City of East Palo Alto

Highway 101 Pedestrian/Bicycle Overcrossing Project
Active Transportation Program (ATP) Grant Submittal Package

TABLE OF CONTENTS

I. General Information
II. Project Information
III. Screening Criteria
IV. Narrative Questions: Q1 – Q8
V. Project Programming Request (see attachments)
VI. Attachments
   a. Project Location Map
   b. Project Programming Request
   c. Project Site Map
   d. Signature Page
   e. Preliminary Engineering Drawings
   f. Detailed Engineers Estimate
   g. Benefit/Cost Ratio Methodology Memo
   h. Collisions Map
   i. CCC and CaLC Response
   j. Letters of Support

I. GENERAL INFORMATION

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

Project name: East Palo Alto Highway 101 Pedestrian/Bicycle Overcrossing Project

(fill out all of the fields below)

1. APPLICANT (Agency name, address and zip code) City of East Palo Alto	2. PROJECT FUNDING ATP funds Requested $ 8,615,000.00 Matching Funds (If Applicable) $ Other Project funds $ 800,000.00 TOTAL PROJECT COST $ 9,415,000.00
3. APPLICANT CONTACT (Name, title, e-mail, phone #) Kamal Fallaha, City Traffic Engineer kfallaha@cityofepa.org	
4. APPLICANT CONTACT (Address & zip code) 160 Tate Street, East Palo Alto, CA 94303	5. PROJECT COUNTY(IES): San Mateo County
6. CALTRANS DISTRICT #- Click Drop down menu below District 4	7. Application # 1 of 1 (in order of agency priority)

Area Description:

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

Master Agreements (MAs):

11. ☐ Yes, the applicant has a FEDERAL MA with Caltrans.
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*: Caltrans	15. Partner Type Environmental Lead Agency (NEPA) and ROW Permitting
16. Contact Information (Name, phone # & e-mail) Ron Moriguchi, (510) 286-5073 , ron.moriguchi@dot.ca.gov	17. Contact Address & zip code 111 Grand Ave, Oakland, CA 94612

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

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

Project Type: (Select only one)

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

Project name: East Palo Alto Highway 101 Pedestrian/Bicycle Overcrossing Project

I. GENERAL INFORMATION-continued

Sub-Project Type (Select all that apply)

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

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

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

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:
School #1: Brentwood Academy (Elementary), 2086 Clarke Street, East Palo Alto, CA 94303
27. SCHOOL DISTRICT NAME & ADDRESS:
Ravenswood City School District, 2120 Euclid Ave, East Palo Alto, CA 94303

28. County-District-School Code (CDS)	29. Total Student Enrollment	30. Percentage of students eligible for free or reduced meal programs **
41 68999 6044333	600	89.90
31. Percentage of students that currently walk or bike to school	32. Approximate # of students living along school route proposed for improvement	33. Project distance from primary or middle school
19-20%	200	200 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

I. GENERAL INFORMATION (Continued)

Additional School(s) Information:

In addition to Brentwood Academy, the following seven additional schools are served by, and within walking/biking distance of, the Project. Two of the schools share the Ravenswood campus with Brentwood Academy: Ravenswood Child Development Center (a pre-school, so not technically eligible for ATP funding on its own) and Ronald McNair Academy (a middle school). Two additional schools are located directly north/east of the Ravenswood City School District campus on Myrtle Street: Eastside College Preparatory School and Sequoia High School (Alternative Campus), both of which are newly built campuses. Two new fast-growing charter schools are also located less than a mile away from the project, and while a few blocks further east are easily accessed from Clarke Avenue. Another elementary school, Willow Oaks, lies to the northwest of the Project, and would benefit from improved school access for residents living east of US101.

School #2
Name & Address:
Ravenswood Child Development Center (Pre-school): 951 O'Connor Street, East Palo Alto CA 94303-2025
School District Name & Address:
Ravenswood City School District, 2120 Euclid Ave, East Palo Alto, CA 94303
CDS Code: N/A

Total Student Enrollment:	190
Percent of Students Eligible for Free/Reduced Meal Programs:	N/A
Percent of Students that Currently Walk/Bike to School:	N/A
Approximate # of Students Living Along Proposed Improvement Route:	63 (estimated 33%)
Project Distance from School:	200 ft

School #3
Name & Address:
Ronald McNair Academy (Grades 6-8): 2033 Pulgas Avenue, East Palo Alto CA 94303-2025
School District Name & Address:
Ravenswood City School District, 2120 Euclid Ave, East Palo Alto, CA 94303
CDS Code: 41 68999 6044317

Total Student Enrollment:	350
Percent of Students Eligible for Free/Reduced Meal Programs:	93.3%
Percent of Students that Currently Walk/Bike to School:	27%
Approximate # of Students Living Along Proposed Improvement Route:	115 (estimated 33%)
Project Distance from School:	600 ft

School #4
Name & Address:
Aspire Phoenix Academy (Grades 9-12): 1039 Garden St., East Palo Alto CA 94303
School District Name & Address:
Directly funded by Aspire Public Schools, local office: 1001 22nd Avenue Oakland, CA 94606
CDS Code: 41 69062 0118232

Total Student Enrollment:	197
Percent of Students Eligible for Free/Reduced Meal Programs:	82.4%
Percent of Students that Currently Walk/Bike to School:	N/A
Approximate # of Students Living Along Proposed Improvement Route:	20 (estimated 10%)

Project Distance from School: 3,000 ft

School #5
Name & Address:
East Palo Alto Charter School (Grades K-8): 1286 Runnymede St., East Palo Alto CA 94303-2025
School District Name & Address:
Ravenswood City School District, 2120 Euclid Ave, East Palo Alto, CA 94303
CDS Code: 41 68999 6114953
Total Student Enrollment: 526
Percent of Students Eligible for Free/Reduced Meal Programs: 91.8%
Percent of Students that Currently Walk/Bike to School: 8%
Approximate # of Students Living Along Proposed Improvement Route: 52 (estimated 10%)
Project Distance from School: 4,600 ft

School #6
Name & Address:
Willow Oaks School (Grades K-8): 620 Willow Road, Menlo Park, CA 94025
School District Name & Address:
Ravenswood City School District, 2120 Euclid Ave, East Palo Alto, CA 94303
CDS Code: 41 68999 6044416
Total Student Enrollment: 700
Percent of Students Eligible for Free/Reduced Meal Programs: 95.5%
Percent of Students that Currently Walk/Bike to School: 22%
Approximate # of Students Living Along Proposed Improvement Route: 70 (estimated 10%)
Project Distance from School: 6,900 ft

School #7
Name & Address:
Eastside College Preparatory School (Grades 6-12): 1041 Myrtle St., East Palo Alto, CA 94303
School District Name & Address:
Private school within Sequoia Union High School District boundary
CDS Code: 41690627093750
Total Student Enrollment: N/A
Percent of Students Eligible for Free/Reduced Meal Programs: 70% -82.4%
Percent of Students that Currently Walk/Bike to School: N/A
Approximate # of Students Living Along Proposed Improvement Route: N/A
Project Distance from School: 1,900 ft

School #8
Name & Address:
Sequoia Union Alternative High School Campus: 980/1050 Myrtle St., East Palo Alto, CA 94303
(Current campus expansion project under construction; enrollment information not available)
School District Name & Address:
Sequoia Union High School District, 480 James Ave, Redwood City, CA 94062
CDS Code: N/A
Total Student Enrollment: N/A
Percent of Students Eligible for Free/Reduced Meal Programs: N/A
Percent of Students that Currently Walk/Bike to School: N/A
Approximate # of Students Living Along Proposed Improvement Route: N/A
Project Distance from School: 1,900 ft

II. PROJECT INFORMATION

1. **Project Location** City of East Palo Alto at US Highway 101 post mile SM 0.5 and Newell Road/Clarke Avenue

2. **Project Coordinates** Latitude 37°27'25.60"N (Decimal degrees) Longitude 122° 8'5.77"W (Decimal degrees)

3. **Project Description**

Project will provide a new Class I pedestrian and bicycle overcrossing (POC) bridge, located at Clarke Ave and Newell Road, over US 101and East Bayshore Road approximately 0.4 miles south of the existing University Avenue interchange in East Palo Alto, and within walking/biking distance from the City border with Palo Alto and Menlo Park. The new 12' wide, 1,300' long multi-use pathway will provide a safer, more direct, more accessible, and more inviting active transportation option to tens of thousands potential new users by connecting a high-density residential neighborhood west of the highway with multiple schools, public parks, commercial areas, and the San Francisco Bay Trail to the east. The Project includes pedestrian-scaled lighting, new pedestrian at-grade crossings of an arterial and collector roadway (one signalized, one with a center median refuge), four (4) curb extensions, and enhancements to two existing SamTrans bus stops. The Project can be constructed within the public ROW, utilizing a City-owned parcel ("Pad D") at Clarke Ave and East Bayshore Rd.

Bicycle improvements include approximately 900' of new Class II bike lanes on Clarke Ave connecting the bridge landing to O'Conner Street and the Ravenswood City School District multi-school campus. On the west side of the overcrossing, the project would install approximately 1,000' of Class III bikeway improvements (with sharrows, traffic calming, pedestrian lighting, and wayfinding) on Newell Road between Woodland Ave and West Bayshore Road.

4. Project Status

A Feasibility Study that examined numerous POC alignment alternatives, and selected a Preferred Alignment, was completed and approved by East Palo Alto City Council in November 2013. The project

encroaches upon State right-of-way, and the project valuation within the Caltrans right-of-way is under $3.0 million. Therefore Caltrans and the City have determined that this is a Permit Engineering Evaluation (PEER) project. Caltrans has assembled an internal team to provide PEER review of this project. Caltrans was presented with a summary of the Feasibility review and the Preferred Alignment in early March 2014. Caltrans reviewed the ADA and bicycle design parameters, bridge profile, alignment, mid span column location within the highway median island, and other related engineering elements.

Based upon Caltrans feedback, the project is moving forward to 30% design milestone in June 2014 with a confirmed bridge alignment, bridge type, and draft plan set of civil improvements. The PA/ED phase will begin in June, with a combined CEQA/NEPA categorical exemption as the anticipated environmental document. Completion of the PA/ED phase is funded, anticipated by the end of 2014. Funding for final design has been substantially secured, with any potential additional funds necessary to be provided by the City of East Palo Alto and/or other sources. A full service consulting team is already under contract to proceed with Phase 2 of the design once Phase 1 (30% design and environmental approval) is completed.

III. SCREENING CRITERIA

5. Demonstrated Needs of the Applicant

The Project addresses major travel safety and community access issues that result from the division of the community by Highway 101. US 101 separates dense residential areas in south East Palo Alto (where approximately one-third of city residents live) from the majority of the city's services, schools, parks, and jobs to the north/east. An existing 4' sidewalk over University Avenue (a busy regional arterial that carries on/off ramp traffic) is the only crossing option for active transportation between the Ringwood Ave and Oregon Expressway overcrossings – a span of over 2 miles. Establishing a new Class I trail over US 101 – away from heavy vehicle traffic – will enhance public safety, promote walking and bicycling, and help reduce vehicular trips on University Ave and other congested roadways. The project will also provide safer and shorter walking/biking routes to more than seven schools, and improve public health and youth activity

options by providing access to healthy foods (including the city's only full-service grocery store), parks, the Boys & Girls Club of the Peninsula, and the Bay Trail.

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

The Project is identified as a priority bicycle and pedestrian connection in the 2011 San Mateo County Comprehensive Bicycle and Pedestrian Transportation Plan (which is an approved project in MTC's RTP 2035). It builds upon sub-regional planning efforts, including the Palo Alto and Menlo Park Bicycle/Pedestrian Transportation Plans, and is the #1 priority in the 2011 City of East Palo Alto Bicycle Transportation Plan. The Project is also identified as a high priority in a 2012 report from the County SR2S Program, and will greatly improve bicycling options toward the Ravenswood Priority Development Area and San Francisco Bay Trail.

IV. NARRATIVE QUESTIONS

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

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

The project:

- **Reduces Travel Distance to Schools**. The approximate average walking/biking distance would be cut in half between the high-density Woodlands neighborhood west of US 101 and the consolidated school campus area east of US 101 on Clarke Ave (with a pre-school, elementary, middle, and two high schools): from about 1.2 miles (~6,200') to approximately ½ mile (~3,000') for the route between the highest density of households (Woodland Park Apartments) and the elementary school (Brentwood Academy, the largest school with 600 students). The Boys and Girls Club of the Peninsula, which provides afterschool programs and activities, is also located within the immediate vicinity, as are the two closest City parks to the Woodland neighborhood. Reduced travel distance has a direct relationship with increased active travel mode share, particularly so for trips that are reduced to ½ mile or less for walking, and to 2 miles or less for bicycling. East Palo Alto also has a much higher proportion of households with children (51%) than the County average (36%), which supports the expectation of heavy use by school children and youth.
- **Significantly Reduces Exposure to Traffic and Potential Conflict Points, i.e. Lowers Trip Stress**. In the same trip scenario as described above, the project would reduce the number of major driveways (commercial and multi-family housing curb cuts) and roadway intersections crossed from an approximate average of fifteen (15) to six (6), with similar magnitude reductions for other schools. Roadways along and on which biking/walking would occur carry significantly lower traffic volumes (2,500 ADT for Clark Ave, compared to approx. 30,000 ADT for University Ave). Dedicated Class II bicycle lanes on Clarke Ave, a grade-separated Class I trail over the Highway, and

a traffic-calmed Class III bikeway on Newell Road would provide a continuous bikeway between these destinations, whereas no dedicated bicycle facility whatsoever is provided today. Where the proposed Project route does cross a relatively busy street at grade (West Bayshore Road with 8,000 ADT), a new fully signalized intersection is provided to maximize safety. Since outreach to the community as part of the Ravenswood Safe Routes to School Plan and the Overcrossing Feasibility Study identified exposure to traffic as the highest concern of parents and residents, reduced exposure to traffic and stress is expected to result in increased demand for walking and bicycling.

- **Provides Safe, Direct Connections between People, Jobs, and Services**. The Project connects high density residential areas west of the highway with the Gateway 101 Shopping Center to the east, which includes the city's only full-service grocery store (Mi Pueblo), banking services, restaurants, housing, and major retail destinations including Home Depot. Given that the predominant land use pattern surrounding the adjacent neighborhoods is residential, and these are high-trip generators where walking/bicycling can be a convenient choice, the potential for conversion of existing vehicle trips to active trips is high. This assumption is further supported by the excellent connectivity into Palo Alto's established bikeway network via Newell Road, where the average commuting mode share for residents is approx. 8% and school commute bicycling rate averages over 40%.[1]
- **Improves Transit and Regional Access**. Existing SamTrans bus and local shuttle services along Clarke Avenue and East Bayshore Road provide connections to employment and medical centers (e.g., Redwood City, Stanford Medical Center) and regional transit connections (Palo Alto Transit Center). The Project will upgrade two SamTrans bus stops in addition to improving access to local shuttles that service Caltrain.
- **Increases Regional Commuter Connectivity and Bay Trail Access**. Due to a number of large, growing high-tech firms with strong Transportation Demand Management (TDM) programs clustered along the Bay Trail (e.g. Facebook in Menlo Park, Space Systems/Loral and numerous

[1] Palo Alto Vehicle Emissions Reduction Based at Schools (VERBS) Program, Fall 2012 Parent Survey

other companies in Palo Alto, and Intuit/Google in Mountain View's Bayshore campus), bicycling commute rates along the Bay Trail and parallel to US 101 are relatively high compared to the regional average. The East Palo Alto Overcrossing would be a major new access point to/from the Bay Trail for potential bicycling commuters living in Palo Alto, Menlo Park, and East Palo Alto.

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

According to the most recent US Census data, the Project catchment area includes a large number of residents: over 100,000 within a 3-mile radius ('biking distance'), and approximately 26,000 within a 0.5 mile radius (or 'walking distance). Considering the trips generated within the project area, and likelihood of each trip/user type using a route that includes recommended improvements, one might expect that **the US 101 overcrossing and associated bikeway/crossing improvements would benefit over 2,800 weekday bicycling trips and nearly 2,400 daily walking trips in 2014**, as shown in **Error! Reference source not found.**. Considering a 20-year time horizon, and increasing trips based on population, employment, and moderate to substantial mode shift forecasts, the new overcrossing and related improvements could help attract an additional 2,000 new bicycling trips and over 2,000 new walking trips each weekday. Extrapolating that over the course of the year and estimating that the new trips replace driving trips at the same proportion as current mode split, the Project would help achieve an annual reduction of over 2.8 million vehicle miles traveled (VMT) by 2034 compared to the base year of 2014. See Appendix G for information about the Benefit-Cost Model, which includes a detailed methodology for the estimate of trip generation and future predictions.

Table 1. Walking and Biking Trips by Trip Type and Purpose in Project Area[2]

Trip Type	2014 Baseline Bicycling	2014 Baseline Walking	2034 Estimated Bicycling	2034 Estimated Walking
Weekday commute trips				
Walk/Bike commute trips	643	546	1,134	1,438
Bike-to-transit trips	5	112	92	29
K-12 Trips	196	865	1,175	567
College trips	7	12	81	1
Daily utilitarian trips	1901	853	2,243	2,551
Total Daily trips	2,805	2,388	4,718	4,578
VMT Reduction (annual)	325,491	70,300	2.46m	0.76m

A separate analysis to estimate latent demand for walking/biking at the proposed overcrossing location was developed for the Project Feasibility Study using Alta's Seamless Demand Model. The Seamless Travel Model is a two part GIS-based model (analysis of pedestrians and bicyclists) that uses demographic, land use, and multi-use path facility data to forecast potential non-motorized activity in any geographic area. This model was originally developed for Caltrans to estimate demand of new potential facilities in San Diego. The Seamless Travel Model projects an annual demand of up to 230,000 annual users (trips) over a Highway 101 overcrossing near Clarke Avenue. This estimate does not factor in potential future growth in housing and employment, however, and may not fully take into account the specific demand that this overcrossing would have for school-related travel. As a comparison in terms of demand, the existing US 101 overcrossing at Oregon Expressway in Palo Alto carries an estimated 98,000 annual trips.[3]

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

[2] Daily trips calculated from ACS 5-year estimates of portions of census tracts within 3 miles and 0.5 miles from the Project. Commute mode split from ACS; K-12 mode split from San Mateo County SR2S spring 2012 hand tallies from RCSD schools, fall 2012 Palo Alto hand tallies, with modifications for school district boundaries; college, utilitarian, and social/recreation trips a ratio of trip purpose by mode from the National Household Travel Survey (NHTS) 2009. Future forecast of population based on .47% annual growth factor; future mode share for work and school commutes based on following 2034 assumptions: 25% commute walk/bike mode split and 37% school mode split for west of US 101, 20% work commute and 40% school commute walk/bike mode share for east of US 101.

[3] City of Palo Alto Highway 101 Over/Under Crossing Feasibility Study (2011).

The project improves walking and bicycling routes to more than seven schools, the Gateway 101 Shopping Center, Boys & Girls Club of the Peninsula, University Square Neighborhood Park, and Bay Trail by providing a new, dedicated bicycle and pedestrian facility over US 101 that does not currently exist.
In addition to a new trail over the highway, this project will build nearly 2,000' of additional bikeway facilities to provide a seamless connection between the City border with Palo Alto at San Francisquito Creek, through high-density residential neighborhoods, up to the frontage of the Ravenswood City School District tri-school campus at Clarke Avenue/O'Conner Street. One block beyond these schools lie the newly constructed Eastside Preparatory and Sequoia Alternative high school (on Myrtle Street), while two increasingly popular charter schools serving grades K-12 are just a few blocks further north. Approximately one mile north on Clarke Ave from the Project, across Bay Road, lies the Ravenswood/4 Corners Priority Development Area (PDA).

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

According to spring 2012 parent surveys and SR2S hand tallies from Ravenswood City School District public schools, approximately 26% of K-12 students walk to school and 1% bicycle on average throughout the District, but a lower rate of walking (20%) is identified for schools in the vicinity of the Project. According to parent survey results for Brentwood Academy, 54% of students living within ½ mile are still driven to school, while 81% are driven who live between ½ mile and 1 mile – indicating that there is a substantial barrier effect to active transportation in East Palo Alto caused by the US 101 corridor.

This project provides a much-needed second option for active users traveling across US 101, thereby beginning to help rebuild a network of pedestrian and bicycle pathways that was removed as part of the Bayshore Highway construction in the 1960's. The specific alignment of the bridge ramps was selected to provide connecting walkways and on-street bikeways, including a linkage into Palo Alto via the existing (and soon to be rebuilt) Newell Road Bridge over San Francisquito Creek. Due to the presence of the highway,

creek, and busy University Ave corridor, residents of the Woodlands neighborhood are generally isolated from adjacent street/roadway/pathway networks and thus are forced to travel short distances by vehicle, which would be addressed and substantially mitigated by this project.

2. POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS.

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

The Project is expected to significantly reduce the potential for bicycle and pedestrian collisions/injuries by:

- **Improving intersections with a history of pedestrian/bicycle collisions**. Part VIII includes a map of pedestrian and bicycle collisions between 2006 and 2010. A total of at least 30 pedestrian and bicycle collisions occurred within ½ mile of the project site, with two collision locations proposed for significant improvement as part of this project (a new traffic signal and curb extensions at Newell Road/West Bayshore Road and a curb extension at Clarke Ave at O'Conner Street).
- **Providing an alternative to walking/bike the busy and problematic University Ave corridor**. This corridor has but a single narrow sidewalk and no bicycle facilities, and forces users to cross multiple legs of three signalized but exceptionally wide and busy intersections (at Woodland Ave/University Ave, Donohoe St/University Ave, and Donohoe St/Capitol Ave). Due to the proximity to highway on- and off-ramps, all of these intersections experience high traffic and right-turn volumes (>1,000 vehicles in the peak hour for most intersection legs), which place pedestrians at risk of collisions even when there is a "WALK" phase, and include legs with five, six, and seven lanes of traffic.[4] Additionally, there is a significant history of ped/bike collisions along University Ave west of the freeway in Palo Alto. This project would construct and make possible an alternative route (on Clarke Avenue to Newell Road) that utilizes more local roadways with less traffic and driveway/intersection exposure, and a more direct pathway to key destinations (thus reducing overall exposure and potential for injuries/collisions).

[4] See Hexagon Traffic Memo, dated Feb 2014, developed for Initial Traffic Study for US101/University Avenue Interchange Modification in East Palo Alto, California.

- **Providing an alternative to driving the busy and problematic University Ave corridor.** The University Avenue corridor between Donohoe Street and Woodland Ave (a stretch of just 1,800 feet) has one of the highest concentrations of vehicle collisions in the surrounding area. Since 2002, over 1,200 vehicle collisions have occurred, with many resulting in injury. [5] Since this project is expected to reduce the demand for driving for local trips on this specific corridor (to be replaced by a safe, dedicated pathway for active travel), there is an expected (additional) safety benefit from reduced exposure to this corridor for all users, including motorists.
- **Including proven, cost-effective safety countermeasures in design**. As a project that is expected to induce significant new demand for active trips, it is important that this project include proven design measures to ensure safety. By including grade separation over multiple roadways; a traffic signal at a crucial at-grade crossing; a new pedestrian crossing that includes a median refuge island; multiple curb extensions; and new dedicated bicycle infrastructure, this project ensures that future users will enjoy a protected, safe, and enjoyable facility from their home to multiple destinations.

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

- **Reduces speed or volume of motor vehicles**. The project will reduce speed of traffic along West Bayshore Road with a new traffic signal, along Newell Road with traffic calming features including shared lane marking and curb extensions, and along Clarke Avenue with a new median and curb extensions. The project will also significantly reduce exposure to traffic by providing an alternative active travel corridor, and induce conversion of local vehicle trips to active trips.
- **Improves sight distance and visibility**. All new and existing intersections and crossings will maintain proper sight distance and visibility.

[5] SWITRS Report #140577, dated 5/16/2014. See also C/CAG Final Report (2011): Willow Road and University Avenue Traffic Operations Study and Recommended Near-Term Improvements.

- **Improves compliance with local traffic laws**. Existing bicyclists are forced to utilize the narrow sidewalk across Highway 101, and often do not yield to pedestrians also traveling along the same facility. The new overcrossing would provide a sufficiently wide, multi-use facility to manage these conflicts. Other identified issues include jaywalking observed on Clarke Avenue from the nearby residential neighborhood, which would be addressed by a new midblock crosswalk that provides direct access to the new overcrossing.
- **Eliminates behaviors that lead to collisions**. The project will eliminate the need to utilize University Avenue for active trips, which would reduce the potential for collisions for the many reasons already mentioned.
- **Addresses inadequate traffic control devices**. Existing signalized intersections and crosswalks at Woodland Avenue and Donohoe Street do not provide adequate facilities for most pedestrians due to the proximity to turning traffic, fast-moving traffic, and long (75-85') crosswalks. By grade separating the crossing of not just the highway but of East Bayshore Road as well; and providing a new traffic signal at West Bayshore Road, curb extensions and median refuge island at the Home Depot driveway, and curb extensions at Clarke Ave/O'Conner Street; the project ensures that each roadway/driveway crossing between high density residential and multiple school/commercial destinations all have improved, sufficiently adequate traffic control devices.
- **Addresses inadequate bicycle facilities, crosswalks or sidewalks**. The project directly addresses inadequate sidewalks, lack of bicycle facilities, lack of crossings, and an overall lack of pedestrian/bicycle connectivity by providing a new Class I POC, Class II bike lanes, Class III shared bikeway, and multiple curb extensions/crosswalks that link into existing pedestrian facilities with limited exposure to traffic.

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

See Part VIII for a map of identified pedestrian/bicycle collisions from 2006-2010, taken from SWITRS. Additional reports concerning University Avenue traffic analysis are noted in footnotes above. Additional sources of information include multiple biking tours that occurred with outreach during the development of the 2011 Bicycle Transportation Plan, multiple school walk audits conducted in 2011/2012 as part of the Ravenswood City School District Safe Routes to School Plan, and multiple field visits as part of the Highway 101 POC Feasibility Study.

Additional media (Streetsblog) coverage of the project that includes local official and community observations is also available here: http://sf.streetsblog.org/category/cities/east-palo-alto/

University Ave at US 101

US 101 at Clarke Ave/Newell Rd

University Ave at Woodland Ave

East Bayshore Rd at Clarke Ave

University Ave at Donohoe Steet

West Bayshore Road at Newell Rd

3. PUBLIC PARTICIPATION and PLANNING

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

The 2011 East Palo Alto Bicycle Transportation Plan included the following outreach efforts:

1. Two bicycle tours (January and February 2011)
2. Survey administered as part of the first bicycle tour
3. One shuttle bus tour of six POCs for which pricing was provided
4. Joint public hearing before the Planning Commission and Public Works and Transportation Commission (March 7, 2011)
5. Planning Commission Ad Hoc Bicycle Committee meeting (March 22, 2011)
6. Meeting with volunteers (numerous meetings through 2010 and 2011)

As part of the Ravenswood City School District Safe Routes to School Plan outreach process, walk audits and student/parent travel surveys were performed at all elementary and middle schools in early 2012. Three of the schools (Brentwood Elementary, Ronald McNair Middle, and the Ravenswood Child Development Center) all share a large city block directly adjacent to the Project area on Clarke Avenue. 63 parents from these three schools attended bi-lingual Safe Routes information sessions and strongly confirmed support for the recommended overcrossing location. Additional school site safety meetings at the Phoenix Academy and East Palo Alto Charter schools were attended by 178 parents who were briefed on the overcrossing project. Several dozen parents at these meetings voiced support publicly and specifically for the project, with concerns over traffic safety and the need for better routes and infrastructure consistently earning rounds of applause. The overall plan, including the priority recommendation for an overcrossing of Highway 101 at Clarke Avenue, was reviewed and approved by an ad-hoc Safe Routes to School Task Force.

The Highway 101 Feasibility Study process included extensive public engagement and community outreach, all of which is documented in the Final Feasibility Study. Highlights include three public workshops, one at the EPA Senior Center and one at a local church; booths at multiple summer events with "sticker exercises" to identify preferred crossing concepts; presentations to Gateway 101 businesses and adjacent property

owners along Newell Road in the Woodland neighborhood; public presentations the Planning and Public Works and Transportation Commissions, as well as City Council; leveraged media including numerous posts by Streetsblog, a popular active transportation blog; and a project website that has received thousands of "hits" since developed in mid-2012. For all major public outreach events, materials and translation services were provided in Spanish and English.

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

The above public process was coordinated at key milestones/decision points within the Feasibility Study for this project, such that local participation was gathered for selecting a preferred location, preferred 'short list' of alignments, and identification/selection of a preferred alignment. Extensive involvement and input from potentially affected property owners, particularly those on Newell Road, led to several changes in the project alignments and ultimately, the preferred alignment that was selected. Further documentation of the outreach process is provided in the Feasibility Study attached to this application.

C. ***Is the project cost over $1 Million?*** **YES**

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

4. COST EFFECTIVENESS

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

- **No Build Alternative**. This option provides unacceptable costs and few benefits, and fails to meet modern engineering standards and existing community needs.
- **Widen Existing University Ave Bridge.** Caltrans and the City are planning to widen the north side of the existing University Ave bridge for better pedestrian and bicycle accommodation, and $2 million in funding is secured. A conceptual design and cost estimate have also been prepared for widening of the south side to provide a sidewalk and southbound bike lane, but this phase is not funded and has substantial complications. Community feedback on the bridge widening project

has revealed skepticism with the project benefits, as the University Ave roadway outside of the bridge structure is not anticipated to include new sidewalks or bike lanes, and would continue to force users toward busy intersections with a history of safety issues. The University Avenue project is thus likely not to expand in a significant way the share of local trips made by foot and bicycle. This option also fails to increase the resiliency/network benefits of the local circulation system, and does not shorten walking and biking routes to key trip demand generators for targeted high-density housing areas south of University Ave.

- **POC Alignment Alternatives**. The POC Feasibility Study (see Part VIII attachments, or visit www.eastpaloalto101.org) identifies 12 alignment alternatives along the US 101 corridor in East Palo Alto, and examines five potential alignments in greater detail for south of University Ave where potential use is expected to be highest (up to 230,000 annual trips) south of University. Five alignments at the preferred site were examined in detail, including two alignments that required private property acquisition/easement in order to extend the proposed bridge ramp across West Bayshore Road. The preferred alignment does not require additional right-of-way, and utilizes existing City-owned parcel and recently constructed sidewalk from Gateway 101 Shopping Center construction to help reduce costs while still providing high-quality connections/connectivity. The project also includes a slight skew angle over the freeway to avoid impacting high voltage overhead utility lines, which would add unnecessary costs to the project.

- **High Existing Active Mode Share among Resident Commuters.** According to 2007-2011 ACS data, 7.3% of East Palo Alto residents, and 13.7% of Palo Alto residents, walk or bicycle to work. These rates are 2 to 3.5 times higher than the San Mateo County and state averages, indicating a strong base of existing users plus a larger pool of potential users that are much more likely to convert existing vehicle trips into active trips.

B. Calculate the ratio of the benefits of the project relative to both the total project cost and funds requested.

Considering a 20-year analysis window, the net present value of the project is $21,199,315 and the IRR is nearly 13%. The benefit-cost ratio is conservatively estimated to be 2.26 for the total project cost, and 2.47 for the program funds requested (including on-going maintenance costs), meaning the project is nearly 2.5 times more valuable than it will cost. Since the project will be designed for a 50- to 100-year life span, however, the benefits of the project are heavily discounted and a longer timeframe to match that of the expected useful life of the bridge, would indicate greater returns and present value. The BCA analysis considers benefits in line with the ATP goals, based on vehicle miles traveled reductions and new users, but does not consider increased value from potential spurred economic development, increased public safety, or enhanced community identity. Sources and methodology are described in Appendix G.

	2014 Baseline	2034 Project
Vehicle miles traveled reduced (annually)	395,791	3,217,114
Air Quality Benefits		
Reduced Hydrocarbons (pounds/year)	1,187	9,646
Reduced Particulate Matter (pounds/year)	9	72
Reduced Nitrous Oxides (pounds/year)	829	6,738
Reduced Carbon Monoxide (pounds/year)	10,820	87,947
Reduced Carbon Dioxide (pounds/year)	321,979	2,617,141
EPA report 420-F-05-022 "Emission Facts: Average Annual Emissions and Fuel Consumption for Gasoline-Fueled Passenger Cars and Light Trucks." 2005.		
Economic Air Quality Benefits		
Reduced Hydrocarbons	$1,091	$8,869
Reduced Particulate Matter	$1,461	$11,878
Reduced Nitrous Oxides	$3,005	$24,422
Reduced Carbon Dioxide	$7,920	$98,028
NHTSA Corporate Average Fuel Economy for MY 2011 Passenger Cars and Light Trucks, Table VIII-5 (http://www.nhtsa.dot.gov/ portal/site/nhtsa/ menuitem.d0b5a45b55bfbe582f57529 cdba046a0/). *Carbon Dioxide: Technical Update on the Social Cost of Carbon for Regulatory Impact Analysis Under Executive Order 12866 (May 2013; rev. 11/2013), page 18, Table A1.*		
Social Benefits		
Reduced Traffic Congestion Costs	$59,369	$482,347
Reduced Vehicle Crash Costs	$106,864	$868,621
Reduced Road Maintenance Costs	$59,369	$482,567
Household Travel Savings	$26,717	$312,310
Traffic Congestion and Crashes: Crashes vs. Congestion: What's the Cost to Society? AAA, 2008. Figure ES.2, pg ES-4 and Figure ES.3, pg ES-5. *Road Maintenance: Kitamura, R., Zhao, H., and Gubby, A. R. Development of a Pavement Maintenance Cost Allocation Model. Institute of Transportation Studies – UC Davis.* *Household Travel Savings: Average Cost of Owning and Operating an Automobile. 2011. Bureau of Transportation Statistics. (Table 3-17: Average Cost of Owning and Operating an Automobile, 2012).*		

	2014 Baseline	2034 Project
Health Benefits		
Reduction in Medical Care Costs	$30,760	$1,023,175
Reduction in Lost Productivity	$45,883	$1,526,200
Reduction in Workers Compensation Costs	$1,539	$51,194
Chenoweth, D. (2005). The Economic Costs of Physical Inactivity, Obesity, and Overweight in California Adults: Health Care, Workers' Compensation, and Lost Productivity. Topline Report.		
Total Benefits		**$21,199,315**

5. IMPROVED PUBLIC HEALTH

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

The project addresses physical inactivity, obesity, and other health concerns associated with a lack of active transportation. The CDC recommends that children and adolescents should have 60 minutes (1 hour) or more of physical activity daily.[6] East Palo Alto, compared to neighboring cities and San Mateo County, suffers disproportionately from asthma. According to a survey in 2005 prepared by the Youth United for Community Action (YUCA) Health Survey Team, 14.2% of people surveyed in East Palo Alto suffer from asthma, while 6.7% suffer from asthma countywide. Of those living in East Palo Alto suffering from asthma, 65% have been living there for 15+ years, while 10% have been living there between one and five years. This illustrates a positive correlation between length of time living in the city and prevalence of asthma, which may be due in large part to proximity to large volumes of vehicular traffic (on US 101, State Route 84, and regionally significant arterials such as University Ave).

Children's weight and physical activity are measured through the California Physical Fitness Test. Test results from 2011-2012 in the Body Composition category in the Ravenswood City School District given to 402 5th graders and 373 7th graders were approximately the same for both grades: most of the students are in the "Needs Improvement- High Risk" category. The results of this fitness test illustrate the need for

[6] http://www.cdc.gov/healthyyouth/physicalactivity/guidelines.htm

increased physical activity in East Palo Alto, particularly for children who are at high risk for health issues early in life.

A recent report from ChangeLab Solutions in partnership with the California Center for Public Health Advocacy identifies key "Healthy Priority Development Areas" in San Mateo and Santa Clara County to help further target investments in smart transportation and housing as part of the regional implementation of California's Sustainable Communities Strategy and MTC's Priority Development Area (PDA) program. According to the report, these "'"HPDA's" are places where creating safer, more walkable, mixed-income neighborhoods could produce the greatest improvement in public health and equity. To identify specific healthy development opportunities in San Mateo and Santa Clara counties, a set of measurable and quantifiable health equity metrics were selected and then analyzed in GIS mapping software to create a "HealthScore" at the Census tract level. East Palo Alto was identified as the top HPDA in both counties in this report.

Additional supporting health statistics and information on the "FIT Zones" strategy that combines promotion of active street life and physical exercise to promote public safety/police enforcement priorities is identified in the Feasibility Study provided in Part VIII.

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

A. I. Is the project located in a disadvantaged community? **YES**

II. Does the project significantly benefit a disadvantaged community? **YES**

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

- **Median household income for the community benefited by the project:** The median household income for East Palo Alto is $50,137[7], which is 81.6% of the statewide average of $61,400 (slightly over the identified ATP threshold) but just 57.2% of the countywide (San Mateo County) median household income. Considering the higher housing costs and overall cost of living in the San Francisco Bay Area compared to the statewide average, East Palo Alto clearly should be considered a disadvantaged community with respect to concentrated poverty.

[7] ACS 5-year estimate, 2011

- **California Communities Environmental Health Screen Tool (CalEnvironScreen) score for the community benefited by the project:** 34.33 (81-85%) While East Palo Alto's zip code does not rank in the top 10th percentile, it is important to note that 1.) Zip code is a poor metric for understanding East Palo Alto's conditions, as the postal area extends significantly across Highway 101 into the more affluent community of Palo Alto, thus diluting sub-scores under the CalEnvironScreen methodology, and 2.) Within the CalEnvironScreen method, the traffic exposure criteria scores in the 94th percentile, indicating strong need for prioritized pedestrian/bicycle routes and facilities.
- **For projects that benefit public school students, percentage of students eligible for the Free or Reduced Price Meals Programs:** ~90% (Multiple schools meet this criteria)

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

100% of the Project directly and significantly benefits a disadvantaged community, as determined by the metrics identified in the ATP guidelines. In the immediate vicinity, the project will reduce travel distances to multiple schools, parks, healthy food sources (including East Palo Alto's only full service grocery store), recreation opportunities, community services, and jobs for the Woodland residential neighborhood. Woodland is a physically isolated, predominantly rent-controlled apartment community that contains one of the highest concentrations of affordable housing in San Mateo/Santa Clara Counties (i.e., Silicon Valley). Residents from this community primarily attend schools (from daycare up through the high school level) that are directly across the US 101 corridor, and yet are currently forced to travel nearly a mile out-of-direction (on busy, deficient arterial roadways) due to the lack of connectivity across the highway. The Project will also serve additional disadvantaged communities, including the Willows neighborhood of Menlo Park and East Palo Alto's Ravenswood/Four Corners Priority Development Area.

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

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

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

Submitted to: Cynthia Vitale, Conservation Strategy Group, Cynthia@csgcalifornia.com, (916)558-1516 x126 submitted 5/14/2014. Replied back confirming they are NOT capable/interested in partnering on

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

I have coordinated with a representative of the CCC; and they have declined to participate. I have coordinated with a representative of the CALCC, and they have declined to participate. See Part VIII for documentation.

8. APPLICANT'S PERFORMANCE ON PAST GRANTS

The City of East Palo Alto has successfully managed and implemented numerous federal and state Safe Routes to School grants in previous funding cycles, and has the capacity – including a large consultant team under contract – to successfully manage and implement this project.

V. PROJECT PROGRAMMING REQUEST

See Attachments

VI. ADDITIONAL PROJECT INFORMATION

Attachment A	Project Location Map
Attachment B	Project Programming Request
Attachment C	Project Site Map
Attachment D	Signature Page
Attachment E	Preliminary Engineering Drawings
Attachment F	Detailed Engineers Estimate
Attachment G	Benefit/Cost Ratio Methodology Memo
Attachment H	Collisions Map
Attachment I	CCC and CaLC Response
Attachment J	Letters of Support

Attachment A. Project Location Map & Site Photos

City of East Palo Alto - Highway 101 Pedestrian/Bicycle Overcrossing Project Location Map

East Palo Alto Highway 101
Bicycle/Pedestrian Overcrossing
Site Photos and Conceptual Simulations

Clarke Avenue looking northwest toward Home Depot parking lot

Photosimulation with at-grade, median protected crossing and new POC ramp over East Bayshore Road and Highway 101

West Bayshore Road looking southeast toward Newell Road

Photosimulation with at-grade, signalized crossing to/from new POC ramp over Highway 101

Attachment B. Project Programming Request

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

General Instructions

☑ New Project					Date:	5/20/14
District	**EA**	**Project ID**	**PPNO**	**MPO ID**	**TCRP No.**	
04	4H310	0413000207				

County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency	
SM	US 101	.500	.500	San Mateo County Transportation Authority	
				MPO	**Element**
				MTC	Capital Outlay

Project Manager/Contact	Phone	E-mail Address
Kamal Fallaha	650-853-3117	kfallaha@cityofepa.org

Project Title

City of East Palo Alto Highway 101 Pedestrian/Bicycle Overcrossing Project

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

City of East Palo Alto, U.S. Highway 101 at Clarke Avenue/Newell Road. Project will provide a new Class I pedestrian and bicycle overcrossing (POC) of US 101, with additional on-street improvements on Newell Road between Woodland Ave and West Bayshore Road, and on Clarke Avenue between East Bayshore Road and O'Conner Avenue. Scope of work includes implementation of: Class III bikeway on Newell Road; traffic signal/crossing of West Bayshore Road; Class I trail (POC) over US 101 with anticipated center median column in Caltrans ROW; Class II bike lanes and pedestrian enhancements on Clarke Avenue.

☑ Includes ADA Improvements ☑ Includes Bike/Ped Improvements

Component	Implementing Agency
PA&ED	City of East Palo Alto (CEQA) / Caltrans (NEPA)
PS&E	City of East Palo Alto
Right of Way	City of East Palo Alto
Construction	City of East Palo Alto

Purpose and Need ☐ See page 2

The Project addresses major travel safety and community access issues that result from the division of the community by Highway 101. US 101 separates dense residential areas in south East Palo Alto (where ~1/3 of city residents live) from the majority of the city's services, schools, parks, and jobs to the north. Establishing a new Class I trail over US 101 – away from heavy vehicle traffic – will enhance public safety, promote walking and bicycling, and help reduce vehicular trips on University Ave and other congested roadways. The project will also provide safer and shorter walking/biking routes to 5+ schools, and improve public health and youth activity options by providing access to healthy foods, parks, and the Bay Trail.

Project Benefits ☐ See page 2

The Project reduces average travel distance (from 1.2 to 0.6 mi) to schools, parks, and commercial areas east of 101 for thousands of residents living to the west (effectively placing more residents within reasonable walking/biking distance). It eliminates uncontrolled crossings for peds/bikes, reduces psychological barriers, will improve access to healthy foods, and support "eyes on the street" strategies to improve public safety.

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

Project Milestone			Proposed
Project Study Report Approved			
Begin Environmental (PA&ED) Phase			06/01/14
Circulate Draft Environmental Document	**Document Type**	CE/CE	10/01/14
Draft Project Report			
End Environmental Phase (PA&ED Milestone)			11/01/14
Begin Design (PS&E) Phase			11/02/14
End Design Phase (Ready to List for Advertisement Milestone)			08/01/15
Begin Right of Way Phase			08/02/15
End Right of Way Phase (Right of Way Certification Milestone)			12/01/15
Begin Construction Phase (Contract Award Milestone)			01/01/16
End Construction Phase (Construction Contract Acceptance Milestone)			03/01/17
Begin Closeout Phase			03/02/17
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.

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/20/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
04	SM	US 101	4H310	0413000207		
Project Title:	City of East Palo Alto Highway 101 Pedestrian/Bicycle Overcrossing Project					

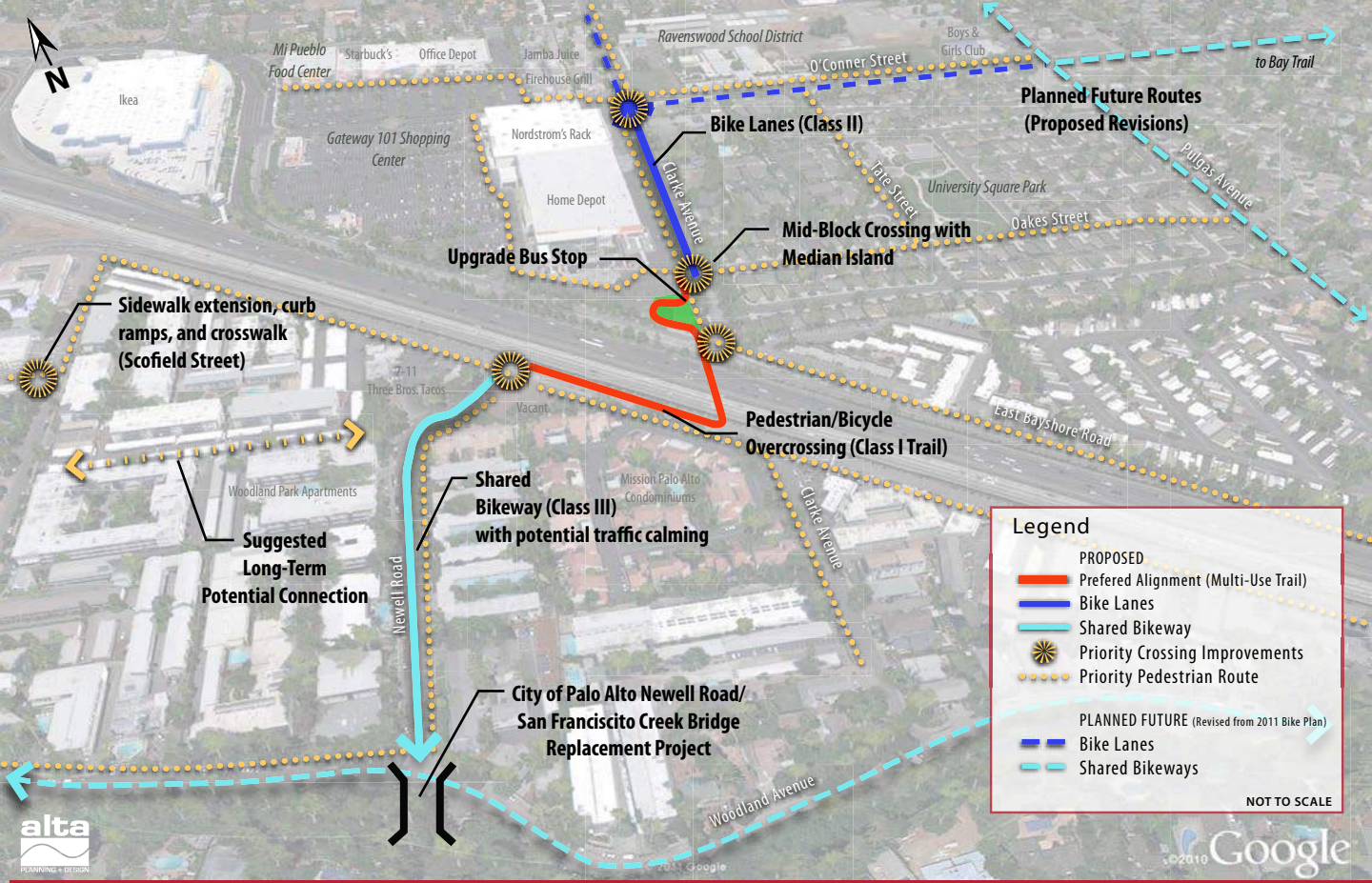
Proposed Total Project Cost ($1,000s)									Notes
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)	600							600	
PS&E		200						200	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			8,600					8,600	
TOTAL	600	200	8,600					9,400	

Fund No. 1:									Program Code
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)	600							600	C/CAG / SMCTA
PS&E		200						200	Local and/or supplemental funds
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			8,600					8,600	
TOTAL	600	200	8,600					9,400	

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

Fund No. 3:									Program Code
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Attachment C. Location Map


N
Ikea
Mi Pueblo Food Center
Starbuck's
Office Depot
Jamba Juice
Firehouse Grill
Ravenswood School District
Boys & Girls Club
O'Conner Street
to Bay Trail
Planned Future Routes (Proposed Revisions)
Bike Lanes (Class II)
Gateway 101 Shopping Center
Nordstrom's Rack
Home Depot
Clarke Avenue
Lake Street
University Square Park
Pulgas Avenue
Oakes Street
Mid-Block Crossing with Median Island
Upgrade Bus Stop
Sidewalk extension, curb ramps, and crosswalk (Scofield Street)
7-11
Three Bros. Tacos
Vacant
Pedestrian/Bicycle Overcrossing (Class I Trail)
East Bayshore Road
Woodland Park Apartments
Mission Palo Alto Condominiums
Shared Bikeway (Class III) with potential traffic calming
Suggested Long-Term Potential Connection
Newell Road
Clarke Avenue
City of Palo Alto Newell Road/ San Francisco Creek Bridge Replacement Project
Woodland Avenue
Legend
PROPOSED
Prefered Alignment (Multi-Use Trail)
Bike Lanes
Shared Bikeway
Priority Crossing Improvements
Priority Pedestrian Route
PLANNED FUTURE (Revised from 2011 Bike Plan)
Bike Lanes
Shared Bikeways
NOT TO SCALE
alta
PLANNING + DESIGN
©2010 Google

Attachment D. Signature Page

Project name: East Palo Alto Highway 101 Pedestrian/Bicycle Overcrossing Project

VIII. APPLICATION SIGNATURES

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

Signature: Barbara A. Powell
Name: Barbara A. Powell
Title: Assistant City Manager

Date: May 19, 2014
Phone: 650-853-3199
e-mail: bpowell@cityofepa.org

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: Kamal Fallaha
Name: KAMAL FALLAHA
Title: CITY ENGINEER

Date: May 19, 2014
Phone: 650.853.3117
e-mail: kfallaha@cityofepa.org

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

Signature: Dr. Gloria M. Hernandez-Goff
Name: Dr. Gloria M. Hernandez-Goff
Title: Superintendent

Date: May 16, 2014
Phone: (650)329-2800, ext. 60110
e-mail: ghernandez@ravenswoodschools.org

Person to contact for questions:

Name: Dr. Gloria M. Hernandez-Goff
Title: Superintendent

Phone: (650)329-2800, ext. 60110
e-mail: ghernandez@ravenswoodschools.org

Caltrans District Traffic Operations Office Approval*

If the application's project proposes improvements on e freeway or state highway thet 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.

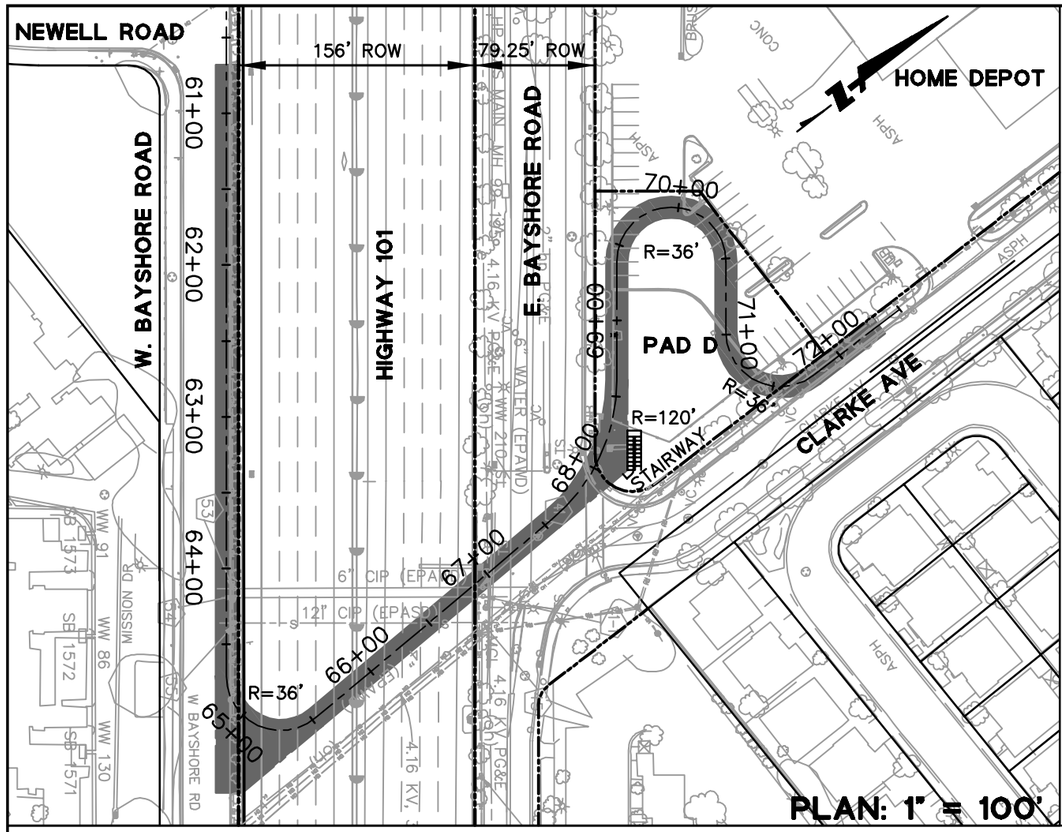
Signature:
Name: Roland Au-Yeung
Title: Chief, Office of Traffic

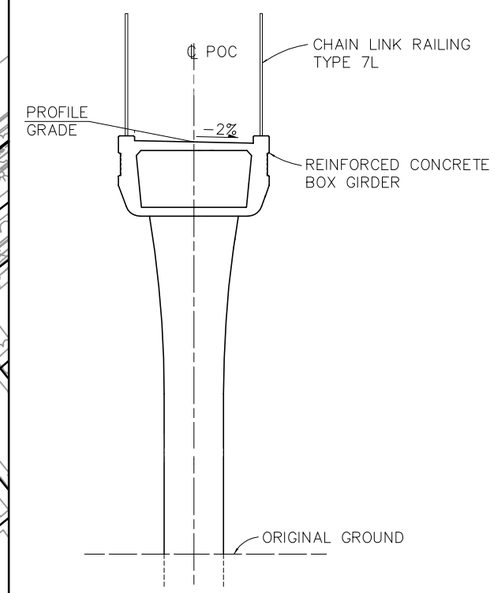
Date: 5/15/2014
Phone: 510-286-4560
e-mail: roland_au-yeung@dot.ca.gov

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

Attachment E. Preliminary Plans

© BKF ENGINEERS

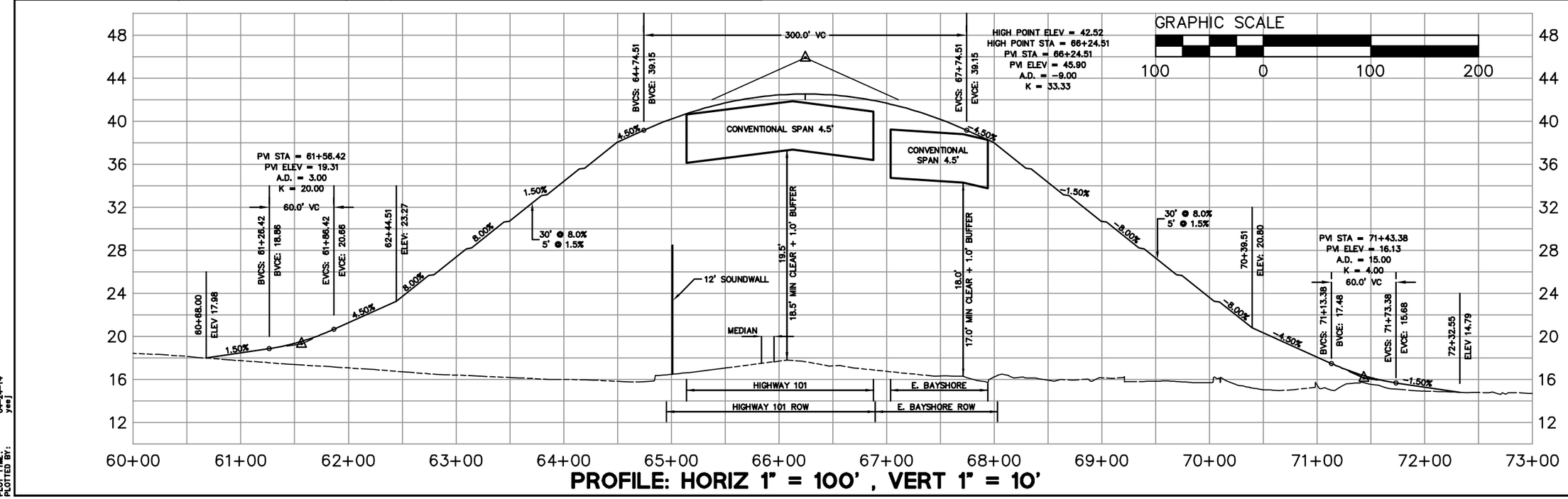




TYPICAL SECTION

SAMPLE BOX GIRDER BRIDGE

BIGGS CARDOSA ASSOCIATES INC
STRUCTURAL ENGINEERS



PROFILE: HORIZ 1" = 100' , VERT 1" = 10'

BKF
255 SHORELINE DR
SUITE 200
REDWOOD CITY, CA 94065
650-482-6300
650-482-6399 (FAX)

EAST PALO ALTO
BICYCLE / PEDESTRIAN 101 OVERCROSSING
PRELIMINARY BRIDGE PLAN AND PROFILE

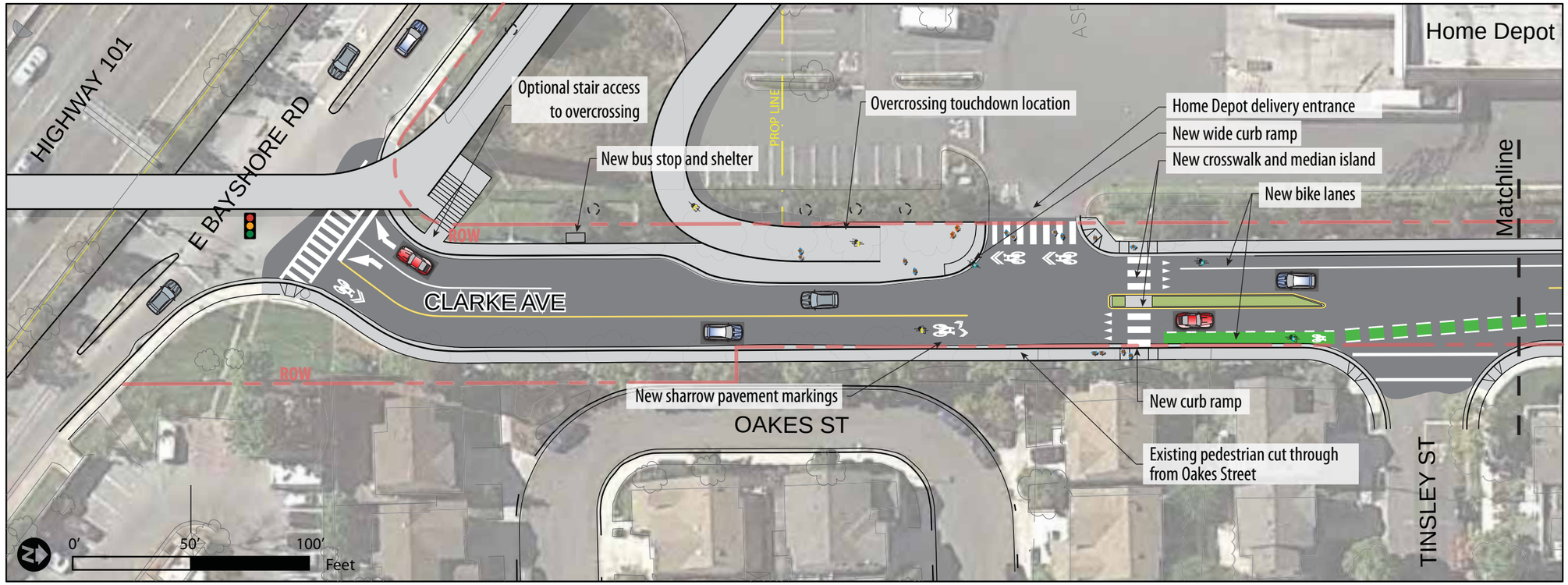
No.	Revisions

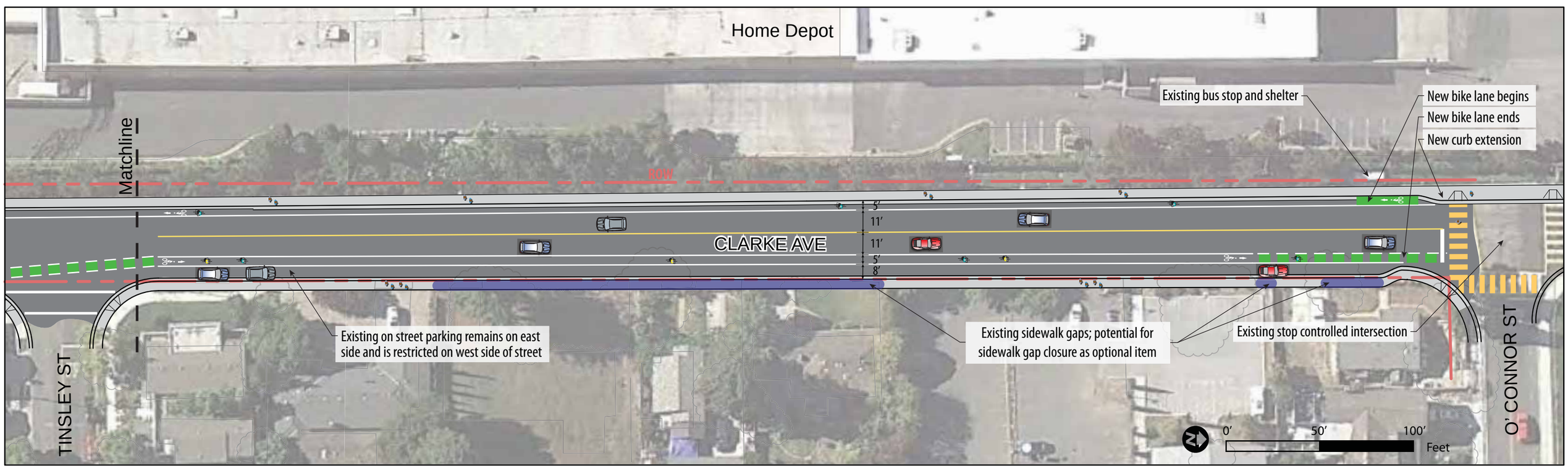
Date: 04/24/2014
Scale: 1"=100'
Design: JY
Drawn: JY
Approved: JM
Job No: 20110186

Drawing Number:
PRELIM
1 OF 1

DRAWING NAME: K:\Eng11\110186\DWG\EXHIBITS\concept-plan-and-profile-2014-04-11.dwg
PLOT TIME: 04-24-14
PLOTTED BY: yeej

Proposed Clarke Avenue Connections and Site Improvements





Attachment F. Detailed Engineer's Estimate

Alta Planning + Design

Preliminary Cost Estimate 5/15/2014
City of East Palo Alto - US 101 Pedestrian/Bicycle Overcrossing

Item #	Description	Units	Quantity	Unit Cost	Cost
1	Concrete Girder Main Bridge Deck (14' x 330')	SF	4,620	$ 350.00	$ 1,617,000.00
2	Concrete Slab Ramps (14' x 450 x 2)	SF	12,600	$ 250.00	$ 3,150,000.00
3	Traffic Signal	LS	1	$ 250,000.00	$ 250,000.00
4	Undergrounding of overhead utilities (400 LF)	LS	1	$ 250,000.00	$ 250,000.00
5	Pedestrian Lighting (40' O.C. or similar)	LF	2,160	$ 125.00	$ 270,000.00
6	Architectural Enhancements (TBD)	LS	1	$ 500,000.00	$ 500,000.00
7	Concrete Stairway	LS	1	$ 125,000.00	$ 125,000.00
8	Bridge Railing	LF	1,260	$ 35.00	$ 44,100.00
9	Concrete Sidewalk	SF	5,000	$ 15.00	$ 75,000.00
10	Landscaping	SF	11,500	$ 5.00	$ 57,500.00
11	Install Type A Curb and Gutter	LF	450	$ 62.00	$ 27,900.00
12	Curb Ramp	EA	8	$ 2,500.00	$ 20,000.00
13	Relocate Drainage Inlet	EA	3	$ 5,000.00	$ 15,000.00
14	Tree Removal	EA	6	$ 250.00	$ 1,500.00
15	4" Dashed Yellow Striping	LF	1,950	$ 0.75	$ 1,462.50
16	6" Solid White Striping	LF	4,500	$ 1.50	$ 6,750.00
17	Green Bike Lane (thermoplastic)	SF	500	$ 12.00	$ 6,000.00
18	Bicycle Lane Symbol (thermoplastic)	EA	6	$ 200.00	$ 1,200.00
19	Shared Lane Marking (thermoplastic)	EA	8	$ 275.00	$ 2,200.00
20	Relocate Commercial Sign	LS	1	$ 50,000.00	$ 50,000.00
21	Bike Rack	EA	4	$ 500.00	$ 2,000.00
22	Bench	EA	2	$ 2,500.00	$ 5,000.00
23	Signage	EA	12	$ 600.00	$ 7,200.00
24	Thermo Crosswalks	EA	6	$ 400.00	$ 2,400.00
	CONSTRUCTION SUBTOTAL				$ 6,487,212.50
	Mobilization (10%)				$ 648,721.25
	Contingency (10%)				$ 648,721.25
	TOTAL				$ 7,784,655.00

Attachment G. ATP Benefit-Cost Model Methodology

The Active Transportation Program (ATP) benefit-cost analysis (BCA) expands on the methodology suggested by National Cooperative Highway Research Program (NCHRP) Report 552: *Guidelines for Analysis of Investments in Bicycle Facilities* by incorporating local demographic information and utilizing new data and research that has become available since the *Guidelines for Analysis* were published in 2006.

One notable enhancement is the consideration of benefits from both bicycling and walking activity, using different impact areas for each mode. By comparison, NCHRP methodology attempts to measure only bicycling benefits, and does not quantify pedestrian benefits. Another key improvement is the estimate of utilitarian (non-commute) and access to transit in addition to work commute trips. This addition helps capture the full range of walking and bicycling activity in the project area. The ATP BCA also considers local travel patterns, trip distances and public health data to create a detailed, complete picture of benefits generated by the proposed bicycle and pedestrian facilities.

A major advantage of this benefit-cost analysis approach is the ability to quantify benefits at a line-item level for each distinct type of benefit associated with the project. Economic benefits have been evaluated on the basis of aggregate mode shift to walking and bicycling modes facilitated by the new multimodal transportation network linkages created by the proposed improvements. Monetized benefits resulting from this shift has been estimated for the following benefit types:

- Reduced cost of vehicle emissions
- Reduced external costs of vehicle travel
    - Traffic congestion
    - Traffic crashes
    - Roadway maintenance
- Reduced healthcare costs
    - Reduction in medical care costs
    - Reduction in lost productivity
    - Reduction in workers compensation costs
    - Reduced household transportation spending

Monetized economic benefits for future years have been discounted at a 3% annual rate over a 20 year evaluation period. The residual benefit of the fully-maintained facilities built by the project is claimed as a lump sum at the end of the analysis period due to regular maintenance and upkeep, which are included as annual discounted costs in the model.

Baseline Data Inputs

Demographics

The ATP BCA considers several population groups (market segments) within a three-mile and 0.5 mile project impact area. These are typical distances that users are likely to walk or bicycle to work or school.

Population groups within these areas were quantified using the following sources:

Employed Populations

BCA input: Employed population

Sources:

2008-2012 American Community Survey (ACS) 5-Year Estimates, U.S. Census Bureau.

TCRP Report 153: Guidelines for Providing Access to Public Transit Stations, 2012, Transit Cooperative Research Program. "Average station access mode share by station type"

Method: The number of employed people within the walking and bicycling impact areas was captured at a census tract level. The one-mile catchment area was used to 'cut' the census tracts, and the proportion of the tract within the buffer was used to discount ACS Journey to Work data (e.g, if a tract had 100 walking commuters but only 30% of the tract is within the walking buffer, 30 walking commuters were assumed to be within the project area).

A portion of the employed population that take transit to work were also assumed to access transit by bicycle and on foot. The rate of walking and bicycling to transit varies by station type, per TCRP-153.

Student Populations

BCA input: College student population

Source: *2008-2012 American Community Survey (ACS) 5-Year Estimates*, U.S. Census Bureau.

Method: The populations of K-12 students and college-enrolled students living within the walking and bicycling impact area were captured on the census tract level and clipped to the catchment area buffers as discussed above.

Travel Patterns – Mode Share

Baseline mode share data was collected for driving, bicycling and walking activity among the different demographic groups listed above. The following data sources were used to estimate mode split for each group:

Employed Populations

BCA input: Mode split of employed population (Journey to Work)

Source: *2008-2012 American Community Survey (ACS) 5-Year Estimates*, U.S. Census Bureau.

Student Populations

BCA input: Mode split of K-12 students and college students

Source: *Data Extraction Tool*, 2009 National Household Travel Survey (NHTS)[1] and *San Mateo County Safe Routes to School Program hand tallies/parent surveys for Ravenswood City School District, spring 2012 supplemented with Palo Alto parent/hand tally data.*

Method: K-12 mode share was estimated from student hand tallies and parent surveys collected from schools in the Ravenswood City School District that are participating in the San Mateo County Safe Routes to School program, including Brentwood Academy (Elementary), McNair Intermediate, Willow Oaks Elementary, and

[1] http://nhts.ornl.gov/det/Extraction3.aspx

East Palo Alto Charter School. Walk/bike mode share was adjusted based on several factors, including school district boundaries and reasonable anticipated mode share increases over time.

College student mode shares were based on travel survey data from the 2009 National Household Transportation Survey.

Travel Patterns – Trip Length and Purpose

To capture the full range of walking and bicycling activity, an estimated number of trips of other purposes were extrapolated from work trips based on data from the 2009 National Household Travel Survey (NHTS).[2] NHTS shows that for every work trip Americans make by bicycle, they also make an average of 1.61 utilitarian (non-commute) trips by bicycle. For walking, this ratio is 4.32.

To accurately estimate the relative benefits resulting from each type of bicycling and walking trip, each trip was weighted according to the average distance for a trip of that mode and purpose. Trip distance multipliers were also provided by NHTS Average and from the 2010 Safe Routes to School Baseline Data Report[3] for K-12 trips. Trip distances were assigned as follows:

- Bicycling trips:
  - Work commute trips: 3.54 miles
  - K-12 commute trips: 0.77 miles
  - College commute trips: 2.09 miles
  - Utilitarian trips: 1.89 miles
- Walking trips:
  - Work commute trips: 0.67 miles
  - K-12 commute trips: 0.36 miles
  - College commute trips: 0.56 miles
  - Utilitarian trips: 0.67 miles

Travel Patterns – Trip Distribution

The above analysis predicts the number of trips generated in the catchment area, but only a proportion of these trips will benefit from the proposed facilities. Estimates of use are predicted considering the project locations and locations of trip attractors. Trips were predicted to benefit from the facility as shown in Table 1.

Table 1. Trip Distribution Assumptions

	% Trip Distribution				% Trips New/Benefitted by Project	
	West		East			
Weekday trips	Bike	Walk	Bike	Walk	Bike	Walk
Commute trips	15%	75%	50%	50%	50%	75%
Walk- or bike-to-transit trips	15%	25%	50%	25%	50%	75%
K-12 walk/bike trips	50%	50%	50%	50%	50%	75%
College walk/bike trips	10%	25%	75%	50%	25%	50%

[2] http://nhts.ornl.gov/tables09/Login.aspx?ReturnUrl=/tables09/ae/TableDesigner.aspx
[3] http://www.saferoutesinfo.org/resources/collateral/SRTS_baseline_data_report.pdf

Utilitarian trips	50%	80%	25%	40%	75%	75%
Social/Recreational trips	50%	80%	25%	40%	N/A	N/A

Forecasts and Assumptions

Demographics

Future estimates were created by using linear growth rates to match 2050 California Department of Finance population projections. These growth rates were used to create annual estimates for each year in the evaluation period ending in through linear extrapolation.

Travel Patterns

Bicycling and walking mode shift curves were forecasted for each population group.

Employed Population

Mode shift forecasts for work commute trips within the bicycling and walking impact areas was based on mode shares documented by 2008 – 2012 ACS Journey to Work data for other neighboring communities that have made comparable investments in bicycling and walking transportation.

Student Population

For K-12 and college students, bicycling and walking growth rates were scaled to match the forecast growth rates for work commute trips.

Estimating Change From Baseline

For each year in the benefit-cost analysis period, forecasted mode shift was multiplied by demographic data to estimate increases over baseline for the following figures for both bicycling and walking modes:

- Work commute bicycling/walking users and number of trips, access to transit trips for work purposes
- K-12 commute bicycling/walking users and number of trips
- College commute bicycling/walking users and number of trips
- Number of utilitarian (non-commute) bicycling/walking trips, based on NHTS trip purpose ratios from number of work and college bicycling/walking users

Trip distances are estimated according to the transportation mode and purpose of the trip from NHTS 2009 data.

Each new bicycling and walking trip was assumed to have a chance to replace a trip of any other mode equal to the baseline mode split for that trip type, with bicycling or walking removed from the total mode split. For example, if baseline drive alone mode share was 80% for college trips, with baseline bicycling mode share at 5%, a trip shifted to bicycling was assumed to have a 80% of out 95% chance (100% mode split – 5% bicycling, removed) of replacing a drive alone trip, or about 84.2%. These assumptions allow estimates for the following figures:

- Reduced vehicle trips
- Reduced VMT

The number of bicycling/walking users and VMT reduced were used in conjunction with benefit multipliers to monetize the benefits of the forecasted mode shift by year.

Benefit Multipliers

Based on available research, the following types of benefits were quantified using the increased number of bicycling/walking users and reduced VMT forecast annually:

- Reduced cost of vehicle emissions
- Reduced external costs of vehicle travel
    - Traffic congestion
    - Traffic crashes
    - Roadway maintenance
    - Reduced household transportation spending
- Reduced healthcare costs
    - Reduction in medical care costs
    - Reduction in lost productivity
    - Reduction in workers compensation costs

Multipliers used to translate new bicycling/walking users and reduced VMT into the benefits listed above were drawn from the following sources:

Vehicle Emissions Rates

Emission Facts: Average Annual Emissions and Fuel Consumption for Gasoline-Fueled Passenger Cars and Light Trucks (EPA report 420-F-05-022).[4]

- Carbon dioxide: 369 g/VMT
- Carbon monoxide: 12.4 g/VMT
- Hydrocarbons: 1.36 g/VMT
- Particulate matter: 0.0052 g/VMT (PM10) and 0.0049 g/VMT (PM2.5)
- Nitrous oxides: 0.95 g/VMT

Emissions Costs

- *USDOT TIGER BCA Resource Guide 2014, with 2013 valuations extrapolated to 2014*Volatile organic compounds: $1,839/ton
- Particulate matter: $331,617/ton
- Nitrous oxides: $7,249/ton

Source: Technical Update on the Social Cost of Carbon for Regulatory Impact Analysis Under Executive Order 12866 (May 2013; revised November 2013), page 18, Table A1 "Annual SCC Values: 2010-2050[5]

- Carbon dioxide cost appreciation: 2.5%/year

[4] https://www.whatcomsmarttrips.org/pdf/Emission%20Facts%202005.pdf

[5] http:www.whitehouse.gov/sites/default/files/omb/assests/inforeg/technical-update-social-cost-of-carbon-for-regulator-impact-analysis.pdf

Carbon dioxide: Variable. See *Tiger Benefit-Cost Analysis (BCA) Resource Guide for additional information*. External Vehicle Travel Costs

Crashes vs. Congestion – What's the Cost to Society? AAA, 2008. (Figure ES.2, pg ES-4 and Figure ES.3, pg ES-5.).[6]

- Traffic crashes: $0.27/VMT
- Traffic congestion: $0.11/VMT.

Notes: Cost of crashes divided by 7.21, ratio of crash to congestion costs.

Kitamura, R., Zhao, H., and Gubby, A. R. *Development of a Pavement Maintenance Cost Allocation Model*. Institute of Transportation Studies – University of California, Davis.[7]

- Roadway maintenance: $0.15/VMT

Notes: Adjusted to 2013 values using the Bureau of Labor Statistics Inflation Calculator.[8]

Vehicle Operating Costs

Average Cost of Owning and Operating an Automobile. 2011 [most recent data year] Bureau of Transportation Statistics.[9]

- Reduced household transportation cost: $0.596/VMT

2012 National Transportation Statistics (Table 3-17: Average Cost of Owning and Operating an Automobile, 2012). Research and Innovative Technology Administration, Bureau of Transportation Statistics.[10]

- Appreciation: 2.12%/year

Notes: Average annual growth in cost of owning and operating a motor vehicle from 1994-2008; used to approximate the increasing cost of motor vehicle transportation and energy prices.

Health Benefits

Chenoweth, D. (2005). The Economic Costs of Physical Inactivity, Obesity, and Overweight in California Adults: Health Care, Workers' Compensation, and Lost Productivity. Topline Report. http://www.cdph.ca.gov/healthinfo/healthyliving/nutrition/Documents/CostofObesityToplineReport.pdf

The health care reduction multiplier includes several factors:

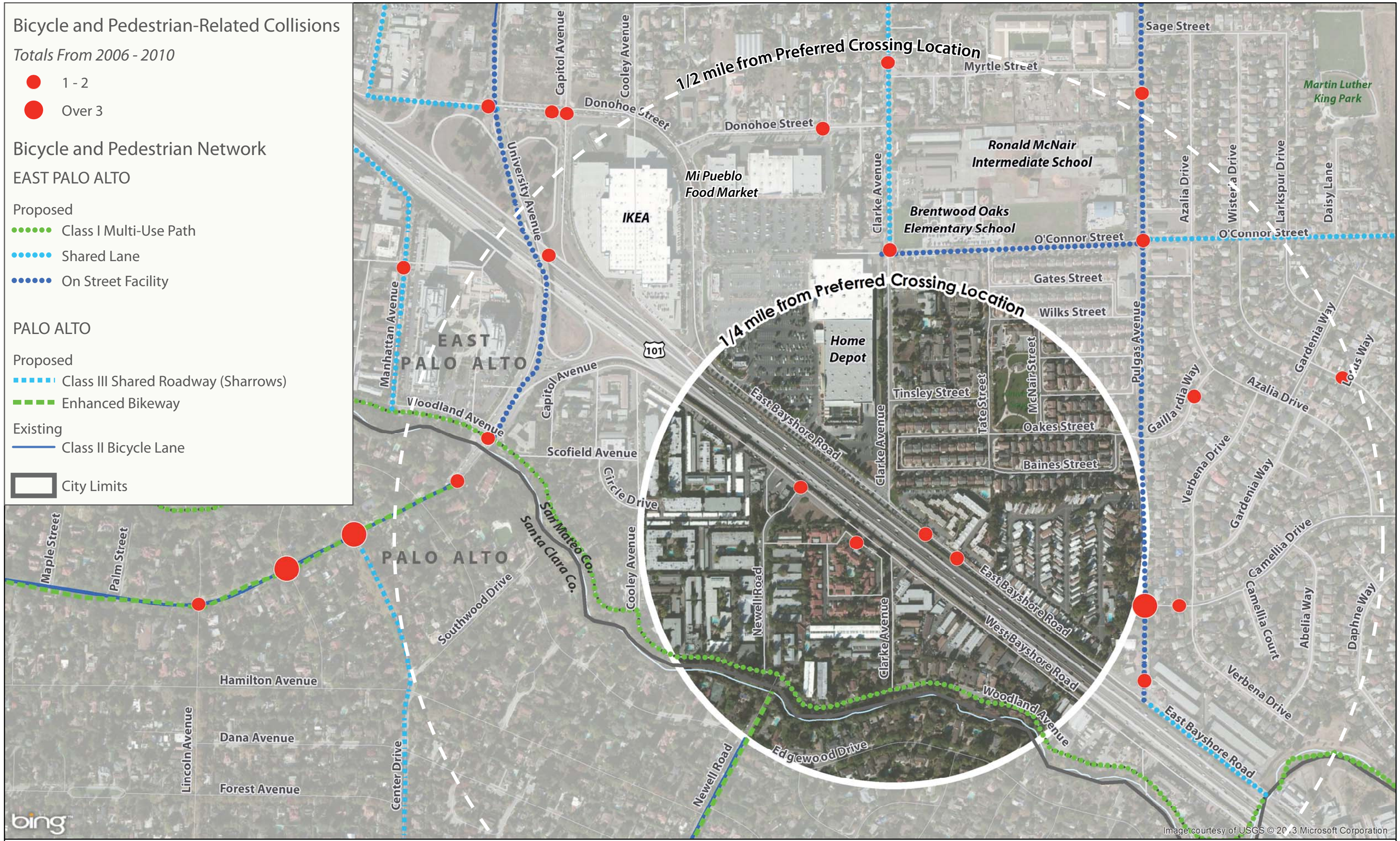
- Health Care Cost Reduction: $440.90
- Lost Productivity Costs: $657.66
- Workers' Compensation Costs: $22.06

Method: The Health Care Reductions Multiplier was derived from the health care figures from California provided in the report cited above. This report references 1998 Behavioral Risk Factor Surveillance System (BRFSS) data.

---

[6] http://newsroom.aaa.com/Assets/Files/20083591910.CrashesVsCongestionFullReport2.28.08.pdf
[7] http://pubs.its.ucdavis.edu/publication_detail.php?id=19
[8] http://www.bls.gov/data/inflation_calculator.htm

Attachment H. Collisions Map



alta PLANNING + DESIGN

Source: Data obtained from CHP, MTC, Santa Clara VTA, Santa Clara County, San Mateo County.
Author: Tony Salomone
Date: December 2012

Preferred Crossing Location: Bicycle and Pedestrian Collisions

0 500 1,000 Feet

Attachment I. CCC and CalCC Response

alta

Casey Hildreth <caseyhildreth@altaplanning.com>

Active Transportation Program (ATP) Grant - Request for Partnering review (East Palo Alto)

Cynthia Vitale <Cynthia@csgcalifornia.com> Fri, May 16, 2014 at 8:02 AM
To: "caseyhildreth@altaplanning.com" <caseyhildreth@altaplanning.com>
Cc: "jgomes@sfcc.org" <jgomes@sfcc.org>, Ann Cochrane <acochrane@sfcc.org>, Alan Lessik <alan.lessik@cvcorps.org>, "calocalcorps@gmail.com" <calocalcorps@gmail.com>, "Virginia Clark (Virginia.clark@ccc.ca.gov)" <Virginia.clark@ccc.ca.gov>

Hi Casey,

Good morning Casey,

Thank you for contacting CALCC. Unfortunately, no local corps will be able to participate on this project. This email should serve as confirmation that you have contacted the local corps and that they have declined to participate. Feel free to attach this email to your final application.

Thanks,
Cynthia

Cynthia Vitale
Conservation Strategy Group
1100 11th Street, Suite 200
Sacramento, CA 95814
(916) 558-1516 ext. 126

This electronic message contains information from Conservation Strategy Group, LLC, which is confidential or privileged. The information is intended to be sent to the individual or entity named above. If you are not the intended recipient, be aware that any disclosure, copying or distribution or use of the contents of this information is prohibited. If you have received this electronic transmission in error, please notify us by telephone at 916-558-1516.

From: Casey Hildreth [mailto:caseyhildreth@altaplanning.com]
Sent: Thursday, May 15, 2014 3:56 PM
To: Alan Lessik; cynthia@csgcalifornia.com
Cc: calocalcorps@gmail.com
Subject: Re: Active Transportation Program (ATP) Grant - Request for Partnering review (East Palo Alto)

Hi Alan, Cynthia - Please find required info attached to this email requesting feedback on CCC interest/ability to partner on construction for the East Palo Alto

Highway 101 Pedestrian and Bicycle Overcrossing.

I apologize for the last minute submittal - I'm sure you are getting a number of these with the deadline looming. I believe you are the right contact for this, but if not please respond if you know to whom this should be directed.
The project includes construction of a grade-separated ped/bike bridge over US101, and implementation of dedicated on-street bicycle facilities and pedestrian improvements (including new traffic signal, crosswalks, curb ramps, and roadway median. Restorative landscaping consistent with an urban environment (street trees, landscaped medians and sidewalk buffers) is also included.
The following are included in the attached excel spreadsheet, which is part of the application:

* Project Description
* Detailed Estimate
* Project Schedule

Also attached separately are two combined PDF's with the following:

* Project Map, Preliminary Plans & graphics
* Detailed Preliminary Cost Estimate and Schedule Overview graphic

I can be reached any time at the numbers below. Cell phone is best if you need to reach me with questions immediately.
We will be working to finalize the application for packaging on Monday afternoon. Again, I know you're likely responding to numerous requests, so please just let me know what you need and a timeline that can work.
More information and resources are also available on the project website, www.eastpaloalto101.org<http://www.eastpaloalto101.org>

Thank you!

Casey Hildreth | Associate
Direct:(510)788-6881<tel:%28510%29788-6881> Mobile:(510)301-7351<tel:%28510%29301-7351> Office:(510)540-5008<tel:%28510%29540-5008>

Alta Planning + Design<http://www.altaplanning.com>
[Quoted text hidden]

alta

Casey Hildreth <caseyhildreth@altaplanning.com>

Active Transportation Program (ATP) Grant - Request for Partnering review (East Palo Alto)

Clark, Virginia@CCC <Virginia.Clark@ccc.ca.gov> Mon, May 19, 2014 at 8:38 AM
To: "caseyhildreth@altaplanning.com" <caseyhildreth@altaplanning.com>
Cc: "Wohlgemuth, Janet@CCC" <Janet.Wohlgemuth@ccc.ca.gov>, "calocalcorps@gmail.com" <calocalcorps@gmail.com>

Hi Casey,

The CCC will not be able to work on this ATP project.

Thank you,

Virginia Clark

Region Deputy, Region 1

California Conservation Corps

(916) 341-3147

fx(877) 834-4177

virginia.clark@ccc.ca.gov

P PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL

Visit our web site at www.ccc.ca.gov for more information about the California Conservation Corps

Visit our web site at www.WatershedStewards.com for more information about the Watershed Stewards Program

---

From: Wohlgemuth, Janet@CCC
Sent: Monday, May 19, 2014 8:16 AM
To: Clark, Virginia@CCC
Subject: RE: Active Transportation Program (ATP) Grant - Request for Partnering review (East Palo Alto)

Virginia

We are not going to be able to do this work

Janet

From: Clark, Virginia@CCC
Sent: Thursday, May 15, 2014 3:42 PM
To: Wohlgemuth, Janet@CCC
Cc: Burks-Herrmann, Brenda@CCC; Rankin, Michelle@CCC
Subject: FW: Active Transportation Program (ATP) Grant - Request for Partnering review (East Palo Alto)

Janet

Please review this ATP project

Virginia Clark

Region Deputy, Region 1

California Conservation Corps

(916) 341-3147

fx(877) 834-4177

virginia.clark@ccc.ca.gov

P PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL

Visit our web site at www.ccc.ca.gov for more information about the California Conservation Corps

Visit our web site at www.WatershedStewards.com for more information about the Watershed Stewards Program

---

From: Casey Hildreth [mailto:caseyhildreth@altaplanning.com]
Sent: Thursday, May 15, 2014 3:11 PM
To: Clark, Virginia@CCC
Subject: Active Transportation Program (ATP) Grant - Request for Partnering review (East Palo Alto)

Hi Virginia - Please find required info attached to this email requesting feedback on CCC interest/ability to partner on construction for the East Palo Alto Highway 101 Pedestrian and Bicycle Overcrossing.

I apologize for the last minute submittal - I'm sure you are getting a number of these with the deadline looming. I believe you are the right contact for this, but if not please respond if you know to whom this should be directed.

The project includes construction of a grade-separated ped/bike bridge over US101, and implementation of dedicated on-street bicycle facilities and pedestrian improvements (including new traffic signal, crosswalks, curb ramps, and roadway median. Restorative landscaping consistent with an urban environment (street trees, landscaped medians and sidewalk buffers) is also included.

The following are included in the attached excel spreadsheet, which is part of the application:

- Project Description
- Detailed Estimate
- Project Schedule

Also attached separately are two combined PDF's with the following:

- Project Map, Preliminary Plans & graphics
- Detailed Preliminary Cost Estimate and Schedule Overview graphic

I can be reached any time at the numbers below. Cell phone is best if you need to reach me with questions immediately.

We will be working to finalize the application for packaging on Monday afternoon. Again, I know you're likely responding to numerous requests, so please just let me know what you need and a timeline that can work.

More information and resources are also available on the project website, www.eastpaloalto101.org

Thank you!

Casey Hildreth | Associate
Direct:(510)788-6881 Mobile:(510)301-7351 Office:(510)540-5008

Alta Planning + Design

100 Webster Street, Suite 300

Oakland, California 94607

Creating active communities where bicycling and walking are safe, healthy, fun and normal daily activities.

Attachment J. Letters of Support

"OUR CHILDREN – OUR FUTURE"

Ravenswood City School District
ADMINISTRATIVE OFFICE
2120 Euclid Avenue, East Palo Alto, California 94303
(650) 329-2800 Fax (650) 323-1072

Board Members:
Ana Maria Pulido, President
Marco Chavez, Vice President
Evelyn Luis, Clerk
Marcelino López, Member
Sharifa Wilson, Member

Dr. Gloria M. Hernández-Goff
Superintendent

May 14, 2014

Teresa McWilliam, Division of Local Assistance, MS-1
Attention: Chief, Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 9SB14

Ms. McWilliam,

On behalf of the District , we would like to offer our enthusiastic support for the City of East Palo Alto's Highway 101 Pedestrian/Bicycle Overcrossing Project Active Transportation Program (ATP) grant application.

This grade-separated crossing and associated pedestrian and bikeway improvements would be a "game-changer" for the community, addressing long-standing travel safety and access issues that result from the division of the community by the U.S. Route 101 corridor. Highway 101 separates dense residential areas in south East Palo Alto (where approximately one-third of city residents live) from the majority of the city's services, schools, parks, and jobs to the north. A narrow sidewalk on University Avenue is the only existing facility to bridge this divide between Willow Road to the north and the Oregon Expressway pedestrian/bicycle overpass to the south in Palo Alto (a stretch of over two miles).

Establishing a new Class I shared-use trail over the Highway 101 barrier – away from heavy vehicle traffic – will enhance public safety, promote walking and bicycling, and reduce vehicular trips on University Avenue and other congested roadways. The project will also improve community health by providing recreational opportunities and linkages to the Bay Trail and City of Palo Alto (as well as to the city's only full-service grocery store); will promote safer and more direct walking and biking routes to at least five schools; and will result in a highly-visible commitment to active transportation that will forever shape future investments and travel patterns in the City.

East Palo Alto is a historically underserved community, with a legacy of disinvestment before the city incorporated in 1983. That legacy persists today, with significantly lower household incomes and rates of high school graduation than the county at-large. More than half of households in East Palo Alto have children, which is true for only one-third of households countywide. This suggests that opportunities to provide facilities and activities for youth – starting with this trail overcrossing – are especially important in East Palo Alto.

In short, this project represents the very essence of what the Active Transportation Program seeks to achieve. We strongly encourage you to fund this project and help make this long-standing vision become a reality.

Sincerely,

Dr Gloria M. Hernandez-Goff

Dr. Gloria M. Hernandez-Goff
Superintendent

BRENTWOOD
Academy

Teresa McWilliam, Division of Local Assistance, MS-1
Attention: Chief, Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 95814

Ms. McWilliam,

On behalf of Brentwood Academy in the Ravenswood City School District, we would like to offer our enthusiastic support for the City of East Palo Alto's Highway 101 Pedestrian/Bicycle Overcrossing Project Active Transportation Program (ATP) grant application.

This grade-separated crossing and associated pedestrian and bikeway improvements would be a "game-changer" for the community and many of our school families, addressing long-standing travel safety and access issues that result from the division of the community by the U.S. Route 101 corridor. Highway 101 separates dense residential areas in south East Palo Alto (where approximately one-third of city residents live) from the majority of the city's services, schools, parks, and jobs to the north. A narrow sidewalk on University Avenue is the only existing facility to bridge this divide between Willow Road to the north and the Oregon Expressway pedestrian/bicycle overpass to the south in Palo Alto (a stretch of over two miles).

Establishing a new Class I shared-use trail over the Highway 101 barrier – away from heavy vehicle traffic – will enhance public safety, promote walking and bicycling, and reduce vehicular trips on University Avenue and other congested roadways associated with school commuting. The project will be especially critical for the safety, health, and well-being of the more than 1,100 students who attend Brentwood Academy, McNair Middle School, and the Ravenswood Child Development Center (pre-school) at our consolidated Clarke Ave campus just steps from the project boundary. Additional District schools that would benefit from the project include Willow Oaks Elementary School in Menlo Park. None of these schools, I can confirm, are planned for closure.

In short, this project represents the very essence of what the Active Transportation Program seeks to achieve, and what Safe Routes to School projects should be about. We strongly encourage you to fund this project and help make this long-standing vision become a reality.

Sincerely,

Tami Espinosa
Principal

2086 Clarke Avenue ★ East Palo Alto, CA 94303 ★ Phone: (650) 329-2881 ★ Fax: (650) 329-2877

SAN MATEO COUNTY OFFICE OF EDUCATION
Anne E. Campbell • County Superintendent of Schools

Teresa McWilliam, Division of Local Assistance, MS-1
Attention: Chief, Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 95814

May 19, 2014

Ms. McWilliam,

The San Mateo County Office of Education would like to offer its enthusiastic support for the City of East Palo Alto's Highway 101 Pedestrian/Bicycle Overcrossing Project Active Transportation Program (ATP) grant application.

This grade-separated crossing and associated pedestrian and bikeway improvements would be a "game-changer" for the community and many school families, addressing long-standing travel safety and access issues that result from the division of the community by the U.S. Route 101 corridor. Highway 101 separates dense residential areas in south East Palo Alto (where approximately one-third of city residents live) from the majority of the city's services, schools, parks, and jobs to the north. A narrow sidewalk on University Avenue is the only existing facility to bridge this divide between Willow Road to the north and the Oregon Expressway pedestrian/bicycle overpass to the south in Palo Alto (a stretch of over two miles).

Establishing a new Class I shared-use trail over the Highway 101 barrier – away from heavy vehicle traffic – will enhance public safety, promote walking and bicycling, and reduce vehicular trips on University Avenue and other congested roadways associated with school commuting. The project will be especially critical for the safety, health, and well-being of the more than 1,100 students who attend Brentwood Academy, McNair Middle School, and the Ravenswood Child Development Center (pre-school) at a consolidated Clarke Ave campus just steps from the project boundary. Additional District schools that would benefit from the project include Willow Oaks Elementary School in Menlo Park. None of these schools, I can confirm, are planned for closure.

In short, this project represents the very essence of what the Active Transportation Program seeks to achieve, and what Safe Routes to School projects should be about. We strongly encourage you to fund this project and help make this long-standing vision become a reality.

Sincerely,

Daina Lujan

Daina Lujan

Coordinator, Safe Routes to School

101 Twin Dolphin Drive • Redwood City • CA • 94065-1064 • 650-802-5300 • www.smcoe.org

Google Inc.
1600 Amphitheatre Parkway
Mountain View, CA 94043

Google

Main 650 253.0000
Fax 650 253.0001
www.google.com

Attn: Teresa McWilliam, Division of Local Assistance, MS-1
Chief, Office of Active Transportation and Special Programs
PO Box 942874
Sacramento, CA 95814

Ms. McWilliam,

On behalf of Google Inc, we would like to offer our support to the City of East Palo Alto's Highway 101 Pedestrian/Bicycle Overcrossing Project application for the Active Transportation Program.

Seeing this project to fruition would promote walking and bicycling, enhance public safety, improve public health, provide direct connections to neighborhood-serving goods and services, and enhance the regional connectivity of the area to the Bay Trail and other regional walking and bicycling networks. In providing more direct walking and bicycling routes to at least five schools in East Palo Alto, this project provides benefits to all ages in the community.

Google is proud to support this project that provides equity in transportation choices. This overcrossing project supports active transportation and the values driving the Active Transportation Program. We encourage you to fund this project.

Sincerely,

Kevin Mathy
Transportation Manager
Google, Inc.

Printed on 100% post-consumer waste recycled paper

SILICON VALLEY BICYCLE COALITION

Promoting the bicycle for everyday use.

1922 The Alameda
Suite 420
San Jose, CA 95126

Tel 408.287.7259
Fax 408.213.7559

BOARD OF DIRECTORS
Shiloh Ballard
Phil Brotherton
Gary Brustin, Esq.
Ian Dewar
Carolyn Helmke
Jessica Herrera
Peter Ingram
Ann Jasper
Scott Lane
James Lucas
Susan Tierman Kroll, MD
Jim Parker
Alyssa Plicka
Jeff Selzer
Cheryl Smith

ADVISORY BOARD
Andrew J. Ball
President West Region
Suffolk Construction

Carl Guardino
President and CEO
Silicon Valley Leadership Group

Rick Wallace
President and CEO
KLA-Tencor

Tom Werner
President and CEO
SunPower Corp.

PRESIDENT AND
EXECUTIVE DIRECTOR
Corinne Winter

SVBC is a 501(c)(3)
non-profit organization.
EIN 77-0338658

http://bikesiliconvalley.org

May 14, 2014

Teresa McWilliam
Division of Local Assistance, MS-1
Attention: Chief, Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 95814

Re: City of East Palo Alto's Highway 101 Pedestrian/Bicycle Overcrossing Project Active Transportation Program

To Whom It May Concern:

I am writing on behalf of Silicon Valley Bicycle Coalition (SVBC), an organization with over 1,800 members in San Mateo and Santa Clara Counties with the mission to create a healthy community, environment, and economy through bicycling for people who live, work, or play in San Mateo and Santa Clara Counties.

We would like to support City of East Palo Alto's proposal for a grant from the Active Transportation Program to create a pedestrian and bicycle overcrossing of Highway 101. This is a focus campaign SVBC's initiative to create safe and comfortable highway crossings throughout San Mateo County.

There is currently only one crossing of Highway 101 on a stretch of over two miles available to residents of East Palo Alto and it is insufficient: just a narrow sidewalk on University Avenue, adjacent to busy vehicle traffic. This creates a division of the city, as it separates dense residential areas where approximately one-third of the population lives from most city services, schools, parks and jobs. The construction of a bicycle and pedestrian-only crossing will add significant value to all residents of East Palo Alto, a historically underserved population. In particular, it will provide a direct connection to at least five schools and enhance safety and opportunities for schoolchildren who bike and walk to school.

SVBC urges you to grant funds for this important project. Please contact our Advocacy Coordinator Emma Shlaes at 408-227-7259, ext. 228 or emma@bikesiliconvalley.org for more information. Thank you for your consideration.

Sincerely,

Corinne Winter
President and Executive Director

Tina Keegan
2042 Ralmar Avenue
East Palo Alto, CA 94303

Teresa McWilliam, Division of Local Assistance, MS-1
Attention: Chief, Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 95814

Ms. McWilliam,

As residents of East Palo Alto, my family would like to offer our enthusiastic support for the City of East Palo Alto's Highway 101 Pedestrian/Bicycle Overcrossing Project Active Transportation Program (ATP) grant application.

We have two young children, live in East Palo Alto, and are avid bicycle commuters and enthusiasts. I work in Palo Alto at the Palo Alto Junior Museum & Zoo, and I commute every day by bicycle, dropping the kids off at daycare along the way. I use my bicycle to run errands for work which include crossing the highway at the Embarcadero overpass. We often ride our bicycle with a trailer across the Dumbarton Bridge which includes either crossing at the Willow Street overpass or at the newer bicycle/pedestrian pass in Menlo Park which is out of the way. Our children will be attending Los Robles Academy on the opposite side of Highway 101 in three years. As it is now, we do not feel safe crossing the overpasses on bicycle and the two existing bicycle/pedestrian overpasses will add too much time for us to continue to commute by bicycle to take our kids to schools.

This new bicycle and pedestrian crossing is desperately needed. The University Highway Overpass is in constant use by cyclists and pedestrians but it is not a safe passing. Every day you can see countless people walking or cycling across the University overpass. East Palo Alto is a community divided by a highway. 35,000 residents live on the West side of the highway, and many cannot safely get to their schools, go shopping, or get to their library, post office or community centers. This bridge will do more than offer safe passage for underserved California citizens. It will send a message that the state cares about the residents of EPA, and it will begin to bridge divides between the communities of Santa Clara and San Mateo Counties.

In short, this project represents the very essence of what the Active Transportation Program seeks to achieve. We strongly encourage you to fund this project and help make this long-standing vision become a reality.

Sincerely,

Tina Keegan

Date: 5.12.14
Item: 4b

CITY OF EAST PALO ALTO
PLANNING COMMISSION
1960 Tate Street, East Palo Alto, CA 94303
Tel. No. 650.853.3189, Fax. No. 650.853.3179

Teresa McWilliam
Division of Local Assistance, MS-1
Chief, Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 95814

May 12, 2014

Ms. McWilliam,

The Planning Commission of the City of East Palo Alto unanimously supports the Highway 101 Pedestrian/Bicycle Overcrossing Project Active Transportation Program (ATP) grant application.

The Bicycle Transportation Plan (BTP) identifies the construction of a **Bicycle/Pedestrian Overcrossing as the City's number one BTP priority.** The Public Works and Transportation Commission and the Planning Commission unanimously approved the prioritization of projects which places the overcrossing as ***NUMBER 1***. Additionally, this project is supported hy potential users of all ages and abilities, from the very young who cannot get to school without a vehicle because of the divide created hy Highway 101, and the elderly who have no choice but to walk or hicycle due to limited income.

This grade-separated crossing would likely lower the City's mortality and morbidity. Establishing a new Class I shared-use trail over the Highway 101 barrier – away from heavy vehicle traffic – will enhance puhlic safety, promote walking and bicycling, and reduce vehicular trips on University Avenue and other congested roadways. The project will also improve recreational opportunities and linkages to the Bay Trail and City of Palo Alto, which is the City's largest employment center. Additionally, it will provide access to the city's only full-service grocery store.

East Palo Alto is a historically underserved community, with a legacy of disinvestment before the city incorporated in 1983. With children in more than half of East Palo Alto's households, and the highest average densities in the County, this project will have a significant impact on future generations. In short, this project represents the very essence of what the Active Transportation Program seeks to achieve. We strongly encourage you to fund this project and help make this long-standing vision become a reality.

Sincerely,

Alex Quezada, Chair

JACKIE SPEIER
14TH DISTRICT, CALIFORNIA

211 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-0512
(202) 225-3531
FAX: (202) 226-4183

155 BOVET ROAD, SUITE 780
SAN MATEO, CA 94402
(650) 342-0300
FAX: (650) 375-8270

WWW.SPEIER.HOUSE.GOV

Congress of the United States
House of Representatives
Washington, DC 20515-0512

COMMITTEE ON ARMED SERVICES
SUBCOMMITTEES:
READINESS
OVERSIGHT AND INVESTIGATION

COMMITTEE ON OVERSIGHT AND GOVERNMENT REFORM
SUBCOMMITTEES:
RANKING MEMBER, ENERGY POLICY, HEALTH CARE, AND ENTITLEMENTS
NATIONAL SECURITY

GUN VIOLENCE PREVENTION
TASK FORCE
Vice Chair

May 13, 2014

Teresa McWilliam
Division of Local Assistance, MS-1
Attention: Chief, Office of Active
Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 95814

Dear Ms. McWilliam:

I write to respectfully support the application of the City of East Palo Alto's Highway 101 Pedestrian/Bicycle Overcrossing Project Active Transportation Program (ATP) grant application. This grade-separated crossing and associated pedestrian and bikeway improvement would be a "game-changer" for the community. It addresses long-standing safety and access issues that result from the division of the community by Highway 101.

The freeway separates dense residential areas in south East Palo Alto (where approximately one-third of city residents live) from the majority of the city's services, schools, parks, and jobs to the north. A narrow sidewalk on University Avenue is the only existing facility between Willow Road to the north and the Oregon Expressway to the south. This is two miles without safe pedestrian or bicycle relief.

Establishing a new Class I shared-use trail over the Highway 101 barrier – away from heavy vehicle traffic – will enhance public safety, promote walking and bicycling, and reduce vehicular trips on University Avenue and other congested roadways. The project will also improve community health by providing recreational opportunities and linkages to the Bay Trail and the City of Palo Alto. The city's only full-service grocery store will also be more accessible to pedestrians.

The City of East Palo Alto recently dedicated a new park- Cooley Landing. Located adjacent to an existing park on the bay's edge, this is an exciting opportunity for outdoor recreation along the bay. The proposed bridge will promote visits to Cooley Landing by making it much more likely that bicyclists will go from Palo Alto and Menlo Park to this bayside treasure. The bike bridge will also create safer and more direct walking and biking routes to at least five schools. It will result in a highly-visible commitment to active transportation that will forever shape future investments and travel patterns in the City.

PRINTED ON RECYCLED PAPER

BOARD OF DIRECTORS 2014

KARYL MATSUMOTO, CHAIR
DAVID CANEPA, VICE CHAIR
ROSANNE FOUST
CAROLE GROOM
DON HORSLEY
TERRY NAGEL
NAOMI PATRIDGE

MICHAEL J. SCANLON
EXECUTIVE DIRECTOR

SAN MATEO COUNTY
Transportation Authority

May 16, 2014

Teresa McWilliam, Division of Local Assistance, MS-1
Attention: Chief, Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 95814

Ms. McWilliam,

The San Mateo County Transportation Authority (TA) has helped fund the planning phase of work for the City of East Palo Alto's US 101 Pedestrian/Bicycle Overcrossing Project and TA staff support the City's efforts to procure additional funding for the construction phase of work through the State Active Transportation Program (ATP). This project is consistent with the goals and objectives of our program to enhance safety by providing safe paths for bicyclists and pedestrian.

Under the current conditions, US 101 is a barrier between dense residential areas in south East Palo Alto (where approximately one-third of city residents live) from the majority of the city's services, schools, parks, and jobs to the north. Establishing a new Class I shared-use trail over US 101 will enhance public safety, promote walking and bicycling, and reduce vehicular trips on University Avenue and other congested roadways. The project will promote safer and more direct walking and biking routes to at least five schools; and will result in a highly-visible commitment to active transportation that will forever shape future investments and travel patterns in the City.

In short, this project represents the very essence of what the Active Transportation Program seeks to achieve. We strongly encourage you to fund this project and help make this long-standing vision become a reality.

Sincerely,

Joseph M. Hurley,
Director, San Mateo County Transportation Authority Program

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
1250 San Carlos Ave. – P.O. Box 3006
San Carlos, CA 94070-1306 (650)508-6219

Youth United for Community Action

BOARD

Melvin Gaines
Chair

Isabel Annie Loya

Vu-Bang Nguyen

Terrence Boyd, Jr.

Shana White

ADVISORY BOARD

Sundiata Acoli
Afrikan Cultural Society

Nadinne Cruz

Keisha Evans
Ujima Security Council

Saundra Webster
Ujima Security Council

EXECUTIVE DIRECTOR

Isabel Annie Loya

May 20, 2014

Teresa McWilliam, Division of Local Assistance, MS-1
Attention: Chief, Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 95814

Dear Mrs. McWilliam,
On behalf of Youth United for Community Action we would like to offer our enthusiastic support for the City of East Palo Alto's Highway 101 Pedestrian/Bicycle Overcrossing Project Active Transportation Program (ATP) grant application.

This grade-separated crossing and associated pedestrian and bikeway improvements would be a "game-changer" for the community, addressing long-standing travel safety and access issues that result from the division of the community by the U.S. Route 101 corridor. Highway 101 separates dense residential areas in south East Palo Alto (where approximately one-third of city residents live) from the majority of the city's services, schools, parks, and jobs to the north. A narrow sidewalk on University Avenue is the only existing facility to bridge this divide between Willow Road to the north and the Oregon Expressway pedestrian/bicycle overpass to the south in Palo Alto (a stretch of over two miles).

Establishing a new Class I shared-use trail over the Highway 101 barrier – away from heavy vehicle traffic – will enhance public safety, promote walking and bicycling, and reduce vehicular trips on University Avenue and other congested roadways. The project will also improve community health by providing recreational opportunities and linkages to the Bay Trail and City of Palo Alto (as well as to the city's only full-service grocery store); will promote safer and more direct walking and biking routes to at least five schools; and will result in a highly-visible commitment to active transportation that will forever shape future investments and travel patterns in the City.

East Palo Alto is a historically underserved community, with a legacy of disinvestment before the city incorporated in 1983. That legacy persists today, with significantly lower household incomes and rates of high school graduation than the county at-large. More than half of households in East Palo Alto have children, which is true for only one-third of households countywide. This suggests that opportunities to provide facilities and activities for youth – starting with this trail overcrossing – are especially important in East Palo Alto.
In short, this project represents the very essence of what the Active Transportation Program seeks to achieve. We strongly encourage you to fund this project and help make this long-standing vision become a reality.

Sincerely,

Isabel Loya

2135 Clarke Avenue, East Palo Alto, CA 94303 • Phone (650) 322-9165
• Fax (650) 322-1820 • Email Address -info@youthunited.net • Website: www.youthunited.net

CITY OF MENLO PARK

City Manager's Office

May 14, 2014

Teresa McWilliam, Division of Local Assistance, MS-1
Attention: Chief, Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 95814

Ms. McWilliam,

On behalf of the City of Menlo Park, we would like to offer our enthusiastic support for the City of East Palo Alto's Highway 101 Pedestrian/Bicycle Overcrossing Project Active Transportation Program (ATP) grant application.

This grade-separated crossing and associated pedestrian and bikeway improvements would be a "game-changer" for the community, addressing long-standing travel safety and access issues that result from the division of the community by the U.S. Route 101 corridor. Highway 101 separates dense residential areas in south East Palo Alto (where approximately one-third of city residents live) from the majority of the city's services, schools, parks, and jobs to the north. A narrow sidewalk on University Avenue is the only existing facility to bridge this divide between Willow Road to the north and the Oregon Expressway pedestrian/bicycle overpass to the south in Palo Alto (a stretch of over two miles).

Establishing a new Class I shared-use trail over the Highway 101 barrier – away from heavy vehicle traffic – will enhance public safety, promote walking and bicycling, and reduce vehicular trips on University Avenue and other congested roadways. The project will also improve community health by providing recreational opportunities and linkages to the Bay Trail and City of Palo Alto (as well as to the city's only full-service grocery store); will promote safer and more direct walking and biking routes to at least five schools; and will result in a highly-visible commitment to active transportation that will forever shape future investments and travel patterns in the City.

East Palo Alto is a historically underserved community, with a legacy of disinvestment before the city incorporated in 1983. That legacy persists today, with significantly lower household incomes and rates of high school graduation than the county at-large. More than half of households in East Palo Alto have children, which is true for only one-third of households countywide. This suggests that opportunities to provide facilities and activities for youth – starting with this trail overcrossing – are especially important in East Palo Alto.

In short, this project represents the very essence of what the Active Transportation Program seeks to achieve. We strongly encourage you to fund this project and help make this long-standing vision become a reality.

Sincerely,

Alex D. McIntyre
City Manager

701 Laurel Street - Menlo Park, CA 94025
Phone: (650) 330-6740 - Fax: (650) 327-5497

COMMITTEE FOR
GREEN FOOTHILLS

May 14, 2014

Teresa McWilliam, Division of Local Assistance, MS-1
Attention: Chief, Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 95814

RE: *City of East Palo Alto Highway 101 Ped/Bike Overcrossing Project Active Transportation Program (ATP) Draft Letter of Support*

Ms. McWilliam,

On behalf of Committee for Green Foothills, we would like to offer our enthusiastic support for the City of East Palo Alto's Highway 101 Pedestrian/Bicycle Overcrossing Project Active Transportation Program (ATP) grant application.

This grade-separated crossing and associated pedestrian and bikeway improvements would be a "game-changer" for the community, addressing long-standing travel safety and access issues that result from the division of the community by the U.S. Route 101 corridor. Highway 101 separates dense residential areas in south East Palo Alto (where approximately one-third of city residents live) from the majority of the city's services, schools, parks, and jobs to the north. A narrow sidewalk on University Avenue is the only existing facility to bridge this divide between Willow Road to the north and the Oregon Expressway pedestrian/bicycle overpass to the south in Palo Alto (a stretch of over two miles).

Establishing a new Class I shared-use trail over the Highway 101 barrier – away from heavy vehicle traffic – will enhance public safety, promote walking and bicycling, and reduce vehicular trips on University Avenue and other congested roadways. The project will also improve community health by providing recreational opportunities and linkages to the Bay Trail and City of Palo Alto (as well as to the city's only full-service grocery store); will promote safer and more direct walking and biking routes to at least five schools; and will result in a highly-visible commitment to active transportation that will forever shape future investments and travel patterns in the City.

East Palo Alto is a historically underserved community, with a legacy of disinvestment before the city incorporated in 1983. That legacy persists today, with significantly lower household incomes and rates of high school graduation than the county at-large. More than half of households in East Palo Alto have children, which is true for only one-third of households countywide. This suggests that opportunities to provide facilities and activities for youth – starting with this trail overcrossing – are especially important in East Palo Alto.

In short, this project represents the very essence of what the Active Transportation Program seeks to achieve. We strongly encourage you to fund this project and help make this long-standing vision become a reality.

Sincerely,

Megan Medeiros

Megan Medeiros
Executive Director
Committee for Green Foothills

COMMITTEE FOR GREEN FOOTHILLS
3921 E. Bayshore Road
Palo Alto, CA 94303
650.968.7243 PHONE
650.962.8234 FAX
info@GreenFoothills.org
www.GreenFoothills.org

May 15, 2014

Teresa McWilliam, Division of Local Assistance
Attn: Chief, Office of Active Transportation & Special Programs
P.O. Box 942874, Sacramento, CA 95814

RE: Support for East Palo Alto Highway 101 Overcrossing

Ms. McWilliam:

Our coalition was formed in 1988 to advocate for wetlands, wildlife, and water quality improvements in our creeks and South San Francisco Bay. **Accordingly, it is a special pleasure to offer our enthusiastic support for the City of East Palo Aito's Highway 101 Pedestrian/Bicycle Overcrossing Project Active Transportation Program (ATP) grant application.**

This grade-separated crossing and associated pedestrian and bikeway improvements will alleviate long-standing travel safety and access issues, promote walking and bicycling, and reduce vehicular trips and associated runoff pollution. The project will also improve community health by providing recreational opportunities and linkages to the Bay Trail and the adjacent baylands nature reserve. The overcrossing will promote safer and more direct walking and biking routes to at least five schools; and will result in a highly-visible commitment to active, people-powered transportation.

CLEAN South Bay supports projects that help increase understanding and appreciation of the resource values of creeks and the Bay. Since more than half of households in East Palo Alto have children, funding for facilities and activities for youth -- starting with this trail overcrossing -- are especially important to East Palo Alto and our shared interests in the outdoors and nature.

In short, this project represents the very essence of what the Active Transportation Program seeks to achieve. Please fund this project and help make this long-standing vision become a reality.

Thanks for your consideration of this recommendation,

Trish Mulvey

Trish Mulvey, Cofounder, CLEAN South Bay

527 Rhodes Drive, Palo Alto, CA 94303

(650) 326-0252 or mulvey@ix.netcom.com

Coalition for Effluent Action Now
in South Bay

Endorsements (partial list):
Bay Area Audubon Chapters --
- Golden Gate
- Madrone
- Marin
- Mount Diablo
- Napa-Solano
- Ohlone
- Santa Clara Valley
- Sequoia

California Native Plant Society --
- Santa Clara Chapter

Citizens Committee to Complete the Refuge
Citizens for Alameda's Last Marshlands
Citizens for Open Space in Alviso
Committee for Green Foothills
Communities for a Better Environment
Defenders of Wildlife
Fisherman's Wharf Association
Friends of Charleston Slough
Friends of Foster City
Friends of Redwood City
Greenpeace
Mission Creek Conservancy
Natural Resources Defense Council
Northern California Council Federation of Fly Fishers
Pacific Coast Federation of Fisherman's Associations
Peninsula Conservation Center Foundation
Planning and Conservation League
San Francisco Boardsailing Association
Santa Clara County Greenbelt Coalition
Save Our South Bay Wetlands
Save San Francisco Bay Association
Save Wetlands in Mayhews
Sierra Club --
- Bay Chapter
- Loma Prieta Chapter

Silicon Valley Toxics Coalition
South Bay Wetlands Coalition
Sportsmen for Equal Access
The Bay Institute of San Francisco
Tri-City Ecology Center
United Anglers
Whistling Wings/Pintail Action Group

107 Mission Dr
East Palo Alto CA 94303
May 2, 2014

Teresa McWilliam, Division of Local Assistance, MS-1

Attention: Chief, Office of Active Transportation and Special Programs

P.O. Box 942874 Sacramento, CA 95814

Ms. McWilliam,

I would like to offer my enthusiastic support for the City of East Palo Alto's Highway 101 Pedestrian/Bicycle Overcrossing Project Active Transportation Program (ATP) grant application.

This grade-separated crossing and associated pedestrian and bikeway improvements would be a "game-changer" for the community, addressing long-standing travel safety and access issues that result from the division of the community by the U.S. Route 101 corridor. Highway 101 separates dense residential areas in south East Palo Alto (where approximately one-third of city residents live) from the majority of the city's services, schools, parks, and jobs to the north. A narrow sidewalk on University Avenue is the only existing facility to bridge this divide between Willow Road to the north and the Oregon Expressway pedestrian/bicycle overpass to the south in Palo Alto (a stretch of over two miles).

Establishing a new Class I shared-use trail over the Highway 101 barrier – away from heavy vehicle traffic – will enhance public safety, promote walking and bicycling, and reduce vehicular trips on University Avenue and other congested roadways. The project will also improve community health by providing recreational opportunities and linkages to the Bay Trail and City of Palo Alto (as well as to the city's only full-service grocery store); will promote safer and more direct walking and biking routes to at least five schools; and will result in a highly-visible commitment to active transportation that will forever shape future investments and travel patterns in the City.

East Palo Alto is a historically underserved community, with a legacy of disinvestment before the city incorporated in 1983. That legacy persists today, with significantly lower household incomes and rates of high school graduation than the county at-large. More than half of households in East Palo Alto have children, which is true for only one-third of households countywide. This suggests that opportunities to provide facilities and activities for youth – starting with this trail overcrossing – are especially important in East Palo Alto.

In short, this project represents the very essence of what the Active Transportation Program seeks to achieve. I strongly encourage you to fund this project and help make this long-standing vision become a reality.

Sincerely,

Holly Chenette,

East Palo Alto Resident and Teacher