Exhibit 1 City of Alameda's Grant Application for Federal Safe Routes to School Cycle 3, for NorthwoodGibbonsSouthwood Intersection

This is a Federal Grant Program and grants are issues by illustrating safety and hazard issues associated with school children. Grant program includes funds for infrastructure and non infrastructure improvements.
Competition for the grant is based on seven components which are scored for a total out of 100.

1) 15 pts for planning/community participation (Q160,p25)
2) 5 pts for school route plan (Q161,p27)
3) 30 pts for identification of safety risk/hazard (Q175, p29)
4) 30 pts for solving the safety risk/ hazard (Q177, p31)
5) 10 pts if project promotes more walking (Q178, p32)
6) 5 pts for education,(Q179, p33) encouragement , enforcement etc
7) 5 pts for partnering with other agencies like AUSD, bike ala etc.(Q 181, p34)
Source: Cycle 3 Infrastructure Federal Safe Routes to School, PART 5: Application Questions and Scoring Rubics Breakdown, Caltrans website for Federal Safe Routes to School (SRTS) Program

Safe Routes to School
CALIFORNIA

# CYCLE 3

ERAL SAFE ROUTES TO SCHOOL

APPLICATION

FOR

INFRASTRUCTURE PROJECT

ON-INFRASTRUCTURE PROJECT

CALTRANS DISTRICT: 4

RESPONSIBLE AGENCY: City of Alameda, Public Works Dept

APPLICATION PRIORITY NUMBER: 1

Includes $1500 for helmets and promoting walking and bicycling, the remaining requested funds were for modifications to the intersection of Southwood/Gibbons/Northwood

SRTS AMOUNT REQUESTED: $235,000

# Application Summary:

## Process: Cycle 3 Infrastructure Projects Application

### Infrastructure Improvements to the Gibbons Drive/Northwood Drive/Southwood Drive Intersection

**Contact: Gail Payne - gpayne@ci.alameda.ca.us**
City of Alameda, Public Works Department. 950 West Mall Square, Room 110
Alameda, CA, 94501
Phone: 510-747-7948
Mobile:
Fax:

**Organization: City of Alameda**
City of Alameda, Public Works Department. 950 West Mall Square, Room 110
Alameda, CA, 94501
Phone:
Mobile:
Fax:

Answer to components # 3 and 4, safety hazard and solution to safety hazard for a potential total points of 70 out of 100 pts, City states in question # 177, Page 31,

*"The proposed improvements to the intersection of Gibbons Drive, Northwood Drive, Southwood Drive involve use of landscaped islands/medians, stop controls, pedestrian curb ramps, and striping to channelize traffic, define vehicular movements and enhance pedestrian and bicycle access. The all way stop controls and channelized traffic will reduce vehicular speeds and will encourage more predictable behavior.* ***The reduced speeds will decrease both the frequency and severity of collisions. "***

Answer to question #175 Safety risk/hazards page 29, City states
Collisions within *" the project area within 1/4 mile of the project intersection-had a total of **8** pedestrian-or bicycle related motor vehicle collisions from 2007 to the present. Within 1/4 mile to one mile of Edison School, there have been **88** pedestrian -or bicycle related motor vehicle collisions from 2007 to present. All these collisions resulted in mainly minor injury and one bicyclist fatality. The bicyclist fatality occurred this past Spring less than a 1/2 mile from Edison Elementary School. This bicyclist was a former Edison Elementary School student and was attending Lincoln Middle School. He was not wearing a safety helmet. Within one to two miles of Edison Elementary School, there are **63** pedestrian or bicycle -related motor vehicle collisions from 2007 to the present. These collisions resulted in minor injuries. "*

Police department records do not show any accidents in the area. See separate documents for accident summaries and records. In addition, Police officers at the public meetings have stated there are no accidents in the area.

# Form: Infrastructure Application - Copy - Copy

## Q1: Project Name*

Name of Project
[100 characters allowed]

**Answer(s):**

Infrastructure Improvements to the Gibbons Drive/Northwood Drive/Southwood Drive Intersection

## Q2: Project Description*

Provide a brief description of the proposed project improvements (e.g., construct new sidewalks, curb ramps, and crosswalks; install bicycle lanes in city/town).
[2000 characters allowed]

$1500 only for non infrastructure such as helmets was requested as part of this grant. see "encouragement" cost item in the cost estimate attached to the application

**Answer(s):**

The proposed improvements to the intersection of Gibbons Drive, Northwood Drive, and Southwood Drive involve the use of landscaped islands/medians, stop controls, pedestrian curb ramps and striping to channelize traffic, define vehicular movements, and enhance pedestrian and bicyclist access. Non-infrastructure project elements include encouragement components such as Bike/Scooter Elves, safety helmets for low-income/at risk students and the installation of scooter/bike racks as well as a before/after evaluation.

## Q3: Project Location*

Provide a brief description of the general location(s) of the proposed project (e.g. the intersection of First Street and Second Street).
[1000 characters allowed]

the intersection of Lincoln and Gibbons is on the Safe Routes to school **not** Gibbons/Northwood/Southwood. see the enclosed map that was attached to the grant application

**Answer(s):**

The intersection of Gibbons Drive/Northwood Drive/Southwood Drive is on the school route to Edison Elementary School and Lincoln Middle School. It is a large intersection of up to 150 feet wide in a residential area only three blocks from Edison Elementary School. Gibbons Drive is a collector street that starts at High Street by the High Street Bridge, which is one of the few ways to access/egress the island of Alameda. Gibbons Drive ends at Central Avenue, which is a main thoroughfare in the City of Alameda.

## Q4: Amount of Request*

Amount of Request (Please use comma separators and round to the nearest $100)

$184,600 received, grant reduced by Caltrans see 9/15/11 City estimate, approx $50,000 of landscaping eliminated, Grant only allows for 10% of total cost to incidentals and landscaping is considered part of incidentals.

**Answer(s):**

235,000

## Q5: Total Project Cost*

(Please use comma separators and round to the nearest $100)

**Answer(s):**

235,000

**Q6: Project ID***

This is a two part question:

1. Please select your district refer to Caltrans Local Office website to find your Caltrans District number.
2. Please select the Responsible Agency as defined in the Cycle 3 Guidelines.

**Answer(s):**

District 04 > Alameda

**Q7: Number of Applications***

Select the # of applications being submitted by the Responsible Agency.

**Answer(s):**

2

**Q8: Priority***

Select the priority of this application, the applications must be ranked and prioritized with the priority # entered below from "01" to "99". If only one application is submitted, it is ranked "01". Applicants are strongly encouraged to apply environmental justice principles in the process of prioritizing project applications. Refer to the Environmental Justice Desk Guide.

**Answer(s):**

01

City rates this Priority 1, another application for Amelia Earhart E. S was rated #2, and no grant was rec'd for that school

## Responsible Agency Details

**Q9: Contact Name***

[50 characters allowed]

**Answer(s):**

Gail Payne

**Q10: Phone Number***

(ex: 000-000-0000)
[13 characters allowed]

**Answer(s):**

510-747-7948

**Q11: Email***
[50 characters allowed]

**Answer(s):**

gpayne@ci.alameda.ca.us

## General Information

**Q12: Metropolitan Planning Organization (MPO)***
Please select the appropriate Metropolitan Planning Organization (MPO) from the list below.

**Answer(s):**

MTC - Metropolitan Transportation Commission

**Q13: Other MPO**
If you chose other in the question above please type in the MPO below.
[150 characters allowed]

**Answer(s):**

**Q14: Please select RTPA name, if applicable:**

**Answer(s):**

**Q15: Other RTPA**
If your RTPA is not listed in the question above please enter it in the space below.
[100 characters allowed]

**Answer(s):**

**Q16: Name of organization responsible for non-infrastructure work**
(if different from responsible agency)
[50 characters allowed]

**Answer(s):**

**Q17: Contact person**
[50 characters allowed]

**Answer(s):**

**Q18: Phone**
(ex: 000-000-0000)
[30 characters allowed]

**Answer(s):**

**Q19: Email**
[50 characters allowed]

**Answer(s):**

## School/Community Information

**Q20: County-District-School Code (CDS) Number***
The CDS code should be submitted as a 14 digit code with no dashes. The first two digits identify the county, the next five digits identify the school district, and the last seven digits identify the school. If you need to look up the CDS code for a specific school please click here.
[14 characters allowed]

**Answer(s):**
01611196090054

**Q21: Full School Name***
[50 characters allowed]

**Answer(s):**
Lincoln Middle School

**Q22: Street Address/City/State/Zip code***
[200 characters allowed]

**Answer(s):**

1250 Fernside Blvd.
Alameda, CA 94501-4808

**Q23: School District***

Please enter the school district. You can also reference the California School Directory for a list of districts by county.
[200 characters allowed]

**Answer(s):**

Alameda City Unified School District

**Q24: Total Student Enrollment***

[5 characters allowed]

**Answer(s):**

919

**Q25: % of Students Eligible for the Free and Reduced Meals Program***

Refer to the California Department of Education website.
[3 characters allowed]

**Answer(s):**

14

**Q26: Number of Students living within two mile radius of school(s)***

[5 characters allowed]

**Answer(s):**

919

includes both Edison and Lincoln schools

**Q27: Please cite data source**

[100 characters allowed]

**Answer(s):**

City map

**Q28: Approximate Number of Students living along school route proposed for improvements***

[5 characters allowed]

**Answer(s):**

100

No city pedestrian nor bicycle count surveys were performed at the southerly Gibbons/Northwood/Southwood Intersection. School children do not cross at this intersection. Source: City did not provide any record in response to public record request of March 8, 2012. The City website under Traffic Calming Improvements includes the surveys conducted for this project in 2009, two figures for pedestrian and bicycle counts. These documents illustrate no pedestrian counts were done for this intersection. A field visit on March 21, 2012 by E. Thomson P.E. after school revealed no school children cross Gibbons at this intersection. They walk along Southwood or Northwood to Lincoln or walk north to walk via Buena Vista to Edison. These routes are on the Safe Routes to School Maps.

**Q29: Please cite data source**
[100 characters allowed]

**Answer(s):**
School district map + enrollment data

**Q30: % of Students who Currently Walk or Bicycle to School***
[3 characters allowed]

**Answer(s):**
40

**Q31: Please cite data source***
[100 characters allowed]

**Answer(s):**
City of Alameda staff estimate

**Q32: County-District-School Code (CDS) Number**
The CDS code should be submitted as a 14 digit code with no dashes. The first two digits identify the county, the next five digits identify the school district, and the last seven digits identify the school. If you need to look up the CDS code for a specific school please click here.
[14 characters allowed]

**Answer(s):**
01611196090013

**Q33: Full School Name**
[50 characters allowed]

**Answer(s):**
Edison Elementary School

**Q34: Street Address/City/State/Zip code**
[200 characters allowed]

**Answer(s):**

2700 Buena Vista Ave.
Alameda, CA 94501-1610

**Q35: School District**

Please enter the school district. You can also reference the California School Directory for a list of districts by county.
[200 characters allowed]

**Answer(s):**

Alameda City Unified School District

**Q36: Total Student Enrollment**

[5 characters allowed]

**Answer(s):**

416

**Q37: % of Students Eligible for the Free and Reduced Meals Program**

Refer to the California Department of Education website.
[3 characters allowed]

**Answer(s):**

12

**Q38: Number of Students living within two mile radius of school(s)**

[5 characters allowed]

**Answer(s):**

416

2 mile radius of school includes all of Alameda to Sherman and Shoreline Park west of Grand, to south of Island Drive at Doolittle and includes Fruitvale and east of Foothill

**Q39: Please cite data source**

[100 characters allowed]

**Answer(s):**

City GIS

**Q40: Approximate Number of Students living along school route proposed for improvements**

[5 characters allowed]

**Answer(s):**

100

**Q41: Please cite data source**
[100 characters allowed]

**Answer(s):**
School district map + enrollment data

**Q42: % of Students who Currently Walk or Bicycle to School**
[3 characters allowed]

**Answer(s):**
40

**Q43: Please cite data source**
[100 characters allowed]

**Answer(s):**
City of Alameda staff estimate

**Q44: County-District-School Code (CDS) Number**
The CDS code should be submitted as a 14 digit code with no dashes. The first two digits identify the county, the next five digits identify the school district, and the last seven digits identify the school. If you need to look up the CDS code for a specific school please click here.
[14 characters allowed]

**Answer(s):**

**Q45: Full School Name**
[50 characters allowed]

**Answer(s):**

**Q46: Street Address/City/State/Zip code**
[200 characters allowed]

**Answer(s):**

**Q47: School District**

**Q141: Senate District(s)***
[100 characters allowed]

**Answer(s):**
9 (Senator Loni Hancock)

**Q142: Assembly District(s)***
[100 characters allowed]

**Answer(s):**
16 (Assembly member Sandre Swanson)

## General Information About the Project

**Q143: Education***

**Answer(s):**
No

**Q144: Encouragement***

**Answer(s):**
Yes

this is the helmets and bicycle elves education and encouragement program and referred to as the non infrastructure components in this grant application. amount requested $1500 , see "Encouragement line item in 5/24/11 Cost estimates in this application. Note: Only $1000 received. As per revised 9/15/11 estimate when most of landscaping was removed by Caltrans.

**Q145: Enforcement***

**Answer(s):**
No

**Q146: Engineering***

**Answer(s):**
Yes

**Q147: Evaluation***

**Answer(s):**

Yes

**Q148: Pedestrian Facilites***

**Answer(s):**

Yes

**Q149: Bicycle Facilities***

**Answer(s):**

Yes

helmets but no infrastructure facilities provided, lanes are narrowed eliminating the existing space for bicycles through the intersection.

**Q150: Traffic Control Devices***

**Answer(s):**

Yes

**Q151: Traffic Calming and Speed Reduction***

**Answer(s):**

Yes

California Manual of Uniform Traffic Control Devices states Section 2B.05 as per City's Multi STOP Sign warrant guidelines, signed by M. Naclerio 10/13/10 states *" Multiway STOP signs should not be used for speed control"*

Furthermore, same City guidelines states *No other STOP sign or signals within 600 ft.*

E. Thomson's March 8, 2012 Public Record request and two visits when asked specifically for the analysis did not produce from City any engineering report as required by law for 4 way stop. In addition, FHWA requires the warrant analysis for stop signs be attached to the application and that too was missing from the application

**Q152: Other**

Please describe

[200 characters allowed]

**Answer(s):**

## Organization Background and Capacity

**Q153: Does the local or regional agency have a current executed master agreement with Caltrans?***

**Answer(s):**

Yes

**Q154: If Yes, provide Master Agreement number**

[50 characters allowed]

**Answer(s):**

04-5014R

**Q155: Has your agency or organization received SRTS funding in the past?***

**Answer(s):**

No

**Q156: If Yes,**

**Verify that your project(s) are in good standing on the SRTS Delivery Status Document.**

•If any project identified by your agency has been red flagged, you are ineligible to apply this funding cycle. Once red flags are removed, you will be allowed to apply for SRTS funding.

**If No, describe, in detail, your agency or organization's capacity to undertake this reimbursable project.**

Explain any previous experience with the federal-aid process.

[1000 characters allowed]

**Answer(s):**

The City of Alameda Public Works Department has applied for, obtained and successfully completed the following federally funded transportation projects:

- Surface Transportation Program funds

*Lincoln Middle School access improvements;

*In-pavement crosswalk lights at Santa Clara Ave./Willow St, Pacific Ave./4th St, and Otis Dr/Sandcreek Way

- Congestion Mitigation Air Quality - 8th St Traffic Calming
- Economic Development Administration - Main St corridor improvements
- Federal Highway Administration - seismic retrofit of Ballena Bay Bridge
- Community Development Block Grant - Webster St Streetscape
- Hazard Elimination Safety

*In-Pavement Crosswalk Lights at Park St/Webb Ave., a midblock crosswalk between Santa Clara Ave and Central Ave, and at Park St/Pacific Ave.

*Atlantic/Webster and Main/Pacific intersection modifications

Transportation and Community System Preservation Program - Park St Streetscape – Phase 2

**Q157: For agencies that have received SRTS funding in the past:**

It is a requirement that all infrastructure and non-infrastructure projects be evaluated. Please verify that student tally and parent surveys have been submitted by accessing the information at www.saferoutesdata.org. Explain the status of evaluation for your project(s).

Provide:

•Project ID #
•School Name
•Before Evaluation Date(s)
•After Evaluation Date(s)
[dates to be provided as target or complete]
[1000 characters allowed]

the $1500 fund requested, the remaining funds of the $235,000 requested were for the southerly intersection of Southwood/Gibbons/ Northwood,

**Answer(s):**
NA

**Q158: For projects that include a non-infrastructure component:**
Provide a brief overview of the organization implementing that portion of the project (e.g., a mission statement, geographical area served, experience with projects similar to the one proposed, etc.).
[1000 characters allowed]

**Answer(s):**
The Edison Elementary School PTA will be the lead group involved with the Bicycle/Scooter Elves program and the subsequent bicycle blender party. The Edison Elementary School and Lincoln Middle School principal and staff will be the lead groups in charge of providing safety helmets to low-income/at risk students and installing the scooter/bike racks. TransForm, which is the non-profit agency leading the Alameda Countywide Safe Routes to School Program, will assist with promotional materials and the bicycle blender for the Elves event. The City of Alameda Public Works Department staff will be the lead agency of the project evaluation.

## Existing Site Conditions

**Q159: Existing site conditions:***
Please provide existing site conditions of the project using the EXISTING SITE CONDITIONS TABLE
[1 MB(s) allowed]

**Answer(s):**
Attachment: CYCLE3SRTS_EXISTING_SITE_CONDITIONS_Gibbons.docx

## Application Questions and Scoring Rubric Breakdown

**Q160: 1. Planning and Selection***
Describe the planning process that contributed to the development and selection of this proposed project and how the school(s) were selected and prioritized among potential SRTS projects in the local community or region. Cite the stakeholder names and organizations/agencies within the community that contributed and describe their participation. (15 pts.)

[7000 characters allowed]

neighbors who attended believe 80% stated that do nothing was the conclusion for both the Nov 2010 and May 2010. At a recent public meeting Feb 28, 2012, the neighbors were surprised a grant had been applied for.

**Answer(s):**

This intersection project was developed as a result of priorities established in the Pedestrian Plan (2008). Under the "Safe Routes to School" category, the City's Pedestrian Plan emphasizes "the importance of having enhanced pedestrian infrastructure adjacent to schools and along school routes." The City has worked closely with each school to develop Safe Routes to School maps, and this location was identified on the routes for two schools: Edison Elementary and Lincoln Middle. The recommended routes on the school route maps initially were developed by City staff. The final maps were revised to incorporate feedback from school personnel and parents.

In 2007, residents of the Gibbons Drive area approached the City's Public Works Department about pedestrian and bicycle circulation issues, especially for students who navigate through the Gibbons Dr/Northwood Dr/Southwood Dr intersection. The below section shows the chronology of correspondence and meetings between the Gibbons Drive area and the City:

- October 2007: The City received a neighborhood traffic calming petition with over 170 signatures to promote safety and a more livable community that is more conducive to walking and bicycling. At that time, a roundabout was proposed for the Gibbons Dr/Northwood Dr/Southwood Dr intersection. Out of 202 parcels within the directly affected area, the City received 80 signatures in favor of an intersection improvement project, which represents 40 percent of the directly affected properties.
- 2009: The City's Public Works Department staff began to move forward with data collection such as speed surveys and traffic counts after addressing the back log of other Traffic Calming requests. Staff prepared a draft technical proposal for the Gibbons Drive area.
- May 2010: First Public Meeting at Edison Elementary School to discuss the neighborhood traffic calming at three intersections including the Gibbons Dr/Northwood Dr/Southwood Dr intersection. A representative from the Alameda Police Department along with about 75 Gibbons Drive area residents attended the meeting. The voting results showed that 63 percent of the meeting participants were in favor of improving the project intersection.
- Follow-up Analyses: Public Works Department staff collected additional data, discussed the existing condition findings with stakeholders who could not attend the meeting such as BikeAlameda, Edison School PTA, Pedestrian-Friendly Alameda and the Alameda Unified School District representatives, and revised the conceptual design to address community concerns.
- November 2010: Second Public Meeting at Lincoln Middle School to discuss traffic calming only at the Gibbons Dr/Northwood Dr/Southwood Dr intersection. The agenda items included review of the first meeting, refining the conceptual design and costs, discussing possible funding sources and obtaining community feedback. Approximately 50 residents attended this meeting. The vote was split on proceeding with a roundabout option due to the high cost and the potential loss of parking.
- May 2011: Six community participants at a Focus Group meeting discussed a new conceptual design with medians, islands and stop controls instead of a roundabout. These participants were in support of the design concept.
- June 2011: Staff selected the Gibbons Dr/Northwood Dr/Southwood Dr intersection for this SRTS grant application because of the physical characteristics and its school route designation. The project has crossing distances on legs of the intersection ranging from 50 to 150 feet, which is one of the widest intersections in the City of Alameda. Edison Elementary School is an active participant in the on-going Countywide Safe Routes to School activities. Lincoln Middle School has a high bicycling rate.
- July 2011: To address the need for safety helmets, staff added the purchase of bicycle/scooter helmets for low-

a total of three focus mtgs in Rm 360, at City Hall 7PM May 24, 2011, 7:30 PM Dec 12 2011 and Jan 30, 2011. City response to March 8th, 2012 public record request was only the agendas were available and at meeting on March 20th were told no records of minutes of mtg nor list of attendees exist.

income/at risk students attending Edison and Lincoln schools. Encouragement elements such as the Bike/Scooter Elves and the installation of scooter/bike racks and an evaluation component also were added to ensure that walking and bicycling/scooting rates to/from these target schools will continue to increase.

### Q161: 2. Development of Plan*

Did the planning process develop into a school travel plan, safe routes to school plan, or school route plan? If yes, please describe briefly and attach a copy in the upload field below. If no, please describe any future plans to develop one. (5 pts.)
[7000 characters allowed]
[1 MB(s) allowed]

### Answer(s):

As described above, the City's Pedestrian Plan (2008) was the vehicle through which this project concept was initially prioritized in the "Safe Routes to School" category. The subsequently developed Safe Routes to School maps (attached for Edison Elementary School) helped to further highlight which of the priority projects are most critical for enhancing bicycling and walking to school.

The outreach process for the Pedestrian Plan included a public input survey, a Pedestrian Task Force, a public workshop and public hearings. The members of the Pedestrian Task Force included representatives from the following agencies:
- Alameda Unified School District
- Housing Commission
- Economic Development Commission
- Planning Board
- Recreation and Parks Commission
- Transportation Commission

The "Safe Routes to School" category in the Pedestrian Plan has the following components:
- SRTS Route Mapping Program to develop and annually update school route maps
- School Route Enhancements
- SRTS Striping and Signing Maintenance Program
- Walking School Bus Program
- International Walk to School Day

This section of the Pedestrian Plan states that the Public Works Department staff "will address suggestions on pedestrian enhancements around schools and along school routes." The standard process is for staff to work with the directly affected community to agree on an improvement project, and then to seek funding to implement the project. Staff has followed this protocol for the Gibbons Dr/Northwood Dr/Southwood Dr intersection.
Attachment: SchoolRoutes_EdisonEleSchool_2010.pdf

### Q162: History of pedestrian/bicycle-vehicle collisions w/in 2-miles of target school*

**Answer(s):**

Yes

**Q163: Limited or no crosswalks***

**Answer(s):**

Yes

**Q164: High vehicular speeds***

City's records show 85th percentile speeds for Gibbons approx 350 ft north of intersection 30 mph southbound and 31 mph northbound. source: City of Alameda website under Traffic Calming.
85th Percentile Speed. Definition: 85 percent of the vehicles in the flow for this section drive up to this speed. Vehicles slow down through intersection approaching Lincoln's stop signs located immediately south of the intersection.

**Answer(s):**

Yes

**Q165: Poor sight distance***

City has not provided engineering reports that sight distances are poor. Red curb and removal of bushes were not considered by City and should be considered before 4 way stop sign control as per CA MUTCD.

**Answer(s):**

Yes

**Q166: High vehicle traffic volume***

**Answer(s):**

No

**Q167: No traffic control devices at school crossing***

**Answer(s):**

Yes

There is an all way stop on school route at Lincoln/Gibbons intersection plus a school crossing guard. The southerly Southwood/Northwood/ Gibbons intersection is not on city Safe Route to school map. Children cross at Lincoln and Buena Vista at Cambridge. See map in this application

**Q168: Possible storm water**

**Answer(s):**

No

**Q169: Inadequate enforcement of speed limits***

**Answer(s):**

No

**Q170: Limited or no bike lanes***

**Answer(s):**

Yes

Federal application requires data that is applicable to the project . This data is misleading, includes Park St. and the fatality at Everett and Santa Clara. Police and records indicate ZERO pedestrian and bicycle related motor vehicle collisions on Gibbons between Central and Fernside including side streets.
See city accidents records attached in separate PDF.

**Q171: Children walking or bicycling in street***

**Answer(s):**

No

**Q172: No crossing guards***

**Answer(s):**

Yes

crossing guard exist at Lincoln/ Gibbons adjacent to this intersection

**Q173: Low visability crosswalks***

**Answer(s):**

No

**Q174: Other**

Please describe
[200 characters allowed]

no supporting facts this is an on going problem, a few wheelies have occurred but individual has moved out . source: residents who have lived in the neighborhood for over 30 yrs

**Answer(s):**

The intersection is wide, and does not have crosswalks. Motorist behavior such as reckless driving is an on-going issue according to the Gibbons Drive area residents.

**Q175: 3a. Safety risk/hazards***

From the safety risk/hazards identified above, describe each risk/hazard that has been encountered and the extent and severity of each. (25 pts.)
[7000 characters allowed]

**Answer(s):**

Collisions: The project area – within ¼ mile of the project intersection – had a total of 8 pedestrian- or bicycle-related motor vehicle collisions from 2007 to the present. Within ¼ mile to one mile of Edison Elementary School, there have been 88 pedestrian- or bicycle-related motor vehicle collisions from 2007 to the present. All these collisions resulted in mainly minor injuries and one bicyclist fatality. The bicyclist fatality occurred this past Spring less than ½ mile from Edison Elementary School. This bicyclist was a former Edison Elementary School student

and was attending Lincoln Middle School. He was not wearing a safety helmet. Within one to two miles of Edison Elementary School, there were 63 pedestrian- or bicycle-related motor vehicle collisions from 2007 to the present. These collisions resulted in mainly minor injuries.

Limited/No Crosswalks: The intersection does not have any crosswalks.

No Traffic Control Devices: The only stop sign at the project intersection is at the Southwood Drive approach. Gibbons Drive area residents are concerned about the lack of intersection controls, especially due to the large intersection size and its skewed alignment.

High Vehicular Speeds: The Gibbons Drive area residents have stated that "there are issues of uncontrolled speed" and they "have noted this as a serious hazard." In 2009, Gibbons Drive had an 85th percentile speed of 30 miles per hour approaching the project intersection and Northwood Drive had an 85th percentile speed of 27 miles per hour approaching the project intersection. Since these two streets intersect without traffic controls and at a skewed angle, the Gibbons Drive area residents find these speeds to be a safety risk.

Poor Sight Distance: Due to the horizontal curvature of the approaching streets and the skewed intersection, it is difficult to see approaching vehicles.

sight distance not a problem, some bushes and red curb would improve sight distance but not considered by City.

Motorist Behavior: Gibbons Drive area residents state that motorist behavior such as sideshows, reckless driving and doughnuts "is an on-going problem due to the large size of the intersection."

Limited/No Bike Lanes: The project intersection does not have bicycle lanes. Gibbons Drive area residents have commented on the need to improve the bicycle circulation through the project intersection.

No Crossing Guard: The project intersection does not have a crossing guard; however, an adjacent intersection at the Gibbons Drive/Lincoln Avenue intersection does have a crossing guard, which attracts students through and to cross the project intersection.

project intersection is immediately adjacent to Lincoln and children cross Gibbons at Lincoln.

Width: The intersection is between 50 and 150 feet wide depending on the intersection leg, making it one of the widest intersections in the City of Alameda.

### Q176: 3b. Risk/hazard determination*

Discuss how each item was determined to be a risk/hazard (e.g. cite data such as accident reports, community observations, surveys, reports, walk or bicycle audits, etc) (5 pts)
[7000 characters allowed]

### Answer(s):

Collisions: The Alameda Police Department compiles the collision data. The bicycle-related motor vehicle collision data is not reported in 2007 and 2008 so is shown only starting 2009 to the present (May 2011). The pedestrian-related motor vehicle collision data is shown for 2007 to the present (May 2011).

Limited/No Crosswalks: Staff observed that the intersection does not have any crosswalks.

No Traffic Control Devices: Staff observed that the only stop sign at the project intersection is at the Southwood Drive approach, which is a concern for Gibbons Drive area residents.

High Vehicular Speeds: Staff conducted speed surveys in 2009 for the Gibbons Drive showing 85th percentile speeds approaching the project intersection. Since Gibbons Drive and Northwood Drive intersect without traffic controls and at a skewed angle, the Gibbons Drive area residents find these speeds to be a safety risk.

Poor Sight Distance: Staff observed that the intersection has limited sight distance due to the horizontal curvature of the approaching streets and the skewed intersection. see comment below

Motorist Behavior: Gibbons Drive area residents state that motorist behavior such as sideshows, reckless driving and doughnuts "is an on-going problem due to the large size of the intersection."

no records indicate an on going problem, residents have stated one person in neighborhood did this and has stopped

Limited/No Bike Lanes: Staff observed that the project intersection does not have bicycle lanes. Gibbons Drive area residents would like improved bicycle circulation through the project intersection.

No Crossing Guard: Staff observed that project intersection does not have a crossing guard.

crossing guard is at Lincoln where children cross.

Width: With a width of up to 150 feet, pedestrians and bicyclists view this intersection as a barrier to walking and bicycling in the neighborhood according to the Gibbons Drive area residents.

**Q177: 4. Proposed Project Selection***

Describe how the proposed project addresses each identified risk/hazard. Include a description of the range of alternatives considered and the reason why the proposed project was chosen (cost effective analysis, local standards, etc.). (30 pts.)

[7000 characters allowed]

if no accidents, a reduction is not possible!!!

**Answer(s):**

The proposed improvements to the intersection of Gibbons Drive, Northwood Drive, and Southwood Drive involve the use of landscaped islands/medians, stop controls, pedestrian curb ramps and striping to channelize traffic, define vehicular movements, and enhance pedestrian and bicyclist access.

Collisions/Motorist Behavior: The all-way stop controls and channelized traffic will reduce vehicular speeds and will encourage more predictable motorist behavior. The reduced speeds will decrease both the frequency and severity of collisions. The channelized traffic, which is possible by the medians/islands recommended as part of the intersection improvement, will reduce the space available for reckless driving and will reduce the skewed alignment. The proposed project brings the intersection to more of a right angle, and provides stop controls for the acute angle that still exists on Northwood Drive. The proposed project also includes safety helmets for low income/at risk students to help reduce the severity of bicycle- and scooter-related motor vehicle collisions.

no accident history for poor sight distance is known, removal of bushes and placement of red curb would improve stopping sight distance for Northwood and Southwood. City has not considered these options as per the lack of public record available on this option and typically these are considered before placement of STOP signs.

Limited/No Crosswalks: Crosswalks will be provided on all the intersection legs.

no demand for xwalk in the middle of intersection

No Traffic Control Devices: Stop signs will be installed at all the intersection approaches.

High Vehicular Speeds: The all-way stop controls and channelized traffic will reduce vehicular speeds. The addition of six trees in the medians/islands at the project intersection also will help reduce vehicular speeds.

speeds today decrease approaching lincoln southbound, and **Lincoln/Gibbons and the southerly intersection of Northwood/Gibbons/Southwood is one elongated intersection**, they are not separate intersection, with stop signs more noise and potential rear end accidents.

Limited/No Bike Lanes: The proposed project slows the vehicular traffic speeds making the intersection easier to access via bicycle.

the recommended tight lanes for both bicycle and auto side by side at stopbar promotes for sideswipe of car and bicycle. the existing wider lanes are safer.

No Crossing Guard: A crossing guard will continue to be located at the adjacent intersection of Gibbons Drive/Lincoln Avenue. The Gibbons Dr/Northwood Dr/Southwood Dr will no longer act as a barrier to accessing the crossing guard for Edison Elementary School students.

Width: The channelized traffic with the medians/islands will reduce the street crossings to under 50 feet at each intersection leg.

*Roundabout Option*

The Gibbons Drive area residents initially requested a roundabout at the project intersection. After staff analyzed this option, the community did not support it due to the potential loss of parking. This option also had significantly higher costs at $430,000 compared to the preferred conceptual design that totals $230,000. Engineer staff also recommended against a roundabout due to several adjacent driveways. Residents would have difficulties backing into a roundabout with limited visibilities. The recommended project works better for residents backing out of their adjacent driveways in that it is stop controlled.

**Q178: 5. Sustainment***

this is related to the $1500 portion of the grant for non infrastructure enhancements to promote more walking and bicycling.

How will increased walking and bicycling among students be sustained after the completion of this project? (e.g. future funding, partnership building, policy change, etc.) (10 pts.)
[7000 characters allowed]

### Answer(s):

As part of this grant application, the provision of bike helmets to low-income/at risk students, the installation of scooter/bike racks and the encouragement activity with the Bike/Scooter Elves will help to promote additional bicycling and scooter riding to school after the completion of the infrastructure improvements. In addition, the physical improvements included in this project are being supported by ongoing efforts - funded through other sources - to support increased bicycling and walking to school. These activities include the following:

1) Alameda Countywide Safe Routes to School education and encouragement initiatives, including bicycle and pedestrian safety workshops and Bicycle/Scooter Elves Awards for Edison School participants.

2) Strong support from the Alameda Unified School District and the City's Public Works and Police Departments for the annual Walk and Roll to School Day and Bike to Work/School Day.
3) Focused outreach about the improvements implemented with this project at the beginning of the school year in September. Additional outreach will be conducted as part of Walk and Roll to School Day in October.
4) Periodic outreach and updating of each school's Safe Routes to School map by the City.
5) Continuing presence of a crossing guard at Gibbons Drive/Lincoln Avenue intersection during school commute hours.
6) Periodic enforcement by the Alameda Police Department as needed.
7) Continued implementation of the City's Bicycle and Pedestrian Plans and ongoing maintenance of existing facilities in the area.
8) Ongoing support by the City and bicycling advocates for the annual Bike to Work/School Day, which includes an "energizer station" near the entrance to the Bay Farm Island Bike Bridge, a location that all Lincoln Middle School students must pass when bicycling to school.
9) Special signage for up to six months to inform motorists of the changes being implemented at the intersection, which will help raise overall awareness in the community about the project.

### Q179: 6a. 4 E's

Infrastructure projects may also include a non-infrastructure component to encourage safe use of new and existing infrastructure. Download the TABLE and describe any education, encouragement, enforcement, and evaluation activities this project will undertake to increase and evaluate walking and bicycling to school. Upload the completed table in the space below. Include any activities that will be undertaken to promote walking and rolling among students with disabilities. (5 pts)
[1 MB(s) allowed]

### Answer(s):

Attachment: CYCLE3SRTSAPPLICATION-NI-ACTIVITYWORKSHEET_Gibbons.rtf

### Q180: 6b. 4 "E"s Cont.

If you are not requesting funds for all 4 E's, please explain any planned or on-going efforts to address each E.
[7000 characters allowed]

### Answer(s):

Education - The City and school district will continue to work with the Alameda Countywide Safe Routes to School Program to provide bicycle and pedestrian safety education for students including the safety helmet education presentations. On the back side of the school route map, the City provides safety tips that explain the rules of the road. Both the map and the safety tips are updated and distributed annually to all Alameda Unified School District students.

Encouragement – The Alameda Unified School District and the City will continue to work with Pedestrian Friendly Alameda and the PTA Council to implement the highly successful Walk and Roll to School Day activities, which has occurred annually for over ten years. The City also will work with the school district as needed to update the Safe

Routes to School maps/safety tips to provide students and parents with recommended routes to school and with tips on the rules of the road.

Enforcement - The Alameda Police Department will continue to provide a crossing guard at the Gibbons Drive/Lincoln Avenue intersection, as well as periodic traffic enforcement as needed.

**Q181: 7. Does the applicant have a commitment to partner with other agencies once the project is awarded?***

If yes, cite the name, title, and contact information of the individual responsible for ensuring completion of this project, and indicate if the commitment has been formalized through an MOU, letter of commitment, Inter-Agency Agreement, or other means. (5 pts.)
[7000 characters allowed]

**Answer(s):**

The City has received a letter of commitment from TransForm, the organization responsible for implementing the Alameda Countywide Safe Routes to School Program, and has included it with this application. The contact is Carrie Harvilla, SR2S Site Coordinator of TransForm: 510-740-3150 x326 or charvilla@transformca.org.

## Project Cost Estimate

**Q182: Project Cost Estimate***

Please provide cost estimate figures using the Project Cost Estimate Worksheet.
[1 MB(s) allowed]

**Answer(s):**

Attachment: CostEstimateWorksheetGibbons.xls

note this cost estimate has been revised.

**Q183: Non-infrastructure project application***

Has a non-infrastructure project application been submitted or approved to complement this infrastructure improvement?

**Answer(s):**

No

Caltrans eliminated landscaping which could only be 10% of total cost. 10% for incidentals including non infrastructure.

**Q184: Proceed with reduced scope***

In some cases, the review committee may recommend that a project be funded providing certain components are removed from the project scope. Will the applicant proceed with the construction of the project if its scope and cost are reduced?

**Answer(s):**

Yes

## Required documents

### Q185: General Map*

Upload a clear, color rendering of a general map showing the location of all proposed improvements and their proximity to the school and school routes within the two-mile radius.
[3 MB(s) allowed]

**Answer(s):**

Attachment: ProjectMapGibbons.pdf

### Q186: Site Plan*

Upload a clear site plan for each improvement location showing existing and proposed conditions, preferably in color.
[2 MB(s) allowed]

**Answer(s):**

Attachment: GibbonsSitePlan.pdf

### Q187: Detailed Engineer's Estimate*

Upload a Detailed Engineer's Estimate.
[2 MB(s) allowed]

**Answer(s):**

Attachment: Cost EstimateGibbons.xls

### Q188: "Warrant" Sheets

Upload completed "warrant" sheets per the California MUTCD for projects with traffic control devices (if required).
[4 MB(s) allowed]

not provided and not available at City Hall, warrant sheets are required for All way STOP controls.

**Answer(s):**

**No File Uploaded**

## Project Delivery Schedule

**Q189: Obtain Authorization to Proceed with Preliminary Engineering (PE)***

is this happening now??

**Answer(s):**
05/01/2012

We heard project is going to the Transportation Committee in May, is this for approval of the preliminary engineering plan. ???

**Q190: Complete Baseline / Initial Student Tally and Parent Survey***

**Answer(s):**
06/01/2012

**Q191: Complete the NEPA document***

**Answer(s):**
09/01/2012

**Q192: Submit first invoice***

**Answer(s):**
11/01/2012

**Q193: Complete final design and Plans, Specifications, & Estimate (PS&E)***

**Answer(s):**
11/01/2012

**Q194: Obtain Authorization to Proceed with Right of Way***

**Answer(s):**
11/01/2012

**Q195: Obtain Right of Way Clearance (certification)***

**Answer(s):**
12/01/2012

**Q196: Obtain project Authorization to Proceed with Construction***

**Answer(s):**
02/01/2013

**Q197: Award Construction Contract***

**Answer(s):**
06/01/2013

**Q198: Complete construction***

**Answer(s):**
09/01/2013

**Q199: Submit second Student Tally and Parent Survey results***

**Answer(s):**
02/01/2014

**Q200: Submit final invoice with a report of expenditures, and close out the project***

**Answer(s):**
02/01/2014

## Optional Documents

**Q201: Letters of Commitment**

Please upload any letters of commitment in the area below. If you have more than one letter please consolidate the letters into one file either with a scanner or the fax to file tool on the left navigation list.
[1 MB(s) allowed]

**Answer(s):**
Attachment: TransForm LOC Gibbons D

City hand picked the attached and several supporters only. Mr. Kelly heard about it from one of the supporters and sent in his only opposition letter. Neighborhood not contracted. source Public record request made March 8th, 2012 produced emails from G Payne of whom she contacted for letters of support.

**Q202: Letters of Support**

Please upload any letters of support in the area below. If you have more than one letter please consolidate the letters into one file either with a scanner or the fax to file tool on the left navigation list.
[5 MB(s) allowed]

**Answer(s):**
Attachment: GibbonsSupportLettersCompiled.pdf

## Signatures

### Q203: Prepared By*

Please enter the full name and title of the person that prepared this application.
[100 characters allowed]

**Answer(s):**

Gail Payne, Transportation Coordinator

### Q204: Last Date Revised*

Please enter the date that this application was last revised.

**Answer(s):**

07/15/2011

### Q205: Responsible Agency*

Please download the Application Verification and Signature Form, have it completed by the responsible agency, and upload it in the area below.
[1 MB(s) allowed]

**Answer(s):**

Attachment: AgencySignatureGibbons.pdf

### Q206: Additional Signatures*

Upload a copy of the signature page.
ALL SIGNATURES INDICATE AN AGREEMENT IN PRINCIPLE AND A COMMITMENT TO SUPPORT THIS PROJECT.
[1 MB(s) allowed]

**Answer(s):**

Attachment: ResponsibleAgencySignaturesGibbons.pdf

### Q207: Cover Sheet*

Please download the Cover Sheet, complete and upload it in the space below. Once you have completed the application, you are required to print the full application, in duplicate, by clicking on the "Print Packet" link at the top of this form. Once printed, please place this cover sheet as the first page of the application packet.

[1 MB(s) allowed]

**Answer(s):**

Attachment: CYCLE3COVERSHEET040811_Gibbons.docx

# Files Summary

## Process: Cycle 3 Infrastructure Projects Application

### Infrastructure Improvements to the Gibbons Drive/Northwood Drive/Southwood Drive Intersection

## File Uploads

CYCLE3SRTS_EXISTING_SITE_CONDITIONS_Gibbons.docx

SchoolRoutes_EdisonEleSchool_2010.pdf

CYCLE3SRTSAPPLICATION-NI-ACTIVITYWORKSHEET_Gibbons.rtf

CostEstimateWorksheetGibbons.xls

ProjectMapGibbons.pdf

GibbonsSitePlan.pdf

Cost EstimateGibbons.xls

TransForm LOC Gibbons Dr Alameda Cycle 3.pdf

GibbonsSupportLettersCompiledFinal.pdf

AgencySignatureGibbons.pdf

ResponsibleAgencySignaturesGibbons.pdf

CYCLE3COVERSHEET040811_Gibbons.docx

## CYCLE 3 SRTS INFRASTRUCTURE APPLICATION

## EXISTING SITE CONDITIONS TABLE

**Existing site conditions:** The intent of this section is to facilitate the planning of the project and prepare applicant response to this application. Projects that contain multiple school crossings may include additional tables as applicable.

**Street or Crossing Location: Gibbons Drive/Southwood Drive/Northwood Drive Intersection**

| | |
|---|---|
| **Average Distance from project site to target school. (Please check):**<br>Less than ¼ mile X<br>¼ to 1 mile ____<br>1 to 2 miles ____<br>**Comments:** | Highest Posted Speed at project site location. (Please check):<br>40 mph and above ____<br>30-35 mph ____<br>25 mph X<br>20 mph ____ |
| Distance from project site to vehicle/bike or vehicle/pedestrian crash location - 2007 to present. (Please indicate number of crashes):<br>Less than ¼ mile 8<br>¼ to 1 mile 88<br>1 to 2 miles 63<br>**Comments: Includes one student bicyclist fatality less than 1/2 mile from the project.** | Current crossing accommodations between project site and school. (Please indicate number for all that apply):<br>None: ____<br>Marked crosswalks ____<br>Marked crosswalk plus traffic calming: ____<br>Crossing guard or student safety patrol: X<br>Stop sign or traffic signal: X<br>**Comments:** |
| Number of travel lanes at school crossing location (Please check):<br>4 or more lanes (w/ two way left turn lane ____<br>4 lanes ____<br>2 or 3 lanes X<br>**Comments:** | Existing traffic volumes at school crossing location. (Please check):<br>Greater than 15,000 ADT ____<br>10,000 to 15,000 ADT ____<br>5,000 to 10,000 ADT ____<br>Less than 5,000 ADT X<br>**Comments:** |

Horizontal and/or vertical stopping sight distance from project site: (Highway Design Manual or AASHTO Green Book)

| | Required | Actual |
|---|---|---|
| Doesn't meet minimum stopping distance requirements | X | X |
| Meets desirable to minimum stopping distance requirements | ____ | ____ |
| Not applicable, no crossing improvement included at this site: | ____ | |

**Comments:**

no accidents near or in vicinity of edison elementary school. see separate document for all bicycle and pedestrian accidents in Alameda.

City has produced **NO** engineering study for the actual stopping sight distance and has not provided the stop warrant analysis. This information was not available via public record request of March 8, 2012. Other than a few bushes and parked cars, not aware of any sight distance problems.

# Edison Elementary School Ro

**Please highlight your school route, and review the walking and bicycling tips on the back of the map.**

no school children were observed to cross gibbons to/from school at Southwood/Northwood just immediately north of Lincoln. Survey March 21, 2012 PM after school. School children walk along Gibbons to Southwood via Lincoln. As shown the Gibbons crossing at this intersection is NOT on safe to school route.

Note: This map is consistent with the City of Alameda's official Safe Routes to School map.

## CYCLE 3 SRTS APPLICATION
## NON-INFRASTRUCTURE ACTIVITY WORKSHEET

***Add additional rows as necessary to include all activities.***

| Activity | Timeline | Responsible Party | Deliverable(s) |
|---|---|---|---|
| Education Activities | | | |
| NA – Refer to #6b, which details on-going education activities | | | |
| Encouragement Activities | | | |
| Distribute bike helmets to low-income/at risk students | Fall 2012 | Edison Elementary School and Lincoln Middle School staff | Invoice for purchase of helmets, memo describing how helmets were distributed. |
| Scooter/Bike Racks | Fall 2012 | Edison Elementary School and Lincoln Middle School staff | Invoice for purchase of racks; memo describing locations of racks |
| Bicycle/Scooter Elves | Fall 2012 | Edison School PTA | Volunteer parents will distribute ribbons on bikes/scooters for one week in early October; bike blender party for participants |
| Enforcement Activities | | | |
| NA – Refer to #6b, which details on-going enforcement activities | | | |
| Evaluation Activities | | | |
| Before and after counts of students bicycling, riding a scooter and walking across the project intersection at beginning and end of school day, and monitoring of traffic patterns. | Before project and within 6 months of project completion. | City of Alameda Public Works Department | Evaluation memo |
| Monitor collisions | Within 6 months of project completion. | City of Alameda Public Works Department | Evaluation memo |
| Conduct survey of students at the target location | Within 6 months of project completion. | City of Alameda Public Works Department | Survey questionnaire; evaluation memo |
| Before and after counts of scooters at school | Within 6 months of project completion. | Edison School PTA | Evaluation memo |
| Survey of students who receive helmets | Within 6 months of project completion. | Edison Elementary School and Lincoln Middle School staff | Evaluation memo |

## CYCLE 3 SRTS INFRASTRUCTURE APPLICATION PROJECT COST ESTIMATE FORM

| | SRTS $ | Other $ | Total $ |
|---|---|---|---|
| **Preliminary Engineering** | | | |
| Environmental | $ - | $ - | $ - |
| PS&E | $ 16,541 | $ - | $ 16,541 |
| **Right of Way** | | | |
| Engineering | $ - | $ - | $ - |
| Appraisals & Acquisitions | $ - | $ - | $ - |
| Utilities | $ - | $ - | $ - |
| **Construction** | | | |
| Construction | $ 165,410 | $ - | $ 165,410 |
| ***Incidental or non-infrastructure costs | $ 1,500 | $ - | $ 1,500 |
| Construction Engineering | $ 27,966 | $ - | $ 27,966 |
| **Before/After Evaluation** | $ 1,500 | $ - | $ 1,500 |
| **City/County Partnership Costs** | $ - | $ - | $ - |
| | | | |
| **Subtotal** | $ 212,917 | $ - | $ 212,917 |
| Contingency* | $ 22,083 | $ - | $ 22,083 |
| | | | |
| **Total Project Cost**** | $ 235,000 | $ - | $ 235,000 |

note: $184,600 received see 9/15/11 estimate. Non infrastructure cost reduced to $1000 for helmets etc. and most of landscaping reduced the costs further.

*Contingency "Total Cost" may not exceed 10% of the "Subtotal. Contingency to cover all phases of wor

**SRTS funds may not exceed $1,000,000

***Incidental costs not to exceed 10% of construction total cost.

# Edison Elementary School Routes

City of Alameda
Public Works Department
Public Works *Works for You!*

**Please highlight your school route, and review the walking and bicycling tips on the back of the map.**

pw_user 7/14/2011 1:17:41
Note
Completed set by pw_user

**Note: This map is consistent with the City of Alameda's official Safe Routes to School map.**

stop sign location violates City Public work guidelines dated 10/13/10, " ***Stop signs cannot be placed within 600 ft where other stop signs are placed and stop signs should not be used for speed control and they are ordinarily used where the volumes on all approaches are roughly equal.*** **See separate document.**

no demand for crossing at this location

City did NOT provide any engineering study. and no professional engineer has signed the plan as required by State law.

City of Alameda
Public Works Department
Date: 5/24/2011

Traffic Calming - Gibbons Drive Area, Cost Estimates



Estimate has been revised, see 9/15/11 estimate as approved by Caltrans

**Cost Estimate: Gibbons Drive/Southwood Drive/Northwood Drive Medians**

| # | Description | Unit | Unit Price | Quantity | Amount |
|---|---|---|---|---|---|
| 1 | Remove Existing AC | SY | $10 | 465 | $4,650 |
| 2 | Demolish Sidewalk | SF | $5 | 250 | $1,250 |
| 3 | Demolish Curb and Gutter | LF | $10 | 61 | $610 |
| 4 | Demolish Driveway/Aprons | EA | $500 | 1 | $500 |
| 5 | Remove Landscaping | SF | $4 | 241 | $964 |
| 6 | Remove Light Pole | EA | $2,500 | 1 | $2,500 |
| 7 | AC Patch | SF | $10 | 582 | $5,820 |
| 8 | Construct Sidewalk | SF | $7 | 1385 | $9,695 |
| 9 | Construct Curb only | LF | $20 | 443 | $8,860 |
| 10 | Construct HC Ramp | EA | $1,200 | 11 | $13,200 |
| 11 | Construct Driveway and Driveway Apron | EA | $1,500 | 1 | $1,500 |
| 12 | Plant Tree | EA | $1,500 | 6 | $9,000 |
| 13 | Install Light Pole | EA | $4,000 | 1 | $4,000 |
| 14 | Traffic Control | LS | $10,000 | 1 | $10,000 |
| 15 | Install 12" Wide Stripes | LF | $3 | 486 | $1,215 |
| 16 | Install Pavement Markings | EA | $3 | 176 | $528 |
| 17 | Install Signs and Poles | EA | $525 | 10 | $5,250 |
| 18 | Install Object Markers | EA | $50 | 10 | $500 |
| 19 | Install Detail 22 | LF | $1 | 590 | $708 |
| 20 | Install Detail 27B | LF | $1 | 750 | $600 |
| 21 | Install Truncated Domes | EA | $250 | 4 | $1,000 |
| 22 | Install Landscaping | SF | $10 | 2574 | $25,740 |
| 23 | Drip Irrigation (includes controllers) | LS | $18,000 | 1 | $18,000 |
| 24 | Water Meter | EA | $30,000 | 1 | $30,000 |
| 25 | Sleeves (120 feet) | LS | $5,000 | 1 | $5,000 |
| 26 | Trenching | SF | $12 | 360 | $4,320 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Sub-total** | | | | | | | |
| Mobilization | 5% | $8,271 | Testing | 3% | $4,962 | | |
| Contingency | 10% | $22,083 | Inspect | 5% | $8,271 | | |
| Design | 10% | $16,541 | Mgmt | 3% | $4,962 | Subtotal | $165,410 |
| Surveying | 1-day | $1,500 | | | **Construction Total** | | **$232,000** |
| Evaluation | | $1,500 | | | | | |
| Encouragement | | $1,500 | | | | | |
| | | | | | | **Total** | **$235,000** |

$184,600 approved

Caltrans eliminated most of landscaping. Federal grant only allows 10% of total cost for incidentals which includes landscaping

hand selected by G. Payne as per email from March 8, 2012 Public record request. Question does this company have a contract with County???

March 8, 2012 asked for the traffic analysis from city public works but none was available. No plans nor information was provided to those from support ltrs were requested as per the records rec'd from City hall, only sample ltr template was attached to the emails sent. .

Gail Payne, AICP
Transportation Coordinator
City of Alameda
Public Works Department
950 West Mall Square, Room 110
Alameda, CA 94501-7558

July 5, 2011

Dear Gail:

I am writing in support of The City of Alameda Public Works Department's federal Safe Routes to School (SRTS) grant application for the ***Infrastructure Improvements to the Gibbons Drive/Northwood Drive/Southwood Drive Intersection***.

TransForm works to create world-class public transportation and walkable communities in the Bay Area and beyond. We build diverse coalitions, influence policy, and develop innovative programs to improve the lives of all people and protect the environment. In keeping with our mission to improve our communities and encourage safe walking and bicycling, and to help establish healthier habits in the coming generations, TransForm is the lead partner in the Safe Routes to Schools Partnership here in Alameda County.

The intersection of Gibbons Drive/Northwood Drive/Southwood Drive is on the school route to Edison Elementary and Lincoln Middle Schools. Based on traffic analyses and community feedback, Public Works Department staff developed an infrastructure project to improve access through this intersection. The SRTS funding request will install landscaped and irrigated medians, stop controls, and Americans with Disabilities Act (ADA) pedestrian ramps to channelize traffic and improve pedestrian and bicyclist access. This project enhances the Gibbons/Northwood/Southwood intersection, and also will fund safety helmets for low-income students as well as an encouragement activity. These improvements will provide a safer route, and encourage students walking and bicycling to and from school.

We are working with the Alameda County Public Health Department , Cycles of Change, and many other partners to lead the education and encouragement activities that will ensure that the improved intersections and streets will be used for more, and safer, walking and cycling. We are committed to continuing to work to maximize safety for The City of Alameda's children by combining a strong education and encouragement campaign with these much-needed capitol improvements.

As part of Safe Routes to Schools Alameda Partnership, TransForm has been working with City of Alameda schools. In the past year, we have worked with community members, school staff and parent volunteers on educational and encouragement activities at Edison Elementary. One such example of our successful collaboration is the Bike Elves program, in which children at Edison were encouraged to ride their bikes to school over a two week period this Spring– there were over 100 student-cyclist participants that attended the congratulatory ice cream social for a bicycle-blended smoothie. For the

next two years, TransForm will continue to provide Safe Routes to Schools resources for Edison Elementary. We are already planning International Walk and Roll to School Day in October and Bike to School Day in May; for both events we will provide staff time on coordination efforts and promotional materials. Teachers will have the opportunity to use our K-5 educator guide, which provides standards-based activities that include themes such as pedestrian safety, community, impact of travel on climate change and our health, and making smart choices. In addition, we will support the Alameda County Public Health Department in offering free in-classroom helmet safety trainings to students per the principal's request.

If you have any questions regarding this Letter of Commitment, please feel free to contact me. Thank you for your attention to this important matter that will have a tremendous impact on the lives of students.

Sincerely,

Nora Cody

Nora Cody
Program Director, Safe Routes to School's Alameda County Partnership Program

ALAMEDA UNIFIED SCHOOL DISTRICT
Excellence & Equity For All Students

**Kirsten Zazo**
**Student Services**
**2200 Central Avenue**
**Alameda, CA 94501**
**Phone 510.337.7072**

June 30, 2011

Re: Infrastructure Improvements to the Gibbons Drive/Northwood Drive/Southwood Drive Intersection

used same form letter as other supporters. no other information other than template ltr was provided as per March 8, 2012 public record request

To Whom It May Concern:

The City of Alameda Public Works Department, while working in concert with the Gibbons Drive community members, Alameda Police Department and the Alameda Unified School District, is submitting a federal Safe Routes to School (SRTS) grant application for ***Infrastructure Improvements to the Gibbons Drive/Northwood Drive/Southwood Drive Intersection***. Alameda Unified School District strongly supports this SRTS application.

The intersection of Gibbons Drive/Northwood Drive/Southwood Drive is on the school route to Edison Elementary and Lincoln Middle Schools. Based on traffic analyses and community feedback, Public Works Department staff developed an infrastructure project to improve access through this intersection. The SRTS funding request will install landscaped and irrigated medians, stop controls, and Americans with Disabilities Act (ADA) pedestrian ramps to channelize traffic and improve pedestrian and bicyclist access.

As part of the Pedestrian Plan effort, the City of Alameda conducted a pedestrian public input survey in 2007. When asked "What improvements would encourage you to walk more often?", almost one-half of the respondents cited improved pedestrian access at intersections. This project enhances the Gibbons/Northwood/Southwood intersection, and also will fund safety helmets for low-income students as well as an encouragement activity.

Thank you for your consideration to fund this infrastructure project.

Sincerely,

Kirsten Zazo
Director of Student Services
Alameda Unified School District

# Alameda Police Department

**Michael C. Noonan**
*Interim Chief of Police*

June 29, 2011

Police Officer at one of the public meetings, police officer stated there were no accidents and police records show no accidents in the area.

Re: Infrastructure Improvements to the Gibbons Drive/Northwood Drive/Southwood Drive Intersection

To Whom It May Concern:

The City of Alameda Public Works Department, while working in concert with the Gibbons Drive community members, Alameda Police Department and the Alameda Unified School District, is submitting a federal Safe Routes to School (SRTS) grant application for ***Infrastructure Improvements to the Gibbons Drive/Northwood Drive/Southwood Drive Intersection.***

same text as from form ltr template

The intersection of Gibbons Drive/Northwood Drive/Southwood Drive is on the school route to Edison Elementary and Lincoln Middle Schools. Based on traffic analyses and community feedback, Public Works Department staff developed an infrastructure project to improve access through this intersection. The SRTS funding request will install landscaped and irrigated medians, stop controls, and Americans with Disabilities Act (ADA) pedestrian ramps to channelize traffic and improve pedestrian and bicyclist access.

This project enhances the Gibbons/Northwood/Southwood intersection, and also will fund safety helmets for low-income students as well as an encouragement activity.

Thank you for your consideration to fund this infrastructure project.

Sincerely,

Michael C. Noonan
Chief of Police

MCN:rjs

1555 Oak Street • Alameda, California 94501 • Non-emergency (510) 337-8340 • Fax (510) 523-5322

bike alameda PO Box 2732 Alameda, CA 94501 (510)595-4690 www.bikealameda.org

bike **information**
bike **community**
bike **advocacy**
bike **events**

hand selected by city and same form ltr used.

July 5, 2011

Re: Infrastructure Improvements to the Gibbons Drive/Northwood Drive/Southwood Drive Intersection

To Whom It May Concern:

Bikealameda supports the Safe Routes to School (SRTS) application by the City of Alameda Public Works Department in conjunction with the Gibbons Drive community members, Alameda Police Department and the Alameda Unified School District. This is for a federal grant application for ***Infrastructure Improvements to the Gibbons Drive/Northwood Drive/Southwood Drive Intersection.***

The intersection of Gibbons Drive/Northwood Drive/Southwood Drive is on the school route to Edison Elementary and Lincoln Middle Schools. Based on traffic analyses and community feedback, Public Works Department staff developed an infrastructure project to improve access through this intersection. The SRTS funding request will install landscaped and irrigated medians, stop controls, and Americans with Disabilities Act (ADA) pedestrian ramps to channelize traffic and improve pedestrian and bicyclist access.

As part of the Pedestrian Plan effort, the City of Alameda conducted a pedestrian public input survey in 2007. When asked "What improvements would encourage you to walk more often?", almost one-half of the respondents cited improved pedestrian access at intersections. This project enhances the Gibbons/Northwood/Southwood intersection, and also will fund safety helmets for low-income students as well as an encouragement activity.

Thank you for your consideration to fund this infrastructure project.

Sincerely,

Lucy Gigli, President BikeAlameda

grant includes $1000 for helmets but no bicycle lanes. G. Payne wrote email to BikeAla asking for support and attached ltr template to use.

CITY OF ALAMEDA RESOLUTION NO. 14602

AUTHORIZING THE CITY MANAGER TO SUBMIT TWO GRANT APPLICATIONS TO CALTRANS FOR THE CYCLE 3 FEDERAL SAFE ROUTES TO SCHOOL PROGRAM, AND TO EXECUTE ALL NECESSARY DOCUMENTS

Approved as to Form
City Attorney

WHEREAS, the California Department of Transportation (Caltrans) has allocated Cycle 3 federal Safe Routes to School (SRTS) funds for pedestrian and bicycle facilities; and

WHEREAS, the City of Alameda is committed to encouraging students to bicycle and walk to school, and to provide facilities and programs that will encourage this behavior; and

WHEREAS, the City of Alameda wishes to apply to Caltrans for (1) $235,000 for Infrastructure Improvements to the Gibbons Drive/Northwood Drive/Southwood Drive Intersection; and (2) $105,000 for Infrastructure Improvements to the Mecartney Road/Island Drive Intersection; and

WHEREAS, federal SRTS funding guidelines do not require a local match.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Alameda authorizes the filing of two applications with Caltrans for the allocation of Cycle 3 federal SRTS funds for the projects described above, and authorizes the City Manager to execute all necessary documents.

* * * * * *

I, the undersigned, hereby certify that the foregoing Resolution was duly and regularly adopted and passed by the Council of the City of Alameda in regular meeting assembled on the 5th day of July, 2011, by the following vote to wit:

| | |
|---|---|
| AYES: | Councilmembers Bonta, deHaan, Johnson, Tam and Mayor Gilmore – 5. |
| NOES: | None. |
| ABSENT: | None. |
| ABSTENTIONS: | None. |

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of said City this 6th day of July, 2011.

Lara Weisiger, City Clerk
City of Alameda

CC was not provided the grant application. Mr. Russo did include a summary memo.

Mr. Russo's memo stated the following "Implementation of projects that will improve safety" p1 and "Based on traffic analysis and community feedback, staff developed an infrastructure project to improve access through this intersection" July 5, 2011. Source: City website, CC mtg agenda

June 22, 2011

Re: Infrastructure Improvements to the Gibbons Drive/Northwood Drive/Southwood Drive Intersection

To Whom It May Concern:

The City of Alameda Public Works Department, while working in concert with the Gibbons Drive community members, Alameda Police Department and the Alameda Unified School District, is submitting a federal Safe Routes to School (SRTS) grant application for ***Infrastructure Improvements to the Gibbons Drive/Northwood Drive/Southwood Drive Intersection***. As a resident living on Gibbons Drive with two school age children, I strongly support this SRTS application.

As you may know, the intersection of Gibbons Drive/Northwood Drive/Southwood Drive is on the school route to Edison Elementary and Lincoln Middle Schools. I understand that based on traffic analyses and community feedback, Public Works Department staff developed an infrastructure project to improve access through this intersection. The SRTS funding request will install landscaped and irrigated medians, stop controls, and Americans with Disabilities Act (ADA) pedestrian ramps to channelize traffic and improve pedestrian and bicyclist access.

As part of the Pedestrian Plan effort, the City of Alameda conducted a pedestrian public input survey in 2007. When asked "What improvements would encourage you to walk more often?", almost one-half of the respondents cited improved pedestrian access at intersections. This project enhances the Gibbons/Northwood/Southwood intersection, and also will fund safety helmets for low-income students as well as an encouragement activity. The intersection at Gibbons/Northwood/Southwood is especially critical as there are no crosswalks nor yield signage.

As a member of the Alameda community and a resident of Gibbons Drive, I thank you for your consideration to fund this infrastructure project.

Sincerely,

F. Michael Sowerwine

Michael Sowerwine
2947 Gibbons Drive, Alameda CA 94501
510-333-1456 c

June 30, 2011

Re: Infrastructure Improvements to the Gibbons Drive/Northwood Drive/Southwood Drive Intersection

To Whom It May Concern:

The City of Alameda Public Works Department, while working in concert with the Gibbons Drive community members, Alameda Police Department and the Alameda Unified School District, is submitting a federal Safe Routes to School (SRTS) grant application for Infrastructure Improvements to the Gibbons Drive/Northwood Drive/Southwood Drive Intersection. Kate Rome strongly supports this SRTS application.

The intersection of Gibbons Drive/Northwood Drive/Southwood Drive is on the school route to Edison Elementary and Lincoln Middle Schools. Based on traffic analyses and community feedback, Public Works Department staff developed an infrastructure project to improve access through this intersection. The SRTS funding request will install landscaped and irrigated medians, stop controls, and Americans with Disabilities Act (ADA) pedestrian ramps to channelize traffic and improve pedestrian and bicyclist access.

As part of the Pedestrian Plan effort, the City of Alameda conducted a pedestrian public input survey in 2007. When asked "What improvements would encourage you to walk more often?", almost one-half of the respondents cited improved pedestrian access at intersections. This project enhances the Gibbons/Northwood/Southwood intersection, and also will fund safety helmets for low-income students as well as an encouragement activity.

Thank you for your consideration to fund this infrastructure project.

Sincerely,

Kate Rome

Alameda Resident and Mother of two

form ltr template used.

June 22, 2011

Re: Infrastructure Improvements to the Gibbons Drive/Northwood Drive/Southwood Drive Intersection

To Whom It May Concern:

The City of Alameda Public Works Department, while working in concert with the Gibbons Drive community members, Alameda Police Department and the Alameda Unified School District, is submitting a federal Safe Routes to School (SRTS) grant application for ***Infrastructure Improvements to the Gibbons Drive/Northwood Drive/Southwood Drive Intersection***. We strongly support this SRTS application.

The intersection of Gibbons Drive/Northwood Drive/Southwood Drive is on the school route to Edison Elementary and Lincoln Middle Schools. Based on traffic analyses and community feedback, Public Works Department staff developed an infrastructure project to improve access through this intersection. The SRTS funding request will install landscaped and irrigated medians, stop controls, and Americans with Disabilities Act (ADA) pedestrian ramps to channelize traffic and improve pedestrian and bicyclist access.

As part of the Pedestrian Plan effort, the City of Alameda conducted a pedestrian public input survey in 2007. When asked "What improvements would encourage you to walk more often?", almost one-half of the respondents cited improved pedestrian access at intersections. This project enhances the Gibbons/Northwood/Southwood intersection, and also will fund safety helmets for low-income students as well as an encouragement activity.

Thank you for your consideration to fund this infrastructure project.

Sincerely,

Natasha and Harry DeCourcy
(510) 865-8480
3109 Bayo Vista Ave.
Alameda, CA 94501
Natasha@mohodisco.com

June 22, 2011

Re: Infrastructure Improvements to the Gibbons Drive/Northwood Drive/Southwood Drive Intersection

To Whom It May Concern:

The City of Alameda Public Works Department, while working in concert with the Gibbons Drive community members, Alameda Police Department and the Alameda Unified School District, is submitting a federal Safe Routes to School (SRTS) grant application for ***Infrastructure Improvements to the Gibbons Drive/Northwood Drive/Southwood Drive Intersection***. Cindy Mills, Edison School PTA President 2011/2012, strongly supports this SRTS application.

The intersection of Gibbons Drive/Northwood Drive/Southwood Drive is on the school route to Edison Elementary and Lincoln Middle Schools. Based on traffic analyses and community feedback, Public Works Department staff developed an infrastructure project to improve access through this intersection. The SRTS funding request will install landscaped and irrigated medians, stop controls, and Americans with Disabilities Act (ADA) pedestrian ramps to channelize traffic and improve pedestrian and bicyclist access.

As part of the Pedestrian Plan effort, the City of Alameda conducted a pedestrian public input survey in 2007. When asked "What improvements would encourage you to walk more often?", almost one-half of the respondents cited improved pedestrian access at intersections. This project enhances the Gibbons/Northwood/Southwood intersection, and also will fund safety helmets for low-income students as well as an encouragement activity.

Thank you for your consideration to fund this infrastructure project.

Sincerely,

Cindy Mills
1819 Cornell Dr.
Edison School PTA President 2011/2012

# CYCLE 3 SRTS

## APPLICATION VERIFICATION AND SIGNATURE FORM

All Cycle 3 SRTS On-Line Applications must be signed by the Agency (Local Agency/MPO/RTPA or Native American Tribe(NAT)) responsible for the Safe Routes to School Project proposed in this application. By signing this form, the responsible agency is attesting to:

1) All information provided in the application is complete and accurate and in compliance with the Cycle 3 SRTS Program Guidelines.
2) All required attachments have been included in the application.
3) All likely project costs are included in the Total Project Cost.
4) The responsible agency understands the Project Delivery Requirements for the SRTS Program and is prepared to deliver the Project with these requirements.
5) The responsible agency has agreed to partner with project sponsors in the delivery of the project.

Responsible Agency Official Name: Matthew T Naclerio

Title: Public Works Director

Signature: M Naclerio

*Date: 7/15/11

For Infrastructure Projects Only:

The local agency or NAT affirms that they agree to operate and maintain the facility once constructed:

*This Date to be the last revised date shown on application

Local Agency or NAT Official Name: City of Alameda Public Works Dept

Title: Public Works Director

Signature: M Marlenis

Date: 7/15/11

*This Date to be the last revised date shown on application

## CYCLE 3 SRTS: ADDITIONAL INFRASTRUCTURE APPLICATION SIGNATURES

*(NOTE: ALL SIGNATURES INDICATE AN AGREEMENT IN PRINCIPLE AND A COMMITMENT TO SUPPORT THIS PROJECT.*

**Project Sponsor:**

The undersigned affirms that they approve of the proposed improvements submitted in this application.

Name, title, and signature of Project Sponsor
_____ (Type here and sign below)

Matthew T Naclerio
Public Works Director

**School Official:**

The undersigned affirms that the school(s) benefited by this application is not on a school closure list that has been identified by the School District.

Name, title, and signature of School District Official:
**Kirsten Zazo, Student Services** (Type here and sign below)

**Caltrans District Traffic Office Approval** NA

The undersigned affirms that they approve of the proposed improvements on or adjacent to the state highway or freeway that affects the safety or operations of the facility. Otherwise, a letter of support is required.

Name, title and signature of District Traffic Engineer:
_____ (Type here and sign below)

**California Highway Patrol or Local Law Enforcement**

The undersigned affirms that they are in support of the proposed improvements on a freeway, state highway, or county road having California Highway Patrol (CHP) enforcement authority. Otherwise, a local law enforcement agency should provide a letter of support of the project.

Attached

Name, title and signature of Law Enforcement Authority:
_____ (Type here and sign below)

**City/county public health department official (optional):**

Name, title and signature of Public Health Professional:
_____ (Type here and sign below)

**Bicycle/pedestrian contact (optional):** BikeAlameda support letter attached

(Bike/ped-knowledgeable people can come from a variety of disciplines. However, the person who you designate here MUST have verifiable experience or training in one or both categories.)

Name, title and signature of Bicycle/pedestrian resource:

Sylvia Fung
111 Grand Avenue (94612)
P. O. Box 23660
Oakland, CA 94623-0660

June 30, 2011

Re: Infrastructure Improvements to the Gibbons Drive/Northwood Drive/Southwood Drive Intersection

To Whom It May Concern:

The City of Alameda Public Works Department, while working in concert with the Gibbons Drive community members, Alameda Police Department and the Alameda Unified School District, is submitting a federal Safe Routes to School (SRTS) grant application for ***Infrastructure Improvements to the Gibbons Drive/Northwood Drive/Southwood Drive Intersection***. MICHAEL M. KELLY strongly **opposes** this SRTS application for the following reasons:

The intersection of Gibbons Drive/Northwood Drive/Southwood Drive is not on the natural school route to either Edison Elementary or Lincoln Middle Schools. Based on traffic analyses by the Alameda Public Works Department and stated publicly during a community meeting that the flow of traffic, both vehicular and pedestrian was below the criteria for stop signs and crosswalks.

There has been a lack of transparency in the current process, providing no input from the public to comment or discuss the current proposal. The last public meeting, held last October, overwhelming voted to stop the project and its waste of public funds, primarily due to the removal of 19 parking spaces from the area.

The projects location appears to not even qualify for Safe Routes to School as it isn't on a natural route to either Edison or Lincoln schools. Pedestrians approaching Edison from the east use either Buena Vista or Lincoln streets to access the school area. Even students approaching from the east side of Gibbons Drive would choose to walk to Lincoln and take advantage of the on-duty Crossing Guard and from the west side, use the cross walk at Buena Vista and Northwood.

As stated above, there is an on-duty Crossing Guard before, during and after school, about 50' from the Gibbons Drive/Northwood Drive/Southwood Drive Intersection. Why ***waste*** money and impact parking when there is an extremely safe intersection and route to school watched over by a full time Alameda Unified School District Crossing Guard.

Finally, there are many more worthy SRTS projects that will qualify for this funding. This is a vanity dream project that should not, beyond doubt receive any further local, State or Federal funding.

Thank you for your consideration to deny funding for this infrastructure project.

Sincerely,

MICHAEL M. KELLY

2914 Fernside Blvd.

Alameda, CA 94501

Mr. Kelly heard about the grant and called Caltrans to see if he could write a letter. this is the only opposition letter, others were not aware of the grant.

Ms. Fung,

Please insure that a copy of this letter be attached to the: Infrastructure Improvements to the Gibbons Drive/Northwood Drive/Southwood Drive Intersection Funding Request.

Thank you,

Michael M. Kelly