicyclist who utilize this corridor. In addition to undertaking the appropriate preliminary groundwork, our community also partnered with our historic neighbor, Mills College, and also received support from Jean Quan, as Oakland City Council member and acting Mayor. This project has now reached its zenith, and the community is greatly in need of the fresh solutions that the planning process provided for this neglected corridor.

Construction of the 580-freeway corridor imposed a permanent and fateful helter-skelter dissection of neighboring communities throughout Oakland. As a result, this stretch of the MacArthur corridor has fallen victim to a dysfunctional, unsavory, blighted no-man's-land in fundamental need of re-engineering to restore it to a safer environment for pedestrians and bicyclists. There is also a dire need to improve the connectivity and accessibility between the surrounding neighborhoods, schools, churches and local businesses and shopping destinations. In addition to its primary intended function -- serving as entrance and exit access for the 580-freeway -- this corridor also serves as the gateway into residential Maxwell Park and Mills College, and it is the primary neighborhood conduit to the neighboring Laurel Business District.

Failure to provide more adequately for the corridor's myriad uses has resulted in lack of roadway efficiency and basic streetscape amenities, and more importantly, lack of safety for the community and those who daily navigate the area. The following bullet points elaborate.

- **Traffic:** The corridor consists of a labyrinthine convergence of streets and traffic signals that fail to provide appropriate traffic calming, signaling and direction, often resulting in traffic moving too fast, not stopping when/where indicated and often traveling the wrong direction.
- **Pedestrian Access:** There are no existing unified pedestrian pathways leading along the corridor into the Maxwell Park neighborhood, to bus stops, below the freeway and into the Laurel business district. There is also a lack of designated crosswalks and insufficient lighting making travel by foot challenging and unsafe.

- **Bicycle Access:** There is a lack of designated, cohesive street access for cyclists, creating hazardous conditions for those who navigate on bike. And, there is a lack of adequate signal configurations that create vulnerability and danger for cyclists.
- **Existing Streetscape:** Whatever streetscape design may have existed along the corridor has long since dissolved into neglect along vast stretches of Caltrans and City of Oakland properties. Attrition of groundcovers, shrubs & trees throughout and inadequate maintenance of irrigation systems has left the landscape looking sparse, denuded and overrun with aggressive weed growth; which in turn has led to increased littering and unsafe visibility.

In the interests of reconnecting the neighborhoods divided by the corridor and freeway, we urge you to support this application. By furthering this project it is our hope that this will help restore a "spirit of place" to our community, transforming it into a safe and beautiful multi-use gateway we can be proud to call our neighborhood.

Sincerely,

Claire Antonetti

Chair, Maxwell Park Neighborhood Council, Blight and Beautification Neighborhood Action Team
3242 Morcom Avenue
Oakland, CA 94619



May 18, 2014

Caltrans
Division of Local Assistance, MS-1
1120 N Street
Sacramento, CA 95814

Attention: Chief, Office of Active Transportation and Special Programs
Cc: Teresa McWilliam, Program Manager- Active Transportation Program

Dear: Ms McWilliam,

On behalf of the Laurel District Association, we write in strong support of the City of Oakland's application for a Caltrans Active Transportation Project (ATP) Grant to fund safe route to school and bicycle/pedestrian infrastructure improvements for the key stretch of MacArthur Blvd., from High Street to Seminary Avenue that links Mills College and adjacent communities with the Laurel business District. We were very excited to be participants in the Caltrans-funded Community-Based Transportation Planning process and are very committed to seeing the implementation of design recommendations that will improve the safety for pedestrians and bicyclists who utilize and cross this corridor.

As you know, this section of MacArthur is notorious for creating very unsafe conditions for bicyclists and pedestrians, particularly in the congested and dangerously confusing under-freeway and off-ramp passage area. These conditions are further hampered by speeding traffic, low-visibility, high noise and pollution, making the areas adjacent to the freeway clearly unsafe and extremely uninviting for pedestrians and bicyclists. Obtaining funding to remedy these unsafe conditions is especially important for all the students who rely on the corridor for access to the many schools in the immediate vicinity as well as for the overall ability of neighborhood residents to feel comfortable getting to transit, shopping and moving around by bike or foot.

For the Laurel District Association, an improved traffic, bicycle and pedestrian corridor is a key factor in helping our business district thrive. We have long-standing relationships with Mills College, and actively assist marketing and relationship building efforts with the school and also the surrounding East Oakland neighborhoods. In informal surveys both students and residents have stated that the corridor does not encourage them to come to the Laurel business district. Lack of safety and lack of beautification efforts were the main reasons for this.

We feel that an improved corridor will be safer and more inviting for potential customers coming from the Mills college side. We strongly support this project for the benefits it will bring to our business district, and we thank you for your efforts in making this happen.

In the interests of reconnecting the neighborhoods divided by the corridor and freeway, and given the excellent opportunity to begin fulfilling the community-based planning process and install safe, attractive and a much needed bike/pedestrian pathway infrastructure, it is with strong support that we write in favor of this application.

Sincerely,

A handwritten signature in black ink, appearing to read 'Thomas Wong', written in a cursive style.

Thomas Wong
Director, Laurel District Association
www.lauredistrictassociation.org

Office of the President
Mills College
5000 MacArthur Blvd.
Oakland, CA 94613

MILLS

May 15, 2014

Caltrans
Division of Local Assistance, MS-1
1120 N Street
Sacramento, CA 95814

Attention: Chief, Office of Active Transportation and Special Programs
cc: Teresa McWilliam, Program Manager- Active Transportation Program

Dear Ms. McWilliam,

On behalf of Mills College, I want to voice my strong support for the City of Oakland's application for a Caltrans Active Transportation Project (ATP) Grant to fund safe route to school and bicycle/pedestrian infrastructure improvements for the key stretch of MacArthur Blvd., from High Street to Seminary Avenue that links Mills College and adjacent communities with the Laurel business District. As enthusiastic participants in the Caltrans-funded Community-Based Transportation Planning process, the Mills community is very committed to seeing the implementation of design recommendations that will improve the safety for pedestrians and bicyclists who cross this corridor.

As you know, this section of MacArthur Blvd. is notoriously unsafe for bicyclists and pedestrians, particularly in the congested and dangerously confusing under-freeway and off-ramp passage area. In addition, speeding traffic, low-visibility, high noise, and pollution make the areas adjacent to the freeway clearly unsafe and extremely uninviting for pedestrians and bicyclists. Obtaining funding to remedy these unsafe conditions is especially important for all students who rely on the corridor for access to many schools in the immediate vicinity as well as for neighborhood residents to feel comfortable getting to transit, shopping and moving around by bike or on foot.

The Mills community uses this busy corridor regularly. This year, our community is comprised of 1,608 students, 211 faculty, and 310 staff, not to mention 22,845 alumnae, some of whom come to campus for special events at different times of year. Because we are deeply concerned about the safety of all those who regularly travel on foot or by bicycle in this section of MacArthur Blvd., including members of the Mills community, we have been actively engaged in the development of this critical plan, which is based on a thesis written by a Mills student. We have worked in active partnership with residents in the surrounding neighborhoods, business owners, and community leaders to formulate a plan that will ensure the safety of all users of this corridor.

Teresa McWilliams

Page 2

May 15, 2014

The Community-Based Transportation Planning Grant that Caltrans awarded to the City of Oakland and the LAMMPS Steering Committee was critical to moving this project forward earlier. We hope we can count on your support of the City of Oakland's current grant application, which would implement this visionary plan to reconnect the neighborhoods divided by the corridor and freeway, begin to fulfill this innovative community-based plan, and provide for installation of a safe, attractive and much needed bike/pedestrian pathway infrastructure. Thank you.

Sincerely,

A handwritten signature in black ink that reads "Renee Jadushlever". The signature is written in a cursive style with a large initial "R".

Renee Jadushlever

Chief of Staff and Vice President for Operations

RJ/bdp



Julia Morgan School for Girls

Preparing the confident, capable, creative, and compassionate women of tomorrow.

May 15, 2014

Head of School

Sandra Luna

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Caltrans
Division of Local Assistance, MS-1
1120 N Street
Sacramento, CA 95814

Attention: Chief, Office of Active Transportation and Special Programs
Cc: Teresa McWilliam, Program Manager- Active Transportation Program

Dear Ms McWilliam,

On behalf of Julia Morgan School for Girls, I write in strong support of the City of Oakland's application for a Caltrans Active Transportation Project (ATP) Grant to fund safe route to school and bicycle/pedestrian infrastructure improvements for the key stretch of MacArthur Blvd., from High Street to Seminary Avenue that links Mills College and adjacent communities with the Laurel business District. We were very excited to be participants in the Caltrans-funded Community-Based Transportation Planning process and are very committed to seeing the implementation of design recommendations that will improve the safety for pedestrians and bicyclists who utilize and cross this corridor.

As you know, this section of MacArthur is notorious for creating very unsafe conditions for bicyclists and pedestrians, particularly in the congested and dangerously confusing under-freeway and off-ramp passage area. These conditions are further hampered by speeding traffic, low-visibility, high noise and pollution, making the areas adjacent to the freeway clearly unsafe and extremely uninviting for pedestrians and bicyclists. Obtaining funding to remedy these unsafe conditions is especially important for all the students who rely on the corridor for access to the many schools in the immediate vicinity as well as for the overall ability of neighborhood residents to feel comfortable getting to transit, shopping and moving around by bike or foot.

Julia Morgan School for Girls serves over 185 families. Our students, ranging from ages 11 to 14, walk, take public transportation, or are driven by their parents to school throughout the year. The grant is critical to the safety for our families and all who live in the neighborhood.

In the interests of reconnecting the neighborhoods divided by the corridor and freeway, and given the excellent opportunity to begin fulfilling the community-based planning process and install safe, attractive and a much needed bike/pedestrian pathway infrastructure, it is with strong support that I write in favor of this application.

Sincerely,

Sandra Luna

Sandra Luna
Head of School

School of Education
Mills College
5000 MacArthur Blvd.
Oakland, CA 94613

MILLS

SCHOOL OF EDUCATION

May 15, 2014

Caltrans
Division of Local Assistance, MS-1
1120 N Street
Sacramento, CA 95814

Attention: Chief, Office of Active Transportation and Special Programs
Cc: Teresa McWilliam, Program Manager- Active Transportation Program

Dear Ms McWilliam:

On behalf of the Mills College Children's School we write in strong support of the City of Oakland's application for a Caltrans Active Transportation Project (ATP) Grant to fund safe route to school and bicycle/pedestrian infrastructure improvements for the key stretch of MacArthur Blvd., from High Street to Seminary Avenue that links Mills College and adjacent communities with the Laurel business District. We were very excited to be participants in the Caltrans-funded Community-Based Transportation Planning process and are very committed to seeing the implementation of design recommendations that will improve the safety for pedestrians and bicyclists who utilize and cross this corridor.

As you know, this section of MacArthur is notorious for creating very unsafe conditions for bicyclists and pedestrians, particularly in the congested and dangerously confusing under-freeway and off-ramp passage area. These conditions are further hampered by speeding traffic, low-visibility, high noise and pollution, making the areas adjacent to the freeway clearly unsafe and extremely uninviting for pedestrians and bicyclists. Obtaining funding to remedy these unsafe conditions is especially important for all the students who rely on the corridor for access to the many schools in the immediate vicinity as well as for the overall ability of neighborhood residents to feel comfortable getting to transit, shopping and moving around by bike or foot.

The Mills College Children's School, a lab school in the Mills College School of Education, enrolls 127 children from 3 months through 5th grade each year; 67 of these are pre-school children. It is critical that our families are able to travel safely to the school. The modifications in this plan will greatly enhance the sense of well being for these families and their children by providing them with a safer route to our school.

In the interests of reconnecting the neighborhoods divided by the corridor and freeway, and given the excellent opportunity to begin fulfilling the community-based planning process and install safe, attractive and a much needed bike/pedestrian pathway infrastructure, it is with strong support that I urge you to fund this application. I would be happy to provide you with more information as needed.

Sincerely,

A handwritten signature in black ink that reads "Kath Schultz". The signature is written in a cursive style and is followed by a horizontal line that extends to the right.

Katherine Schultz
Dean and Professor of Education
School of Education, Mills College
kschultz@mills.edu