

APPLICATION FOR
CYCLE 7 HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

APPLICATION SUMMARY

This summary page is filled out automatically once the application is completed.

After the application is finalized, please save this PDF form using the exact "Application ID" (shown below) as the file name.

Important: Review and follow [the Application Instructions](#) step-by-step as you complete the application. Completing an application without referencing to the instructions will likely in an incomplete application or an application with fatal flaws that will be disqualified from the ranking and selection process.

Application ID: 04-Oakland-2

Submitted By (Agency):
Oakland

Caltrans District	Application Number	Out of
04	2	4

Project Location

Market Street between 4th and 7th Sts & 18 to 19 Sts; Intersections at Market St at 14, 16, 21 Sts; San Pablo Avenue at 32, Brockhurst, and 34 Sts

Project Description

Stripe and sign bike improvements on Market between 4-7 Sts and 18-19 Sts; install uncontrolled crosswalk enhancements, such as RRFBs, ladder striping, raised bulb-outs, and raised median refuges at multiple locations.

Countermeasure 1:	NS18: Install pedestrian crossing at uncontrolled locations (with enhanced safety features / curb-extensions)		
Countermeasure 2:	S6: Provide protected left turn phase (left turn lane already exists)		
Countermeasure 3:			
Total Expected Benefit	15,300,072	Total Project Cost	\$1,584,300.00
B/C Ratio:	9.66		

I. Basic Project Information

Date Caltrans District MPO

Agency County

Total number of applications being submitted by your agency

Application Number (each application must have a unique number)

Contact Person Information

Name (Last, First):

Position/Title of Contact Person

Email: Telephone: Extension:

Address:

City: Zip Code: (Enter only a 5-digit number.)

Project Information

Project Location
-Be Brief (limited to 250 characters)
[-See Instructions](#)

Project Description
-Be Brief (limited to 250 characters)
[-See Instructions](#)

Functional Classification (For Functional Classification and CRS Maps, Visit http://www.dot.ca.gov/hq/tsip/hseb/crs_maps/)

CRS Map ID (e.g. 08E14)

Urban/Rural Area (Visit <http://earth.dot.ca.gov/>)

High-Risk-Rural-Roads (HR3) Eligibility

If this project is not HR3 eligible, what is the approximate total cost percentage that is HR3 eligible? %

Work on the State Highway System

Does the project include improvements on the State Highway System?

If no, move on to the next page; If yes, go to the below question.

Is this a joint-funded project with Caltrans?

- ☐ If yes, check this box to confirm a formal Letter of Support from Caltrans - District Traffic is attached to the application. The letter should include estimates of cost sharing.
- ☐ If no, check this box to confirm a written correspondence from Caltrans District Traffic is attached to the application. The correspondence should indicate that Caltrans does not see issues that would prevent the proposed project from receiving an encroachment permit

Non-Infrastructure (NI) ElementsDoes the project include NI Elements?

If yes, NI Activity Worksheet and NI Cost Estimate are required attachments. For more information on the requirements and guidance for NI elements of HSIP applications, see the [HSIP NI webpage](#).

What are the primary type(s) of non-infrastructure included? (Check all that apply. Skip if project does not include NI Elements.)

☐ Bicycle and pedestrian safety education (K-12 students)☐ Enforcement (school zones)☐ Bicycle and pedestrian safety education (adults)☐ Other Enforcement (please describe below)☐ Other safety education (please describe below)☐ Emergency Medical System**Additional Information**1. Is the project focused primarily on "spot location(s)" or "systemic" improvements?

2. Which of the California's Strategic Highway Safety Plan (SHSP) Challenge Areas does the project address primarily?
(For more information on the SHSP and its Challenge Areas, see: <http://www.dot.ca.gov/SHSP/>)

3. How were the safety needs and potential countermeasures for this project **first** identified?

4. What is the primarily mode of travel intended to be benefited by this project?

5. Approximate percentage of project cost going to improvements related to **motorized** travel %6. Approximate percentage of project cost going to improvements related to **non-motorized** travel %

7. Is the project focused primarily on "Intersection" or "Roadway" improvement?

Number of Intersections 8. Posted Speed Limit (mph)

Average Daily Traffic	ADT (Major Road)	ADT (Minor Road)	Year Collected
(See Instructions)	8,350		0

II. Narrative Questions [\(See Instructions\)](#)

These narrative questions are intended to provide additional project details for the application reviewers and project files. Application reviewers will use the information in their “fatal flaw” assessment of the applications, including:

- 1) The project scope is eligible for HSIP funding;
- 2) The countermeasures used in the B/C ratio calculation are appropriately applied based on the scope of the project;
- 3) The crash data used in the B/C ratio calculation is appropriately applied based on the scope of the project and countermeasures used;
- 4) The costs included in the application represent the likely total project cost necessary to fully construct the proposed scope. If the proposed project is a piece of a larger construction project, the entire scope of the larger project must be identified and included in the B/C ratio calculation;
- 5) The application data and attachments are reasonable and meet generally accepted traffic engineering and transportation safety principles.

If significant inconsistencies or errors are found in the application information, the Caltrans reviewers may conclude that the application includes one or more “fatal flaws” and the application will be dropped from further funding considerations. The applicant will not be notified of Caltrans findings until after the selection process is complete.

1. Overall Identification of Need

Describe how the agency identified the project as one of its top safety priorities. Was a data-driven, safety evaluation of their entire roadway network completed? Do the proposed project locations represent some of the agency's highest crash concentrations?
(limited to 5,000 characters)

This project addresses the safety concerns of pedestrians and bicyclists on Market Street and San Pablo Avenue. Market Street and San Pablo Avenue are north-south, typically four-lane facilities serving West Oakland and neighboring cities of Emeryville and Berkeley. This project runs through a Metropolitan Transportation Commission (MTC)-designated Community of Concern, including low-income and minority residential neighborhoods throughout West Oakland and a site-specific vulnerable homeless population observed in the Influence Area on San Pablo Avenue. On San Pablo Avenue, pedestrian and bicycle destinations in the area include Hoover Elementary School, M. Robinson Baker YMCA, several churches, multi-story senior housing complexes, and St. Mark's Church on San Pablo Avenue and multiple schools. On Market Street, there is substantial public housing, including senior housing, in the Influence Area, and there are three public schools located within one-block of this location including: West Oakland Middle School, Martin Luther King Junior Elementary School, and Lafayette Elementary School. Market Street below 7th Street is a particularly sensitive area with a mix of heavy truck traffic associated with the Port of Oakland and Jack London District industrial areas in addition to the I-880 and I-980 ramps near Market Street. Note that the San Pablo Avenue corridor for this application is not a Caltrans facility, it is locally operated.

The Market-San Pablo pedestrian crossing improvements and targeted bicycle enhancements originate from a Preliminary Safety Assessment Study that the City of Oakland commissioned in 2015. The City prepared a map of injury collisions that occurred citywide between 2009 and 2014. Two engineering consulting firms were hired to assess collision patterns citywide to identify countermeasures and safety projects that would best address the observed collision patterns in the last five years. As part of that assessment, the pattern of pedestrian collisions occurring at legal intersection crossings (both marked and unmarked crosswalks) on both San Pablo Avenue and Market Street was identified. The two corridors were combined as they have similar collision types and have similar countermeasure solutions, and serve similar neighborhoods. Through the countermeasure development process, additional safety measures were incorporated that reflect safety patterns that are not addressed through the Local Roadway Safety Manual, including right-hook conflicts for bicyclists. As a result, other safety measures including bicycle lane gap closure and right-turn lane/through bicycle lane proposed geometries on Market Street were incorporated which address one fatal and one severe bicycle injury collisions.

Through the Preliminary Safety Assessment, the City also identified that based on both bicycle safety and excess capacity of the roadway, that a four- to two-lane road diet is appropriate on Market Street. The City plans to integrate that road diet as part of its upcoming pavement rehabilitation project for Market Street. This HSIP project would provide the curb, gutter, sidewalk, signal, and crosswalk enhancements to supplement that project.

2. Potential for Proposed Improvements to Address the Safety Issue

Describe the primary causes of the collisions that have occurred within the project limits. Are there patterns in the crash types? Clearly demonstrate the connection between the problem and the proposed countermeasures utilized in the Benefit/Cost Ratio calculations. Depending on the nature of the project, explain why the agency choose to pursue "Spot location(s)" or "Systemic" improvements. If the proposed project include Non-Infrastructure (NI) elements, also describe how the NI elements will complement in improving the safety within the project limits. (limited to 5,000 characters)

Note: Safety improvements that do not have countermeasures and crash reduction factors identified in the TIMS B/C Calculator can be included in the project scope and cost estimate as "Other Safety-Related" improvement; they just won't be added to the project's B/C ratio shown in the application.

The primary cause of collisions along Market and San Pablo are pedestrian-auto collisions where a pedestrian crossed the major street was struck by an auto proceeding straight on the major street. San Pablo through the Influence Area and Market between the 14th and 21st influence area are both four-lane divided roadways with left-turn pockets at select locations. As a result, uncontrolled crosswalks are particularly vulnerable to multiple-threat collisions at these locations. The pedestrian collisions are distributed at intersections throughout the Market-San Pablo corridor. The proposed countermeasures directly address collisions (spot improvement approach), but given their frequency and distribution throughout the corridor, they amount to a systemic approach to corridor safety. Auto collisions between left-turning and through vehicles and pedestrians crossing the street are a pattern, including a pedestrian fatality, at the existing signalized Market/14th intersection, which can be addressed as a spot Improvement through the addition of a protected left-turn phase.

Countermeasure 1 NS18: Install pedestrian crossing at uncontrolled locations (with enhance safety features) is the primary safety improvement for the Market-San Pablo corridor. 14 pedestrian-auto collisions occurred between 2009 and 2015 at the 34th, Brockhurst, and 32nd Streets intersections; each of which resulted from a through auto striking a pedestrian at an intersection with a legal marked or unmarked crosswalk, including one pedestrian fatality at the San Pablo/Brockhurst intersection. On Market, 3 of the 4 uncontrolled crosswalks on the corridor between 7th and 21st would be addressed through this project, as these are multi-lane locations, school crossings, and/or crosswalks with reported pedestrian injury collisions. These measures also address a severe pedestrian collision at 21st and a visible injury pedestrian collision at 16th. At San Pablo/Brockhurst, the southbound left-turn pocket is closed to provide a substantial median refuge, which sees only 20 vehicles/peak hour (2015).

The project would enhance pedestrian safety throughout both corridors through geometric (curb extensions, median refuges), striping (high-visibility ladder crosswalk and advanced yield markings where not already provided), signing (R1-5 Yield Here to Pedestrians), and flashing beacons (rectangular rapid flashing beacons (RRFBs)). These enhancements improve pedestrians' visibility to drivers and reduce pedestrian exposure by reducing crossing distances. At the multilane Market/16th crossing, the existing narrow median would be widened to provide a full pedestrian refuge with nose.

Countermeasure 2 S6: Provide protected left turn phase (left turn lane already exists): The project proposes to modify the existing traffic signal at the Market/14th intersection to incorporate a protected left-turn phase for northbound and southbound traffic. Both Market and 14th are very wide roadways, which create long pedestrian crossing distances. This is particularly problematic because the nearby public housing includes a significant number of seniors and children. Of the injury collisions at this location from 2009 to 2015, two addressed left-turning vehicles striking an opposing auto or pedestrian in the crosswalk. Protecting left-turns will correct that collision type. A driver was also injured in a collision between a northbound left-turning auto and southbound through auto. Additionally, curb extensions/bus bulbs enhance safety in reducing crossing distances, speeds of turning autos, and pedestrian exposure to autos near the school and bus stops.

Other Safety Countermeasures include bicycle lane gap closure, right-turn lane striping, and green skip-striping to improve bicycle safety. A fatal bicycle collision occurred at the Market/ 5th intersection, and a severe bicycle injury occurred at a mid-block driveway south of the Market/ 6th intersection. At northbound 5th, the project would convert the second outside travel lane to a right-turn lane, transitioning the bicycle lanes from curbside to between the through and right travel lane mid-block to remove the risk of right hook collisions. The faded bicycle lane striping under the freeway would be refreshed. Likewise, a severe right-hook collision occurred on southbound 5th at a driveway with heavy truck movements. Green skip-striping is proposed across active driveways underneath I-880 and through the conflict zone at the southbound right-turn pocket onto I-880 at 6th. A one-block gap in the Class II bicycle lane northbound between 18th and 19th Streets, where Market reduces to one lane in each direction, is closed by converting the second travel lane at the northbound Market at 18th to a right-turn lane and bring the bike lane between the through and right-turn lane to remove the risk of right hook collisions. On the far side of 18th, a curb extension and Class II bike lane would be installed.

3. Crash Data Evaluation

Explain how the influence areas for each separate countermeasure were established. Describe how the limits of the crash data were established for each countermeasure to ensure only appropriate crashes were included in the Collision Summary Report(s), Collision Diagram(s) and B/C calculations. (limited to 5,000 characters)

The 2015 Preliminary Safety Analysis determined the project extents. As the patterns identified in Question 3 focused primarily on crash patterns at unsignalized crosswalks (CM1) and a specific signalized intersection (CM2), the Influence Area consists of pedestrian collisions at/near intersections along both the Market Street and San Pablo Avenue corridors, and left-turn collisions at 14th/Market Streets.

CM1 Uncontrolled Crosswalk Enhancements: As shown on Attachment 6, all of the pedestrian-auto collisions attributed to this countermeasure and included in the B/C ratio occurred at uncontrolled crosswalks of the major street (Market Street or San Pablo Avenue) or within approximately 50 feet of a crosswalk. For study purposes 50 feet was determined to be the maximum reasonable distance that pedestrian crossing collisions could be attributed to marked crosswalk enhancements. Only pedestrian collisions that occurred while the pedestrian crossed the major street were included. As the reported collision data shows, pedestrians are generally crossing at intersections and in marked crosswalks across the major street when they are struck, which made the Influence Area straightforward to identify.

CM2 Protected Left Turn Phasing with Existing Left-Turn Pockets: The Influence Area is restricted to collisions that occurred at the 14th Street / Market Street intersection, as this is the only location where protected turn phasing is proposed. As shown on Attachment 6, only collisions dealing with permissive left-turning vehicles striking a pedestrian or an opposing through auto were attributed to this and included in the B/C ratio.

4. Prior attempts to address the Safety Issue

If appropriate, list all other projects/countermeasures that have been (or are being) deployed at this location. Applicants must identify all prior federal HSIP, HR3 or Safe Routes To School (SRTS) funds approved within or directly adjacent to the propose projects limits within the last 10 years. (HSIP funding cannot be used to construct the same general type of countermeasures within the same limits within 10 years to ensure agencies do not apply the same Crash Reduction Factors to the same crashes.)

If the agency is proposing to construct follow-up improvements along a corridor or at a location that has already had a safety project funded, the applicant must ensure the combines CRF applied to the crashes by both projects is not greater than 80% (See the applications instructions relating to Crash Data for more detail).

For projects proposing high cost spot location projects/countermeasures, applicants must document that they have installed and monitored low-cost improvements which have not been adequately addressing the safety issue.

(limited to 5,000 characters)

Oakland has employed various safety/project countermeasures to improve pedestrian and bicycle safety on Market Street and San Pablo Avenue. These include:

- Road Diet on Market Street , including bike lanes
- Bulbouts at the Market Street / 18th Street signalized intersection through Federal Safe Routes to School (SRTS) Cycle 1 funding
- High-visibility ladder crosswalk striping and advanced yield markings at the 16th Street / Market Street intersection, a low cost improvement
- High-visibility ladder crosswalks striping at 19th Street, 20th, and 21st Streets, low cost improvements
- Curb extensions at the San Pablo Avenue / Brockhurst Street uncontrolled crosswalk with Federal Safe Routes to School (SRTS) Cycle 1 funding
- Overhead flashing beacon on mast arm in each direction at the San Pablo Avenue / Brockhurst Street intersection uncontrolled crosswalk
- Striped advanced yield markings and high-visibility crosswalk striping at the uncontrolled crosswalk on San Pablo Avenue between 32nd Street and 34th Street, which was an attempt at a low-cost safety improvements; however, based on City staff observations and community feedback, safety continues to be a concern at these locations.

The City also unsuccessfully submitted an HSIP application for the San Pablo Avenue / Brockhurst Street intersection to install a full traffic signal to address pedestrian safety.

5. Total project costs

Describe the process used to establish the total cost for the project. Confirm contingencies for reasonably expected costs, including drainage, environmental, traffic, etc, are included. All PE, CE and other project delivery costs must be included, even if federal funding will not be utilized in the phase of the project. For a large project where the HSIP funding is only a small portion of the overall project scope and costs, the total project cost must still be included in the application and its B/C ratio calculation.

(limited to 5,000 characters)

The City retained an engineering consultant in 2015 to prepare conceptual design drawings of the countermeasures and other safety improvements based on the results of the City's 2015 Preliminary Safety Assessment. As part of this effort, cost estimates were prepared corresponding to the preliminary layouts. Cost estimates reflect the latest information regarding construction bid documents in Oakland and Caltrans District 4. Contingencies for drainage, environmental, and traffic control are included in the cost estimates. Attachments 4a-f presents preliminary layout showing existing and proposed conditions, and Attachment 9 presents the corresponding Detailed Engineers Estimate.

III. Project Cost Estimate [\(See Instructions\)](#)

All project costs must be accounted for on this form, even if substantial elements of the overall project are to be funded by other sources. **(For federal funds to be 100% reimbursable, all countermeasures selected must be 100% eligible)**

Do not enter in shaded fields (calculated - read only). Round all costs up to the nearest hundred dollars. Once all costs and the desired HSIP/Total ratios are entered, click "Check Cost Estimate" to perform validation. If errors are detected, they will appear below the button. **Click it to check again each time when the costs have been revised.**

Phase		Total Cost	HSIP/Total (%)	HSIP Funds	Local/Other Funds
Preliminary Engineering	Environmental	\$60,000	90 (%)	\$54,000	\$6,000
	PS&E	\$144,000	90 (%)	\$129,600	\$14,400
	PE Subtotal	\$204,000		\$183,600	\$20,400
<input type="checkbox"/> Agency does NOT request HSIP funds for PE Phase (automatically checked if PE - HSIP funds is \$0).					
Right of Way	Right of Way Engineering	\$0	0 (%)	\$0	\$0
	Appraisals, Acquisitions & Utilities	\$0	0 (%)	\$0	\$0
	ROW Subtotal	\$0		\$0	\$0
Construction Engineering & Construction	Construction Engineering	\$180,000	90 (%)	\$162,000	\$18,000
	Construction	\$1,200,300	90 (%)	\$1,080,270	\$120,030
	CON Subtotal	\$1,380,300		\$1,242,270	\$138,030
Non - Infrastructure (NI)	NI Elements	\$0	0 (%)	\$0	\$0
Total Cost		\$1,584,300	90 (%)	\$1,425,870	\$158,430

Click to Check Cost Estimate (See Notes in Instructions)

No errors have been found in the cost estimate.

IV. Implementation Schedule [\(See Instructions\)](#)

The local agency is expected to deliver the project per Caltrans Local Assistance [safety program delivery requirements](#). In order for the milestones to be calculated correctly, all fields needs to be filled in. For steps that are not applicable, enter "0".

Target Date for the Project's Amendment into the FTIP:

01/01/2016

Time for agency to internally staff project and request PE authorization

3

Month(s)

Typical Time for Caltrans and FHWA to process and approve PE authorization

2

Month(s)

Proposed PE Authorization Date:

06/01/2016

 (PE Authorization
Delivery Milestone)

Will external consultants be required to complete the PE phase of this project?

Yes

Additional time needed to the Delivery Process for hiring PE consultant(s)

6

Month(s) (0 - 6)

Time to prepare environmental studies request

3

Month(s)

Time to complete CEQA/NEPA studies/approvals

3

Month(s)

See PES Form in the LAPM for Typical studies and permits

Time to complete the Right of Way Acquisition (federal process)

0

Month(s)

Plan on 18 months minimum for federal process including a condemnation

Time to complete final PS&E documentation

14

Month(s)

Other

0

Month(s)

Expected Completion Date for the PE Phase:

07/31/2018

Time for agency to request CON authorization

3

Month(s)

Typical Time for Caltrans and FHWA to process and approve CON Auth

3

Month(s)

Proposed CON Authorization Date:

01/29/2019

 (CON Authorization
Delivery Milestone)

Time included for the agency's workload-leveling or construction-window needs

1

Month(s)

Time to award contract with CON contractor (following the federal process, including Board/Council approval, advertise, award, execute and mobilize)

6

Month(s)

Time to complete construction

8

Month(s)

Time included for closing the CON contract

2

Month(s)

Other

0

Month(s)

Expected Completion Date for the CON Phase:

06/29/2020

Time to complete the project close-out process

3

Month(s)

Typical Time for Caltrans and FHWA to process and approve project close-out

3

Month(s)

Expected Completion Date for the project Close-Out:

12/28/2020

 (Close-Out
Delivery Milestone)

V. Countermeasures, Crash Data and Benefit/Cost Ratio [\(See Instructions\)](#)

In the process of completing this application, the Local Agency is required to utilize the Benefit/Cost Ratio Calculation Tool that is included in the Safe Transportation research and Education Center (SafeTREC) Transportation Injury Mapping System (TIMS) web site. This **web site** can be assessed at <http://tims.berkeley.edu/>

The final output summary page from TIMS must be included as part of the official application (both electronically and hard copy). The hard copy page must be included in the application as one of the attachments.

In order to facilitate the electronic collection and tracking of this data, Caltrans is requiring agencies to manually enter some of the key "input data" and "output data" used in their final TIMS B/C Ratio. *NOTE: If any of the values inputted on this sheet do not match the values from the TIMS B/C Ratio Output Summary sheet, THE APPLICATION WILL BE REJECTED. **Be careful and confirm the numbers!***

TIMS Application ID: (This ID is generated by this form.
TIMS Application ID must match this ID.)

Version (from TIMS) : **Crash Data Period:** from to

Total Project Cost: (This must match the total project cost in Section III.)

Countermeasure Information

Number of countermeasures utilized:

Countermeasure

#1:	<input type="text" value="NS18: Install pedestrian crossing at uncontrolled locations (with enhanced safety features / curb-exten"/>	CRF:	<input type="text" value="35"/>
#2:	<input type="text" value="S6: Provide protected left turn phase (left turn lane already exists)"/>	CRF:	<input type="text" value="30"/>
#3:	<input type="text"/>	CRF:	<input type="text"/>
Combined CRF:			<input type="text" value="65"/>

B/C Ratio Calculation

	Expected Benefit (Life)	Expected Cost	Resulting B/C
Countermeasure #1	<input type="text" value="\$13,861,270"/>	<input type="text" value="\$1,131,643"/>	<input type="text" value="12.25"/>
Countermeasure #2	<input type="text" value="\$1,438,802"/>	<input type="text" value="\$452,657"/>	<input type="text" value="3.18"/>
Countermeasure #3	<input type="text"/>	<input type="text"/>	<input type="text" value="0.00"/>
Project's Total (Overall)	<input type="text" value="\$15,300,072"/>	<input type="text" value="\$1,584,300"/>	<input type="text" value="9.66"/>

VI. Application Attachments [\(See Instructions\)](#)

Check all attachments included in this application.

- ☒ Engineer's Checklist (Required)
- ☒ Vicinity map /Location map (Required)
- ☒ Project maps/plans showing existing and proposed conditions (Required)
- ☒ Pictures of Existing Condition (Required)
- ☒ Collision diagram(s) (Required)
- ☒ Collision List (Required)
- ☒ Collision Summary (Required)
- ☒ Detailed Engineer's Estimate (Required)
- ☒ TIMS B/C output summary sheet (Required)
- ☐ Warrant studies (Required when applicable)
- ☐ Letter/email of Support from Caltrans (Required when applicable)
- ☐ Non-Infrastructure (NI) Activity Worksheet and NI Cost Estimate (Required when applicable)
- ☒ Additional narration, documentation, letters of support, etc. (optional)

Application Data Checklist and Engineer's Stamp

This application checklist is to be used by the engineer in "responsible charge" of the preparation of this HSIP application to ensure all of the primary elements of the application are included and the application is free of errors in the calculation of the Benefit-to-Cost Ratio (B/C); allowing the application to be accurately ranked in the statewide selection process. Applications with errors in the supporting data for the B/C calculation will not be considered in the application process.

Special Considerations for Engineers before they Sign and Stamp this document attesting to the accuracy of the application:

Chapter 7; Article 3; Section 6735 of the Professional Engineer's Act of the State of California requires engineering calculation(s) or report(s) be either prepared by or under the responsible charge of a licensed civil engineer. Since the corresponding HSIP application defines the scope of work of a future civil construction project and requires complex engineering principles and calculations which are based on the best data available at the time of the application, the application must be signed and stamped by a licensed civil engineer. By signing and stamping this document, the engineer is attesting to this application's technical information and engineering data upon which local agency's recommendations, conclusions, and decisions are made. This action is governed by the Professional Engineer's Act and the corresponding Code of Professional Conduct, under Sections 6775 and 6735.

The following checklist is to be completed by the engineer in "responsible charge" based on the final application and application attachments – as submitted to Caltrans. The engineer's initials and stamp should not be placed until the application is complete and in final form.

1. **Vicinity map /Location map**

Engineer's Initials: 

- a. The project limits must be clearly depicted in relationship to the overall agency boundary

2. **Project layout-plan** showing existing and proposed conditions must:

Engineer's Initials: 

- a. Be to a scale which allows the visual verification of the overall project limits and the "construction" limits of each safety countermeasure included in the application's B/C ratio
b. Show the full scope of the proposed project, including any non-safety construction items
c. Show the "Influence Area" for each safety countermeasure (CM) included in the application's B/C ratio
d. Show all changes to existing lane and shoulder widths. Label the proposed widths
e. Show limits of all roadway excavation/demolition
f. Show agency's right of way (ROW) lines. (Also show Caltrans', Railroad, and all other government agencies)

3. **Project cross-section** showing existing and proposed conditions.

Engineer's Initials: 

(Only required for projects with roadway excavation, cut/fill slopes, and changes to lane widths)

- a. Show and dimension: changes, ROW lines, safety countermeasures, etc.

4. **Countermeasure Selection** (used throughout the application):

Engineer's Initials: 

- a. The CMs used are appropriate and reasonable based specifically on the guidance in the HSIP call-for-projects guidelines and application instructions, including Appendix B of the Local Roadway Safety Manual.

5. **Crash Data** used in the B/C calculations must be:

Engineer's Initials: 

- a. From a reliable and well documented source
b. Within influence area of CM and applied to CMs using generally accepted traffic engineering principles
(Example: If the CM only addresses the northbound lanes of a divided roadway, then southbound crashes should be excluded.)
c. Accurately shown in collision diagram(s) and collision lists(s) attached to this application.
d. Crashes are presented in terms of the number of crashes (**not** the number of injuries and fatalities)
e. The most recent crash data available and a minimum 5 years and maximum 10 years of data

6. **Collision Diagram(s)** (Shown separately or combined)

Engineer's Initials: 

- a. Should be to scale with crash locations accurately plotted
b. Reveals collision pattern(s) necessary to justify CM(s)
c. The influence area for each CM is shown separately on the diagrams (unless the areas are identical)
d. All crashes, included in the B/C Calculation, must be clearly shown within the influence area of that CM
e. Totals for each Location and/or CM are shown with crashes segregated based on Crash Severity
f. The totals shown match the totals shown in the Collision List and Collision Summary

Form Date: 7/21/15

HSIP 7 Application Form

7. Collision List(s) (Shown separately or combined)

Engineer's Initials: RM

- Totals for each Location and/or CM are shown with crashes segregated based on Crash Severity
- If the List(s) includes crashes that were not appropriate to include in the project B/C calculations, these crashes must be crossed through or removed and not included in the totals
- The totals shown match the totals shown in the Collision Diagram and Collision Summary
- Each crash is only counted as one, even if there were multiple victims and/or vehicles involved

8. Collision Summary (HSIP Form)

Engineer's Initials: RM

- Totals for each Location/CM are shown with crashes segregated based on Crash Severity
- The totals for each Location/CM match the totals shown in the Collision Diagram and Collision List
- The totals for each CM at the bottom of the form match the totals in the TIMS B/C Output Summary

9. Detailed Engineer's Estimate (HSIP Form)

Engineer's Initials: RM

- All likely construction costs associated with the project are identified and included in the estimate
- Each of the main project elements are broken out into separate construction items. The costs for each item are based on calculated quantities and appropriate corresponding unit costs
- Costs for each item are distributed between CMs using a logical method to fairly calculate each CM's cost
- Each CM included in the B/C calculation must represent a minimum of 15% of the construction costs
- "Other Safety" and "Non-Safety" construction items/costs are identified and properly accounted for
- The total construction cost in the estimate must match the "Construction" cost in Section III of the application

10. TIMS B/C output summary sheet

Engineer's Initials: RM

- CMs and crash data shown match the totals shown in the Collision Summary form
- The total project cost in the B/C calculation must match the total project cost in Section III of the application
- The combined CRF applied to any single set of crashes is less than or equal to 0.8
- The sheet attached to the application must be signed by the Engineer in Responsible Charge

11. Warrant studies/guidance (Check if not applicable)

Engineer's Initials: RM

- ☐ N/A
 - Traffic Signal Warrants – Warrant 4, 5 or 7 met (CA MUTCD): Signal warrants must be documented as having been met based on the CA MUTCD.

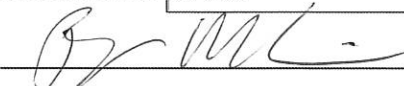
12. Additional narration, documentation, letters of support:

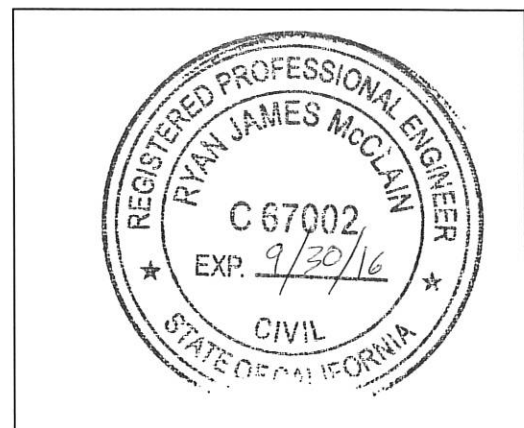
Engineer's Initials: RM

- The text in the "Narrative Questions" in the application is consistent with and supports the engineering logic and calculations used in the development of the application's B/C ratio
- When needed to clarify non-standard application of countermeasures, crashes and/or costs; appropriate documentation is attached to the application to document the engineering decisions and calculations

Licensed Engineer:

Engineer's Stamp:

Name: Ryan McClain, PE
Title: Senior Associate, Fehr & Peers
Engineer License Number 67002
Signature: 
Date: July 31, 2015
Email: r.mcclain@fehrrandpeers.com
Phone: (925)930-7100



To ensure the application's quality and the agency's commitment to deliver the safety project in an expedited manner, the application must be signed by the Agency's Transportation/Traffic Engineering Manager.

By signing this application, the manager is attesting to:

1. All data in the application is accurate and represents the total scope of the planned project;
2. The agency understands the Project Delivery Requirements for the HSIP Program and is prepared to deliver the project with these requirements; and
3. The agency understands if Caltrans staff determine that any of the above requirements are not met, or data is inaccurate, or the application fails to meet the program guidelines and application instructions, the application will be rejected and will not be eligible to receive federal safety funding. Due to time constraints in the evaluation process, applicants will not be notified until after the selection process is complete. Refer to Application Form Instructions for more information.

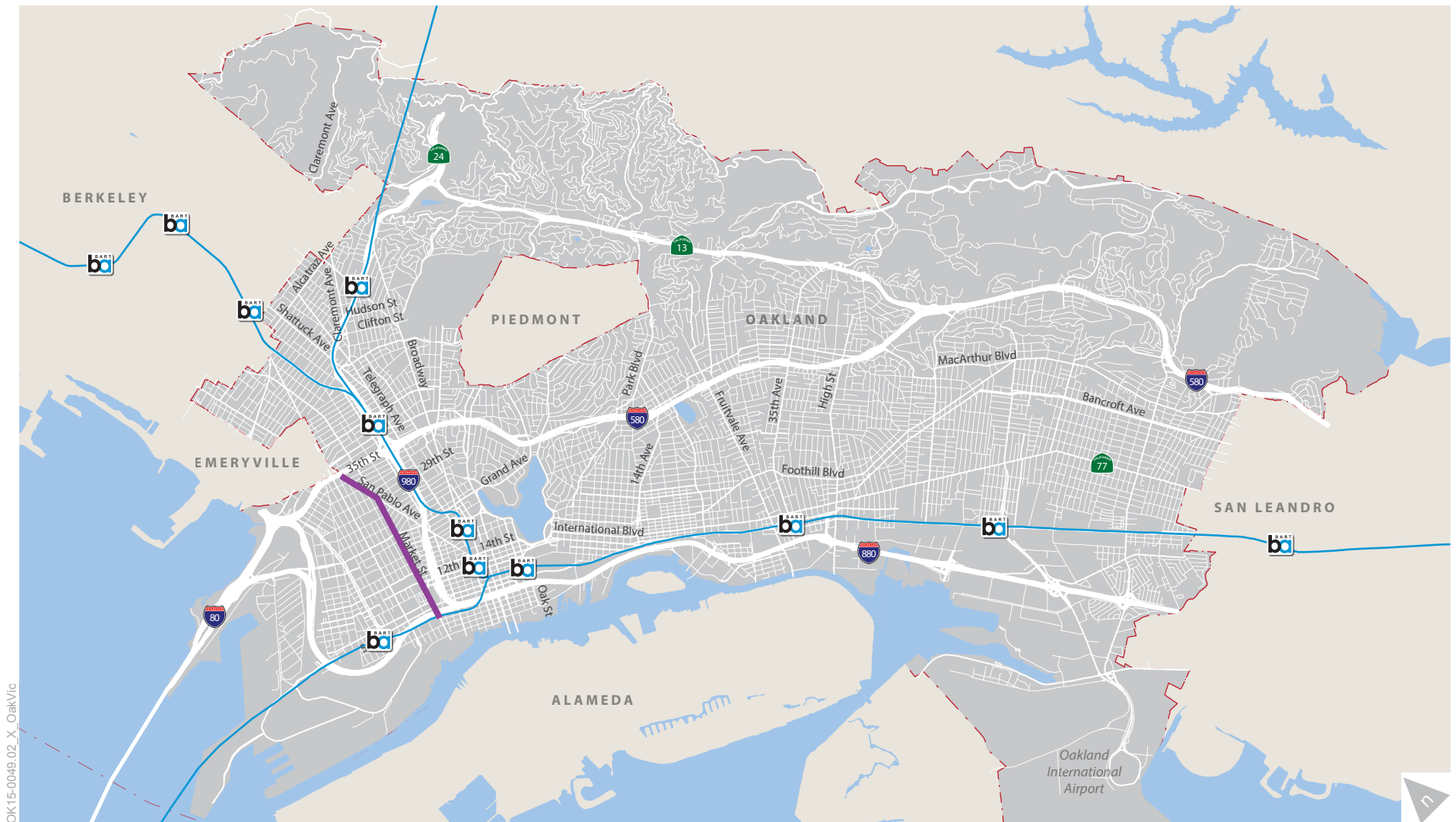
Transportation Manager:

Name:

Title:

Signature: 

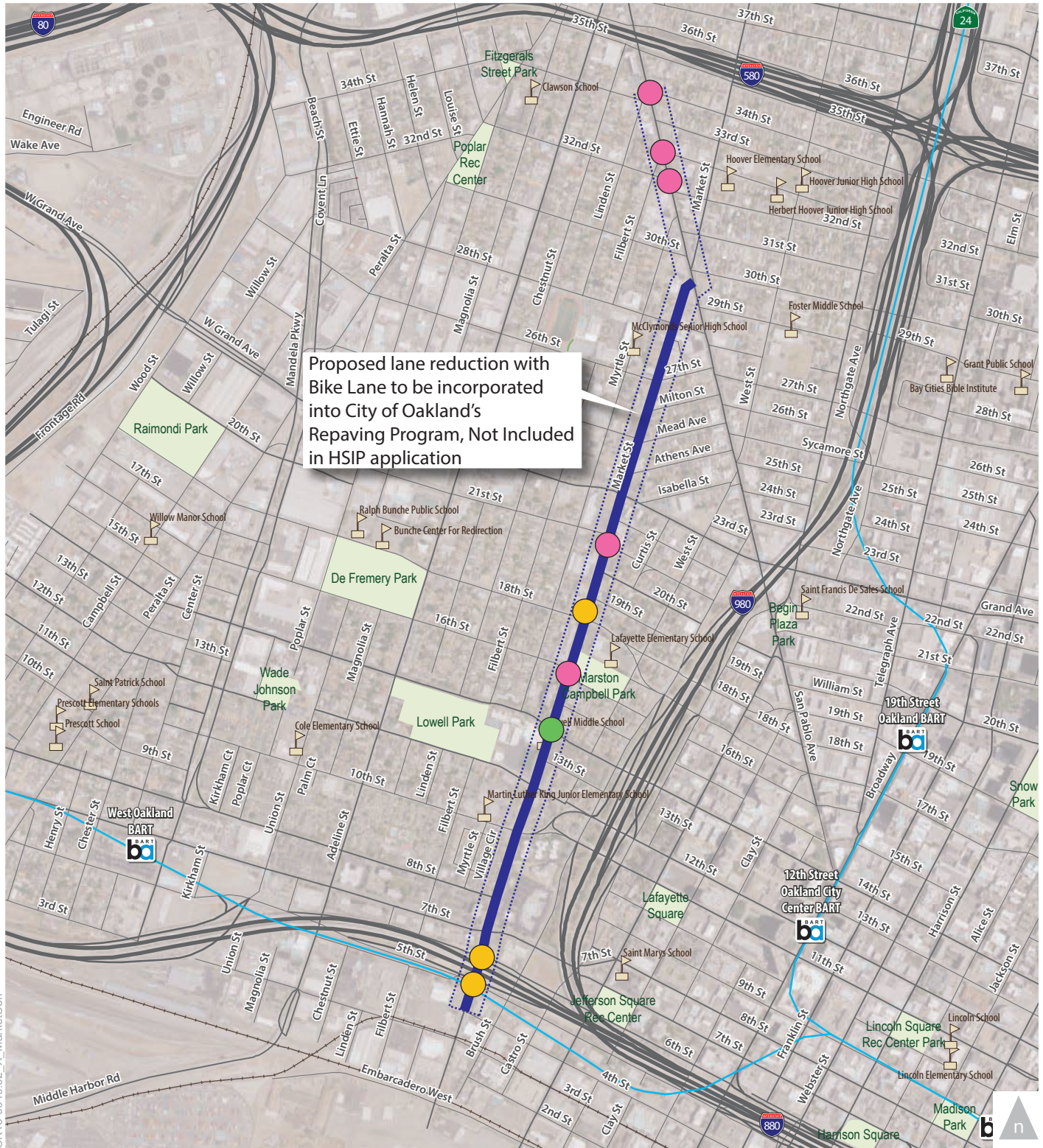
Date:



LEGEND

- Market Street from 5th Street to San Pablo Avenue and San Pablo Avenue from Market Street to 35th Street

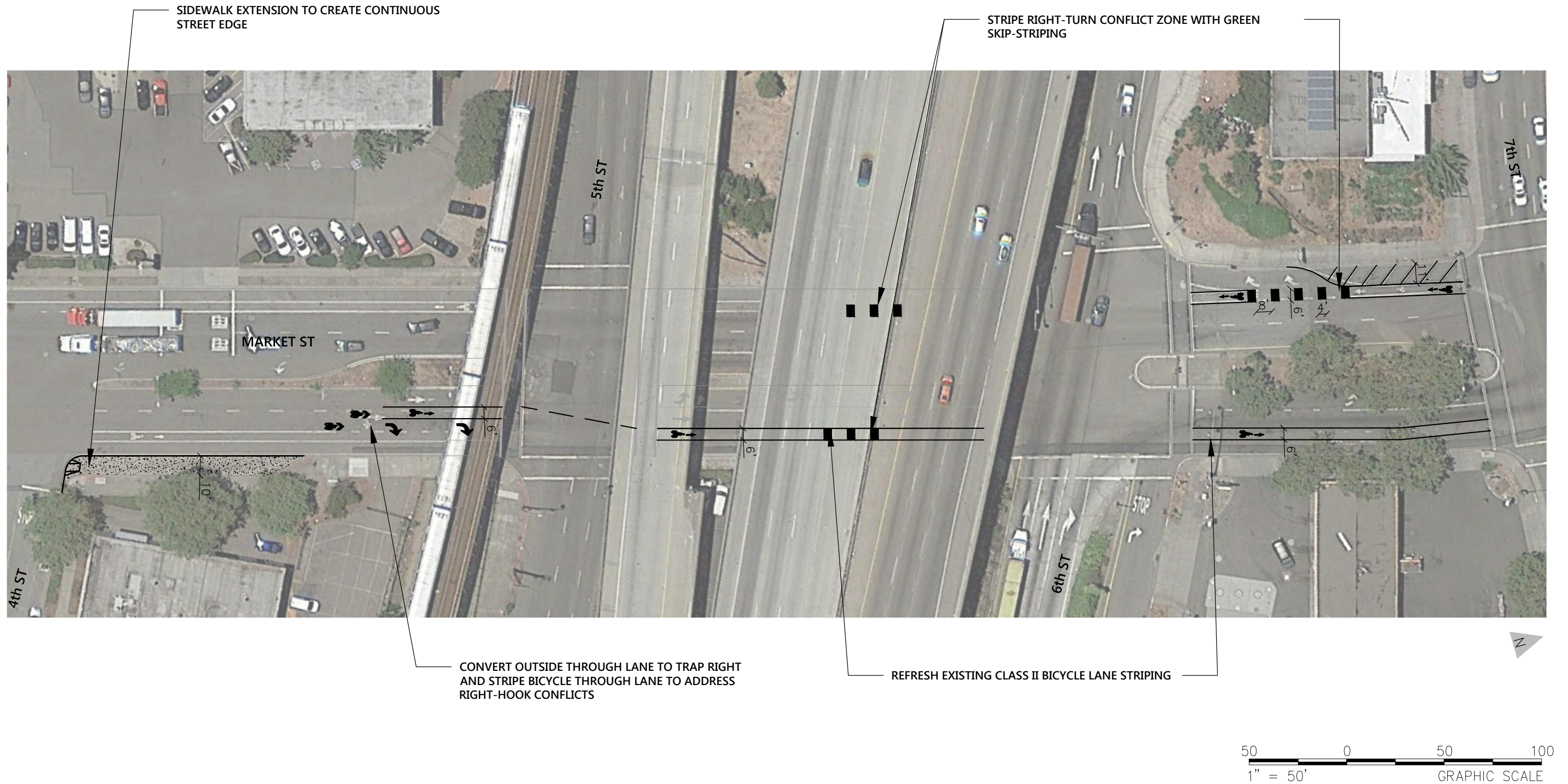




LEGEND

- Proposed CM1 Uncontrolled Pedestrian Crossing Improvements
- Other Safety Improvements (Bicycle Lane Enhancements)
- Proposed CM2 Protected Left-Turn Phasing with Existing Pocket





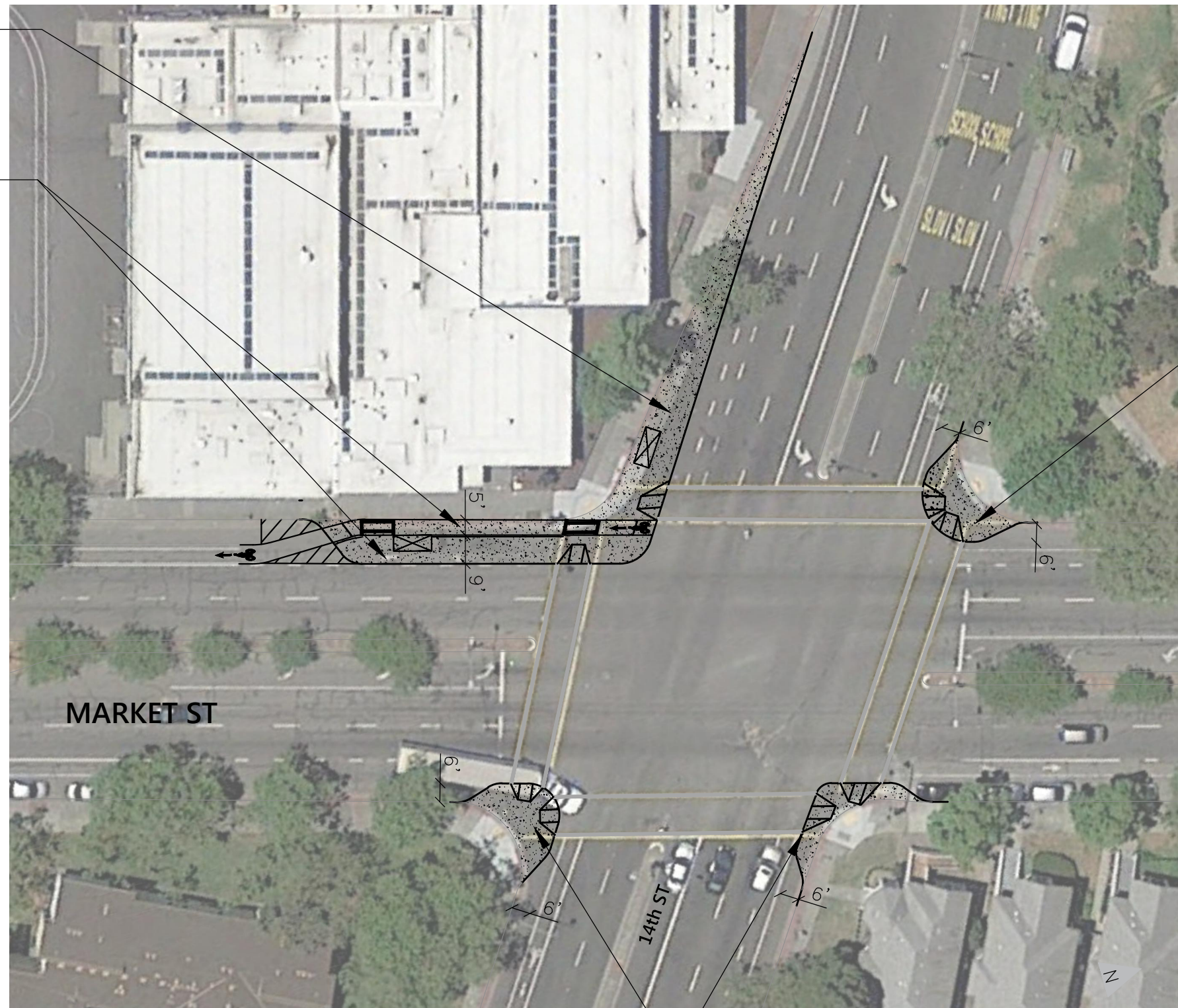
NOTE: This drawing shows other safety countermeasures.



WIDEN SIDEWALK AND CREATE CONSISTENT CURBLINE. INSTALL BUS SHELTER.

CONSTRUCT BICYCLE LANE AT SIDEWALK GRADE BEHIND BUS BULB TO REMOVE BUS/BIKE CONFLICT. INSTALL BUS SHELTER. CHANNELIZE PEDESTRIANS TO FRONT AND BACK OF BUS BULB WITH BARRICADE.

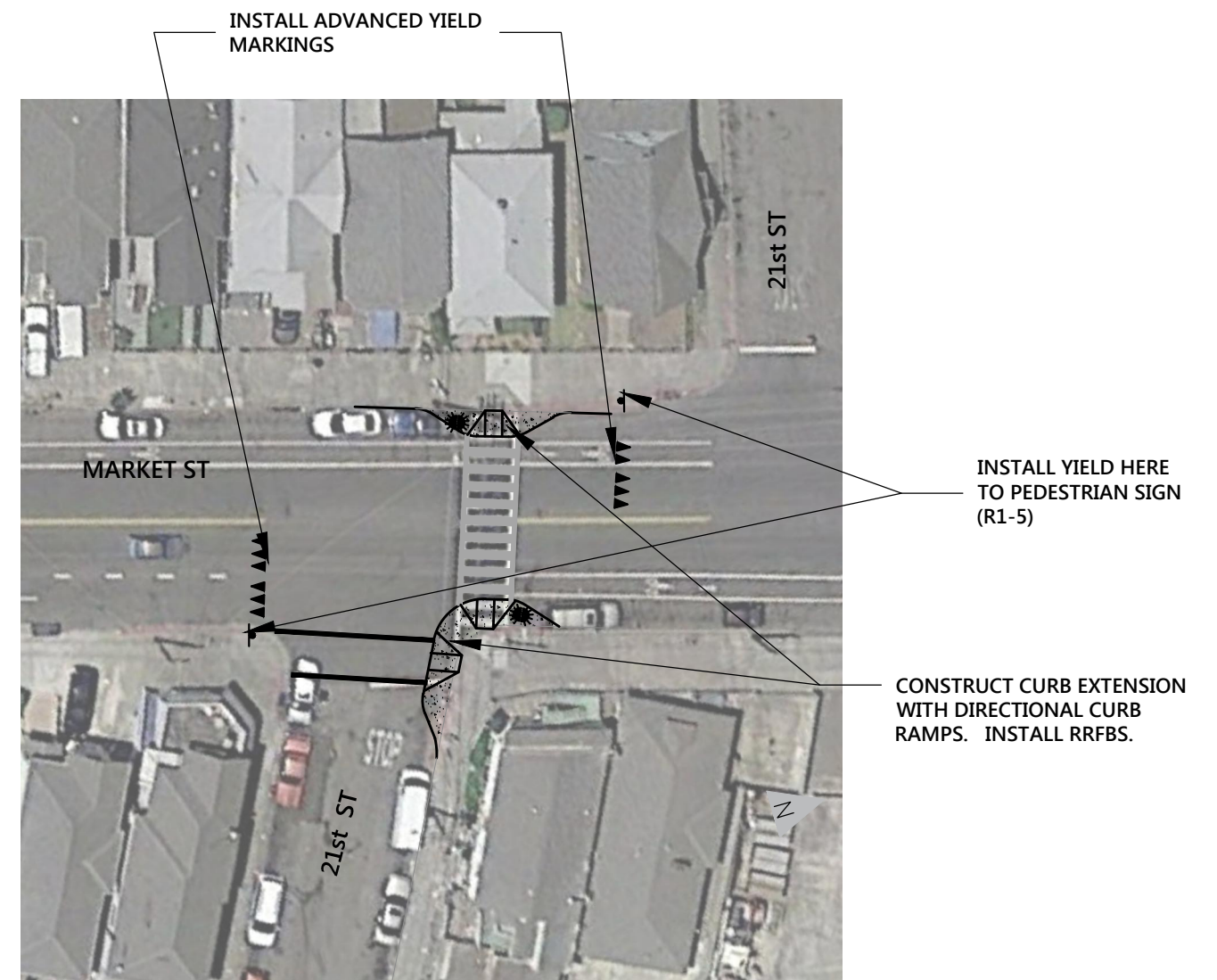
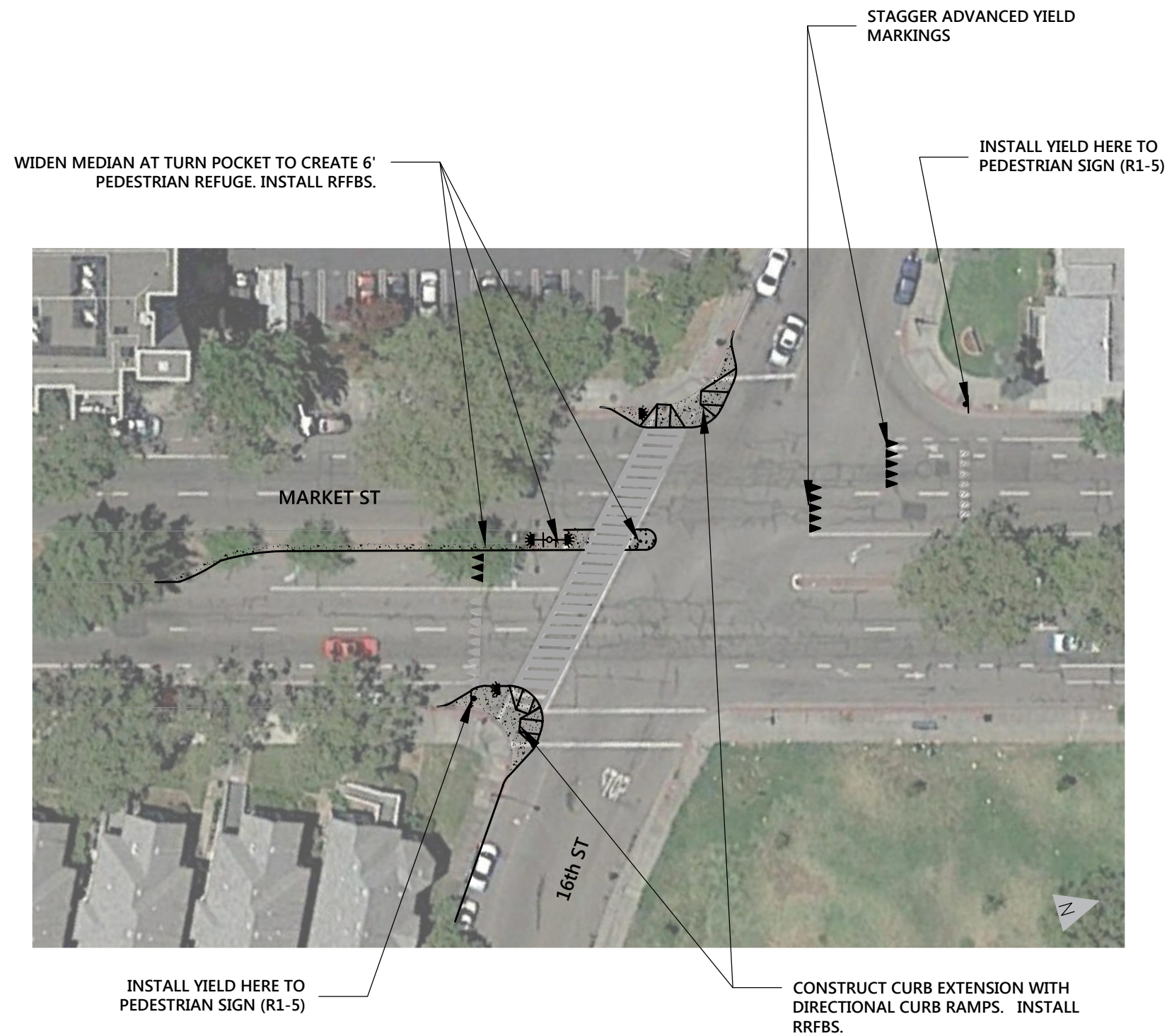
INSTALL CURB EXTENSIONS WITH DIRECTIONAL CURB RAMPS TO REDUCE CROSSING DISTANCES & REDUCE TURNING SPEEDS



NOTE: This viewport reflects the CM2 Influence Area and other safety countermeasures.

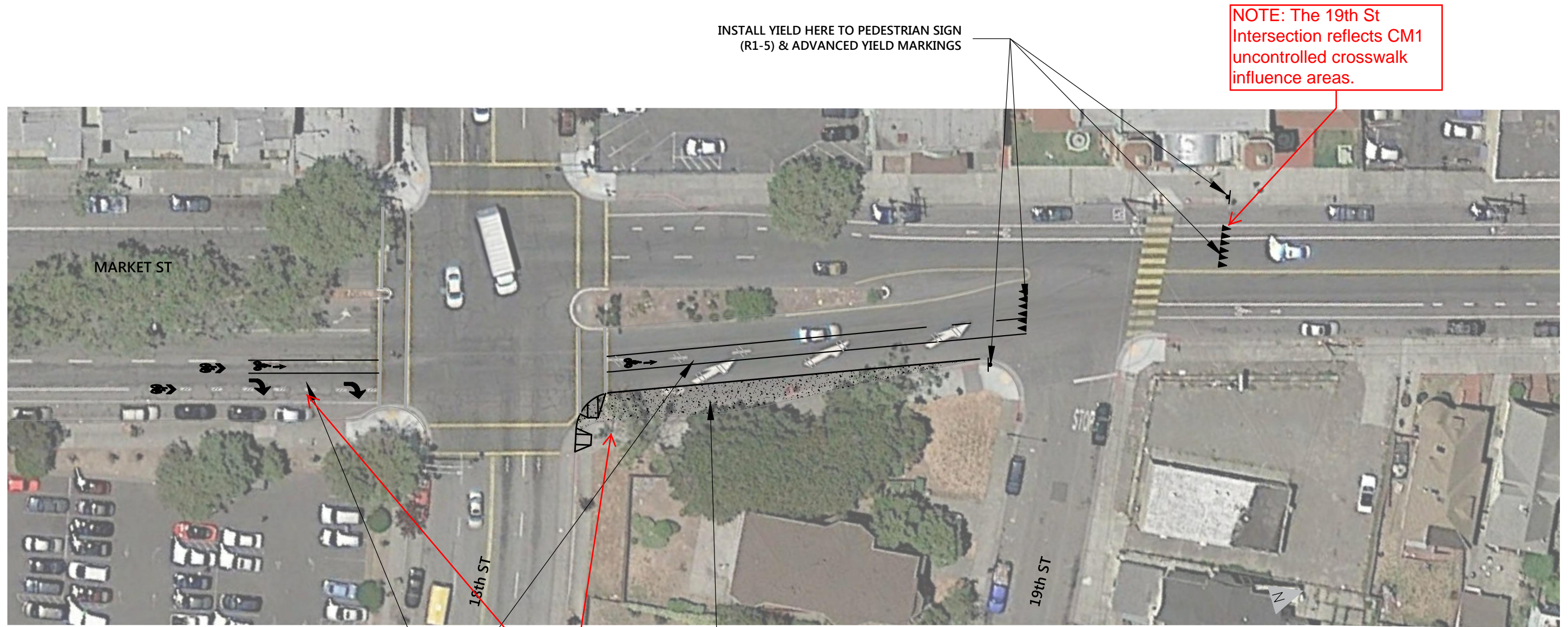
INSTALL CURB EXTENSIONS WITH DIRECTIONAL CURB RAMPS TO REDUCE CROSSING DISTANCES & REDUCE TURNING SPEEDS





NOTE: These viewports reflect CM1 uncontrolled crosswalk influence areas.



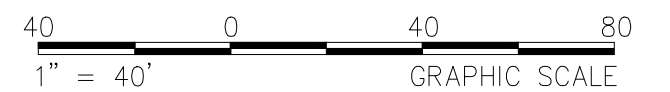


EXTEND CLASS II BICYCLE LANE BETWEEN 18TH AND 19TH STREET
BY CONVERTING LANE TO TRAP RIGHT & REMOVE LAND DROP

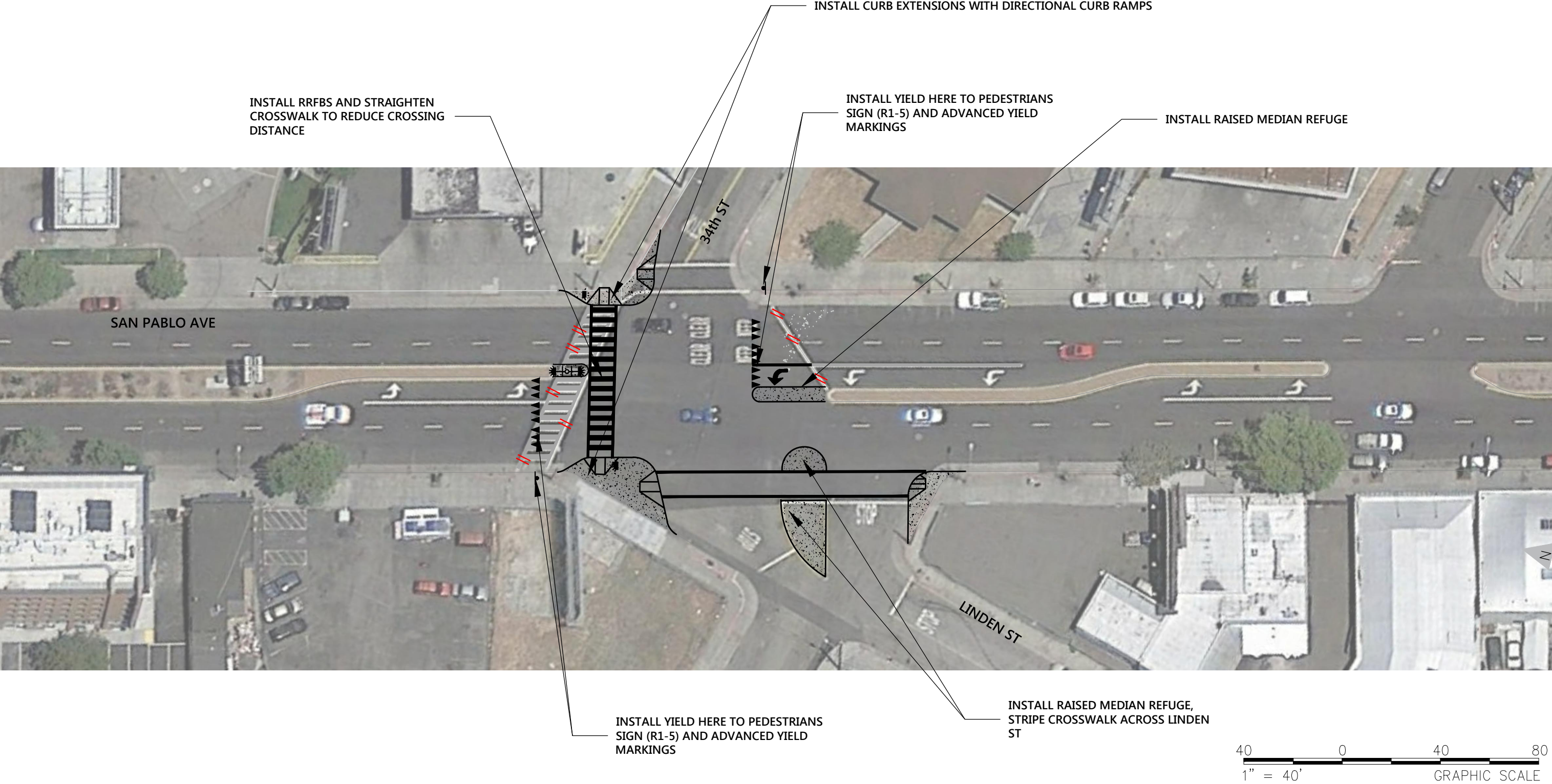
Improvements
between 18th and
19th Street reflect
other safety
countermeasures.

WIDEN SIDEWALK, INSTALL CURB RAMPS TO
CREATE CONSISTENT ROADWAY EDGE

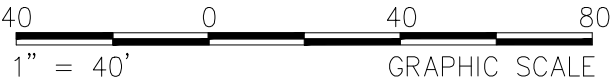
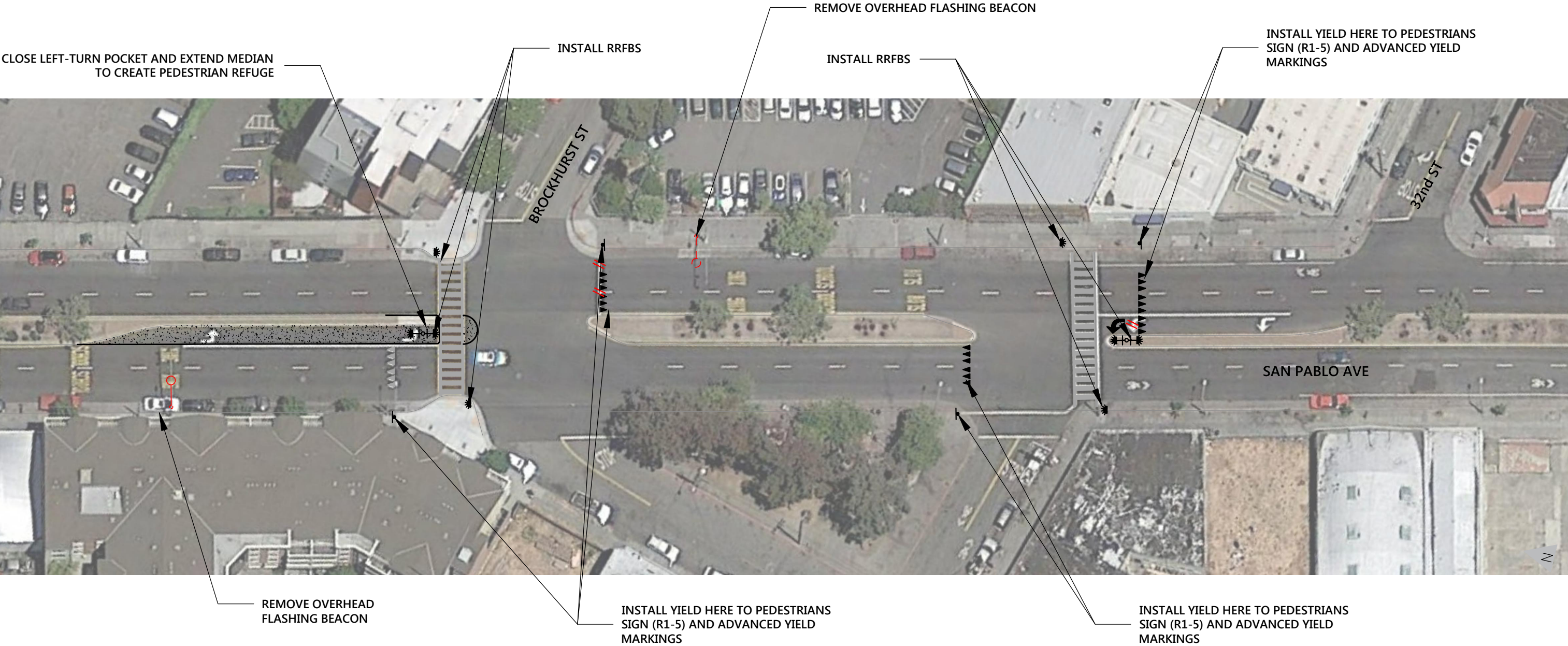
NOTE: The 19th St
Intersection reflects CM1
uncontrolled crosswalk
influence areas.



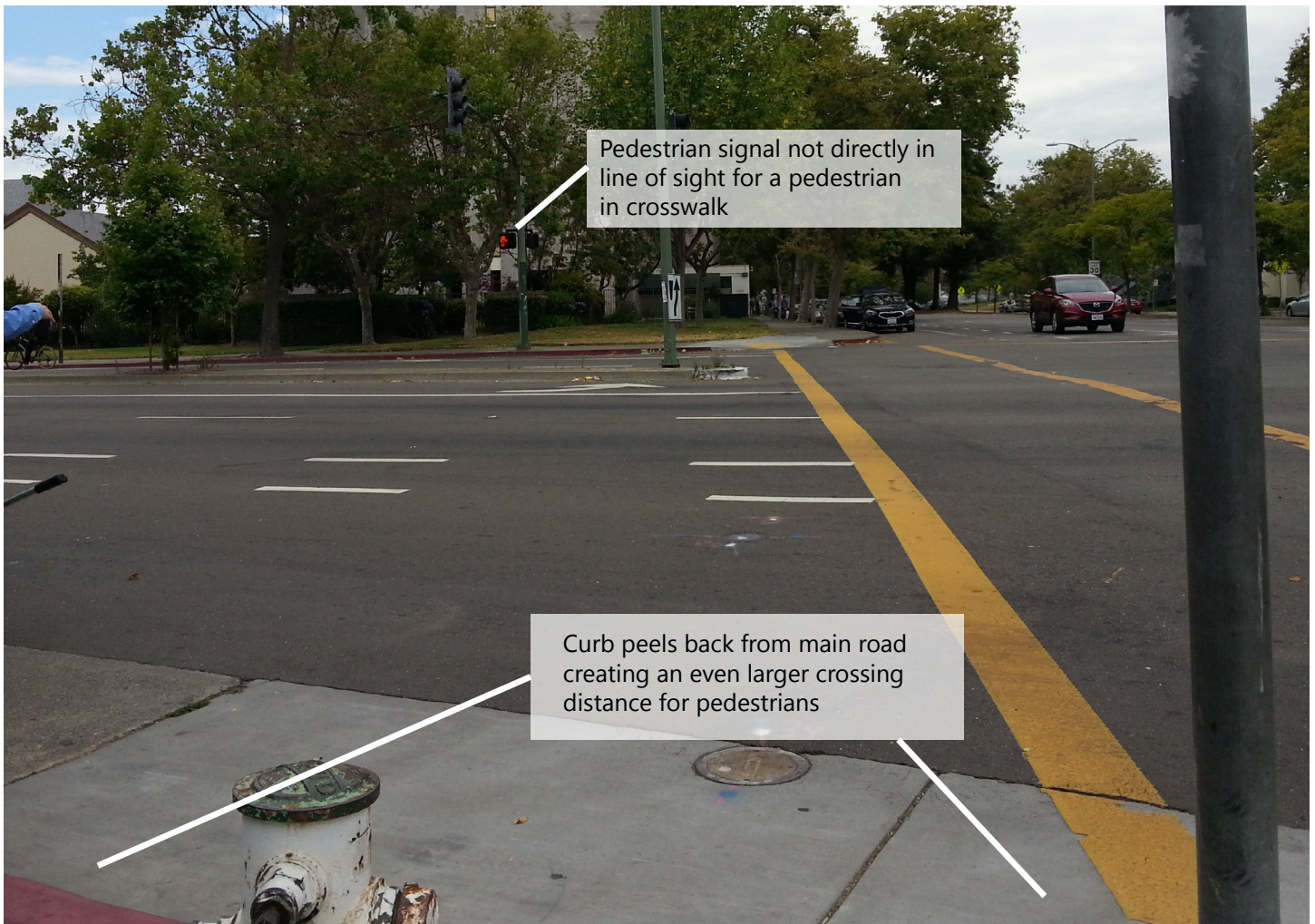
NOTE: This viewport reflects CM1 uncontrolled crosswalk enhancements



NOTE: This viewport reflects CM1 uncontrolled crosswalk enhancements









Large concentration of residential housing, a senior center, and schools generate significant amounts of pedestrian traffic at this intersection

Unprotected left turn creates conflict between pedestrians and vehicles

Long crossing distance creates hazard for seniors who need more time to cross than average person

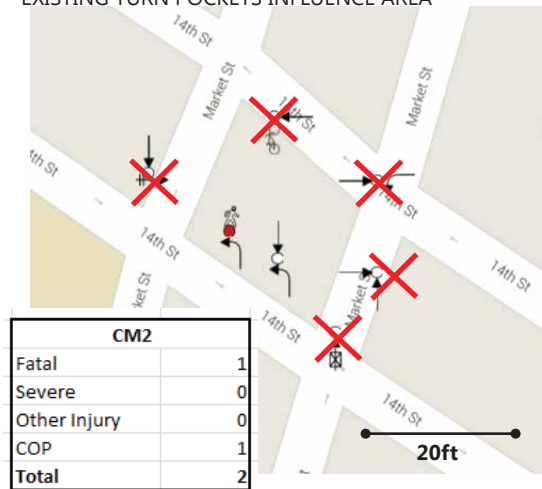


CM1 UNCONTROLLED CROSSWALK ENHANCEMENTS INFLUENCE AREA



CM1	
Fatal	2
Severe	3
Other Injury	5
PDO	6
Total	16

CM2 PROTECTED LEFT TURN PHASE WITH EXISTING TURN POCKETS INFLUENCE AREA



Legend

- Straight
- ↶ Left Turn
- ↷ Right Turn
- ↺ U-Turn
- ↻ Overturned
- ↘ Ran Off Road
- ⌂ Stopped
- ⌂ Parked
- 🚶 Pedestrian
- 🚲 Bicycle
- 📦 Object
- Fatal Crash
- Injury Crash

✗ Collision not included in B/C Calculation

🚶 Pedestrian-Auto Unmapped Injury Collision in SWITRS

🚶 Fatal Pedestrian-Auto Per Traffic Collision Report

*** Note that where multiple collisions occurred at intersections, diagrams are shown offset from each other for graphic legibility**

ATTACHMENT 7A - COUNTERMESAURE 1 UNCONTROLLED CROSSWALK ENHANCEMENTS COLLISION LIST

CASEID	POINT_X	POINT_Y	YEAR_	LOCATION	CHPTYPE	DAYWEEK	CRASHSEV	VIOLCAT	KILLED	SEVINJ	OTHERINJ	COP	INJURED
5690311	-122.280381	37.8097	2012	109	0	4	3	8	0	0	1	0	1
5966423	-122.27914	37.81312	2012	109	0	6	2	10	0	1	0	0	1
4935910	-122.277393	37.82291	2010	109	0	1	4	10	0	0	0	1	1
6087871	-122.27738	37.8229	2013	109	0	5	3	10	0	0	1	0	1
6533066	-122.27738	37.8229	2014	109	0	6	4	10	0	0	0	1	1
6537519	-122.27738	37.8229	2014	109	0	6	4	10	0	0	0	1	1
6538961	-122.277385	37.8229	2014	109	0	7	4	3	0	0	0	1	1
5006747	-122.278083	37.82519	2010	109	0	4	3	10	0	0	1	0	1
5014934	-122.278132	37.82532	2010	109	0	4	3	11	0	0	1	0	1
5381948	-122.27807	37.82518	2011	109	0	5	3	0	0	0	1	0	1
5641659	-122.27807	37.82518	2012	109	0	3	2	11	0	1	0	0	1
5814965	-122.27807	37.8252	2013	109	0	5	4	11	0	0	0	1	1
4428485	-122.27754	37.82358	2009	109	0	4	2	10	0	1	0	0	1
6092544	-122.277588	37.8237	2013	109	0	4	4	11	0	0	0	1	1
4990423	-122.277528	37.82348	2010	109	0	4	1	11	1	0	0	0	0
Local Report # 15-009845									1				

*See attached Traffic Collision Report for 2/21/15 collision

CM1	
Fatal	2
Severe	3
Other Injury	5
PDO	6
Total	16

ATTACHMENT 7A - COUNTERMESAURE 1 UNCONTROLLED CROSSWALK ENHANCEMENTS COLLISION LIST

WEATHER	1PEDCOL	BICCOL	MCCOL	TRUCKCOL	ETOH	TIMECAT	MONTH_	CRASHTYP	INVOLVE	PED	PRIMARYRD	SECONDRD
A	Y					1800	6	G	B	E	MARKET ST	16TH ST
C	Y					2100	11	G	B	B	MARKET ST	21ST ST
A	Y					1500	10	G	B	B	SAN PABLO AV	32ND ST
A	Y					1800	1	G	B	B	SAN PABLO AV	32ND ST
A	Y				Y	1200	4	G	B	B	SAN PABLO AV	32ND ST
A	Y					900	4	G	B	B	SAN PABLO AV	32ND ST
A	Y					2100	3	G	B	C	SAN PABLO AV	32ND ST
A	Y					2400	11	G	B	B	SAN PABLO AV	34TH ST
A	Y				Y	2100	12	G	B	D	SAN PABLO AV	34TH ST
A	Y					2400	9	G	B	B	SAN PABLO AV	34TH ST
A	Y					2400	5	G	B	D	SAN PABLO AV	34TH ST
A	Y					300	1	G	B	D	SAN PABLO AV	34TH ST
A	Y					2100	8	A	B	B	SAN PABLO AV	BROCKHURST ST
B	Y					2400	4	G	B	D	SAN PABLO AV	BROCKHURST ST
B	Y				Y	2100	1	G	B	D	SAN PABLO AV	FILBERT ST
	Y										San Pablo Avenue north of 32nd Str	

ATTACHMENT 7A - COUNTERMESAURE 1 UNCONTROLLED CROSSWALK ENHANCEMENTS COLLISION LIST

DISTANCE	DIRECT	INTERSECT	PROCDATE	JURIS	DATE_	TIME_	BADGE	JURIDIST	SHIFT	POP	SPECIAL	BEATTYPE	LAPDDIV
5	E	N	10/9/2013	109	6/7/2012	1714	8113	1	5	7	0	0	
0		Y	12/26/2013	109	11/17/2012	1820	9110	1	5	7	0	0	
0		Y	11/16/2011	109	10/25/2010	1433	8410		5	7	0	0	
0		Y	1/24/2014	109	1/4/2013	1701	8457	1	5	7	0	0	
0		Y	7/23/2014	109	4/19/2014	1030	9113	1	5	7	0	0	
0		Y	7/23/2014	109	4/5/2014	812	9132	1	5	7	0	0	
10	S	N	6/27/2014	109	3/16/2014	1815	9183	1	5	7	0	0	
0		Y	11/30/2011	109	11/4/2010	2200	8852	1	5	7	0	0	
51	N	N	12/12/2011	109	12/23/2010	1810	7910	1	5	7	0	0	
0		Y	12/18/2012	109	9/9/2011	2309	8305	2	5	7	0	0	
0		Y	9/6/2013	109	5/16/2012	2303	9095	1	5	7	0	0	
0		Y	3/15/2013	109	1/4/2013	130	9084	1	5	7	0	0	
0		Y	5/14/2010	109	8/20/2009	2057	8824	1	5	7	0	0	
40	N	N	2/13/2014	109	4/4/2013	2110	9140	1	5	7	0	0	
40	S	N	2/23/2011	109	1/21/2010	1835	7884		5	7	0	0	
feet					2/21/2015								

ATTACHMENT 7A - COUNTERMESAURE 1 UNCONTROLLED CROSSWALK ENHANCEMENTS COLLISION LIST

BEATCLAS	BEATNUM	WEATHER	STATEHW	CALTRANC	CALTRAND	STROUTE	ROUTESUF	POSTPRE	POSTMILE	LOCATYPE	RAMP	SIDEHW	TOWAWAY
0	5	-	N		0	0			0				N
0 05X		-	N		0	0			0				N
0 07X		-	N			0			0				N
0 07X		-	N		0	0			0				N
0 06X		-	N		0	0			0				N
0 06X		-	N		0	0			0				N
0 06X		-	N		0	0			0				N
0 07X		-	N			0			0				N
0 07X		-	N			0			0				N
0 06X		-	N			0			0				N
0 07X		-	N		0	0			0				N
0 07X		-	N		0	0			0				N
0 06X		-	N			0			0				N
0 06X		-	N		0	0			0				N
0 07X	C		N			0			0				N

ATTACHMENT 7A - COUNTERMESAURE 1 UNCONTROLLED CROSSWALK ENHANCEMENTS COLLISION LIST

PARTIES	PCF	VIOLCODE	VIOL	VIOLSUB	HITRUN	ROADSURF	RDCOND1	RDCOND2	LIGHTING	RIGHTWAY	CHPRDTYP	NOTPRIV	STFAULT
2 A	-		22107		N	A	H	-	A	A		0 Y	A
2 A	-		21950	A	N	B	H	-	C	D		0 Y	A
2 A	-		21950	A	N	A	H	-	A	D		0 Y	A
2 A	-		21950	A	N	A	H	-	B	D		0 Y	A
2 A	-		21950	A	M	A	H	-	C	A		0 Y	-
2 A	-		21950	A	N	A	H	-	A	A		0 Y	A
2 A	-		22350		N	A	H	-	A	D		0 Y	A
3 A	-		21950	A	N	A	H	-	C	D		0 Y	A
2 A	-		21954	A	N	A	H	-	C	D		0 Y	N
2 D	-		0		F	A	H	-	C	D		0 Y	-
2 A	-		21954	A	F	A	H	-	C	A		0 Y	N
2 A	-		21954	A	N	A	H	-	C	D		0 Y	N
2 A	-		21950	A	F	A	H	-	C	D		0 Y	-
2 A	-		21954	A	N	A	H	-	C	D		0 Y	N
2 A	-		21954	A	N	B	H	-	C	D		0 Y	N

ATTACHMENT 7A - COUNTERMESAURE 1 UNCONTROLLED CROSSWALK ENHANCEMENTS COLLISION LIST

CHPFAULT	PEDKILL	PEDINJ	BICKILL	BICINJ	MCKILL	MCINJURE	RAMP1	RAMP2	CITY	COUNTY	STATE	X_CHP	Y_CHP
	1	0	1	0	0	0	0 -	-	OAKLAND	ALAMEDA	CA	0	0
	1	0	1	0	0	0	0 -	-	OAKLAND	ALAMEDA	CA	0	0
	7	0	1	0	0	0	0 -	-	OAKLAND	ALAMEDA	CA	0	0
	1	0	1	0	0	0	0 -	-	OAKLAND	ALAMEDA	CA	0	0
-		0	1	0	0	0	0 -	-	OAKLAND	ALAMEDA	CA	0	0
	1	0	1	0	0	0	0 -	-	OAKLAND	ALAMEDA	CA	0	0
	1	0	1	0	0	0	0 -	-	OAKLAND	ALAMEDA	CA	0	0
	1	0	1	0	0	0	0 -	-	OAKLAND	ALAMEDA	CA	0	0
	60	0	1	0	0	0	0 -	-	OAKLAND	ALAMEDA	CA	0	0
-		0	1	0	0	0	0 -	-	OAKLAND	ALAMEDA	CA	0	0
	60	0	1	0	0	0	0 -	-	OAKLAND	ALAMEDA	CA	0	0
	60	0	1	0	0	0	0 -	-	OAKLAND	ALAMEDA	CA	0	0
	99	0	1	0	0	0	0 -	-	OAKLAND	ALAMEDA	CA	0	0
	60	0	1	0	0	0	0 -	-	OAKLAND	ALAMEDA	CA	0	0
	60	1	0	0	0	0	0 -	-	OAKLAND	ALAMEDA	CA	0	0

ATTACHMENT 7B: COUNTERMEASURE 2 LEFT TURN PHASE WITH EXISTING TURN POCKETS COLLISION LIST

CASEID	POINT_X	POINT_Y	YEAR_	LOCATION	CHPTYPE	DAYWEEK	CRASHSEV	VIOLCAT	KILLED	SEVINJ	OTHERINJ	COP	INJURED	
4428382	-122.28098	37.80815	2009	109	0	4	4	9	0	0	0	0	2	2
4990591	-122.2810099	37.80816	2010	109	0	5	1	10	1	0	0	0	0	0

CM2	
Fatal	1
Severe	0
Other Injury	0
COP	1
Total	2

ATTACHMENT 7B: COUNTERMEASURE 2 LEFT TURN PHASE WITH EXISTING TURN POCKETS COLLISION LIST

WEATHER1	PEDCOL	BICCOL	MCCOL	TRUCKCOL	ETOH	TIMECAT	MONTH_	CRASHTYP	INVOLVE	PED	PRIMARYR	SECONDR	RD	DISTANCE
A						1800	9	A	C	A	MARKET S1	14TH ST		0
C	Y					900	11	G	B	B	14TH ST	MARKET S1		6

ATTACHMENT 7B: COUNTERMEASURE 2 LEFT TURN PHASE WITH EXISTING TURN POCKETS COLLISION LIST

DIRECT	INTERSECT	PROCDATE	JURIS	DATE_	TIME_	BADGE	JURIDIST	SHIFT	POP	SPECIAL	BEATYPE	LAPDDIV	BEATCLAS
	Y	5/18/2010	109	9/24/2009	1750	7738	1		5	7	0	0	0
W	N	1/24/2012	109	11/19/2010	601	8259			5	7	0	0	0

ATTACHMENT 7B: COUNTERMEASURE 2 LEFT TURN PHASE WITH EXISTING TURN POCKETS COLLISION LIST

BEATNUM	I	WEATHER	2	STATE	HW	CALTRANC	CALTRAND	STROUTE	ROUTESUF	POSTPRE	POSTMILE	LOCATYPE	RAMP	SIDEHW	TOWAWAY	PARTIES
02X	-		N					0			0				Y	2
02X	-		N					0			0				N	2

ATTACHMENT 7B: COUNTERMEASURE 2 LEFT TURN PHASE WITH EXISTING TURN POCKETS COLLISION LIST

PCF	VIOLCODE	VIOL	VIOLSUB	HITRUN	ROADSURF	RDCOND1	RDCOND2	LIGHTING	RIGHTWAY	CHPRDTYP	NOTPRIV	STFAULT	CHPFAULT
A	-	21801	A	N	A	H	-	A	A		0 Y	A	1
A	-	21950	A	F	B	H	-	C	A		0 Y	A	1

ATTACHMENT 7B: COUNTERMEASURE 2 LEFT TURN PHASE WITH EXISTING TURN POCKETS COLLISION LIST

PEDKILL	PEDINJ	BICKILL	BICINJ	MCKILL	MCINJURE	RAMP1	RAMP2	CITY	COUNTY	STATE	X_CHP	Y_CHP
0	0	0	0	0	0	0 -	-	OAKLAND	ALAMEDA	CA	0	0
1	0	0	0	0	0	0 -	-	OAKLAND	ALAMEDA	CA	0	0

SPECIAL CONDITIONS FATAL		NUMBER INJURED 1	WIT & RUN FIELD DAY <input checked="" type="checkbox"/>	CITY Oakland	JUDICIAL DISTRICT Alameda County Superior		LOCAL REPORT NUMBER 15-008645	
		NUMBER KILLED 1	WIT & RUN UNDERSTANDING <input type="checkbox"/>	COUNTY Alameda	REPORTING DISTRICT 1			
LOCATION	COLLISION OCCURRED ON SAN PABLO AVE.				MO. DAY YEAR 02/21/15	TIME (2400) 1540	NCIC # 0109	OFFICER I.D. 9025
	MILEPOST INFORMATION				DAY OF WEEK (S)MTWTFSS	TOW AWAY <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	PHOTOGRAPHS BY: <input type="checkbox"/> NONE D. Miles	
	AT INTERSECTION WITH <input checked="" type="checkbox"/> OR NORTH OF 32ND ST.				STATE HWY REL. <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO			
PARTY 1	DRIVER'S LICENSE NUMBER		STATE	CLASS	AIR BAG	SAFETY EQUIP.	VEH. YEAR	MAKE/MODEL/COLOR BUIC, REG, BOE
DRIVER	NAME (FIRST, MIDDLE, LAST)						OWNER'S NAME <input type="checkbox"/> SAME AS DRIVER	
PEDESTRIAN	STREET ADDRESS						OWNER'S ADDRESS <input type="checkbox"/> SAME AS DRIVER	
PARKED VEHICLE	CITY/STATE/ZIP						DISPOSITION OF VEHICLE ON ORDERS OF <input checked="" type="checkbox"/> OFFICER <input type="checkbox"/> DRIVER <input type="checkbox"/> OTHER	
BIK. CLUT.	SEX	HAIR	EYES	HEIGHT	WEIGHT	No.	BIRTHDATE Day Year	RACE
OTHER	HOME PHONE		BUSINESS PHONE				PRIOR MECHANICAL DEFECTS: <input checked="" type="checkbox"/> NONE APPARENT <input type="checkbox"/> REFER TO NARRATIVE	
	INSURANCE CARRIER		POLICY NUMBER				VEHICLE IDENTIFICATION NUMBER:	
	DIR OF TRAVEL ON STREET OR HIGHWAY N		SPEED LIMIT				VEHICLE TYPE 01	
PARTY 2	DRIVER'S LICENSE NUMBER		STATE	CLASS	AIR BAG	SAFETY EQUIP.	VEH. YEAR	MAKE/MODEL/COLOR 1999 KIA, SPT, BLU
DRIVER	NAME (FIRST, MIDDLE, LAST)						OWNER'S NAME <input type="checkbox"/> SAME AS DRIVER	
PEDESTRIAN	STREET ADDRESS						OWNER'S ADDRESS <input type="checkbox"/> SAME AS DRIVER	
PARKED VEHICLE	CITY/STATE/ZIP						DISPOSITION OF VEHICLE ON ORDERS OF: <input type="checkbox"/> OFFICER <input checked="" type="checkbox"/> DRIVER <input type="checkbox"/> OTHER	
BIK. CLUT.	SEX	HAIR	EYES	HEIGHT	WEIGHT	No.	BIRTHDATE Day Year	RACE
OTHER	HOME PHONE		BUSINESS PHONE				PRIOR MECHANICAL DEFECTS: <input checked="" type="checkbox"/> NONE APPARENT <input type="checkbox"/> REFER TO NARRATIVE	
	INSURANCE CARRIER		POLICY NUMBER				VEHICLE IDENTIFICATION NUMBER: KNDJA7230X5587371	
	DIR OF TRAVEL ON STREET OR HIGHWAY		SPEED LIMIT				VEHICLE TYPE 07	
PARTY 3	DRIVER'S LICENSE NUMBER		STATE	CLASS	AIR BAG	SAFETY EQUIP.	VEH. YEAR	MAKE/MODEL/COLOR
DRIVER	NAME (FIRST, MIDDLE, LAST)						OWNER'S NAME <input type="checkbox"/> SAME AS DRIVER	
PEDESTRIAN	STREET ADDRESS						OWNER'S ADDRESS <input type="checkbox"/> SAME AS DRIVER	
PARKED VEHICLE	CITY/STATE/ZIP						DISPOSITION OF VEHICLE ON ORDERS OF: <input checked="" type="checkbox"/> OFFICER <input type="checkbox"/> DRIVER <input type="checkbox"/> OTHER	
BIK. CLUT.	SEX	HAIR	EYES	HEIGHT	WEIGHT	No.	BIRTHDATE Day Year	RACE
OTHER	HOME PHONE		BUSINESS PHONE				PRIOR MECHANICAL DEFECTS: <input checked="" type="checkbox"/> NONE APPARENT <input type="checkbox"/> REFER TO NARRATIVE	
	INSURANCE CARRIER		POLICY NUMBER				VEHICLE IDENTIFICATION NUMBER:	
	DIR OF TRAVEL ON STREET OR HIGHWAY		SPEED LIMIT				VEHICLE TYPE <input type="checkbox"/> LINK <input type="checkbox"/> NONE <input type="checkbox"/> MINOR <input type="checkbox"/> MOD. <input type="checkbox"/> MAJOR <input type="checkbox"/> ROLL-OVER	
PREPARED BY NAME Gerald Moriarty		DISPATCH NOTIFIED <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A		REVIEWER'S NAME				DATE REVIEWED

05P 03 78127

STATE OF CALIFORNIA
TRAFFIC COLLISION REPORT
CHP 555 Page 1 (Rev. 7-03) OPI 081

FILE COPY

943

Page 3 of 5

SPECIAL CONDITIONS		NUMBER INJURED 1	NUMBER KILLED 1	REPORTING OFFICER 1	CITY Oakland	JUDICIAL DISTRICT Alameda County Superior	LOCAL REPORT NUMBER 15-009645		
		NUMBER RATED 1	REPORTING OFFICER 1	COUNTY Alameda	REPORTING DISTRICT 1	BEAT 06X			
LOCATION	COLLISION OCCURRED ON					MO. DAY YEAR 02/21/15	TIME (2400) 1540	NCIC # 0109	OFFICER I.D. 9026
	MILEPOST INFORMATION					DAY OF WEEK S M T W T F S	ROADWAY X YES <input type="checkbox"/> NO	PHOTOGRAPHS BY: D. Miles	
	AT INTERSECTION WITH					STATE HWY RMT. <input type="checkbox"/> YES X NO			
	OR								
PARTY 4	DRIVER'S LICENSE NUMBER		STATE	CLASS	AIR BAG	SAFETY EQUIP.	VEH. YEAR	MAKE/MODEL/COLOR	LICENSE NUMBER
DRIVER	NAME (FIRST, MIDDLE, LAST) Anthony Moore								
PEDESTRIAN	STREET ADDRESS 3814 38th Ave. Apt# 112								
PARKED VEHICLE	CITY/STATE/ZIP Oakland CA								
SEX	HAIR	EYES	HEIGHT	WEIGHT	BIRTHDATE	RACE			
M	BLK	BRO	5'8"	180	08/24/1968	B			
OTHER	HOME PHONE 510-2829737		BUSINESS PHONE 510-8601628						
INSURANCE CARRIER		POLICY NUMBER							
DIR OF TRAVEL ON STREET OR HIGHWAY		SPEED LIMIT							
PARTY 5	DRIVER'S LICENSE NUMBER		STATE	CLASS	AIR BAG	SAFETY EQUIP.	VEH. YEAR	MAKE/MODEL/COLOR	LICENSE NUMBER
DRIVER	NAME (FIRST, MIDDLE, LAST)								
PEDESTRIAN	STREET ADDRESS								
PARKED VEHICLE	CITY/STATE/ZIP								
SEX	HAIR	EYES	HEIGHT	WEIGHT	BIRTHDATE	RACE			
M									
OTHER	HOME PHONE		BUSINESS PHONE						
INSURANCE CARRIER		POLICY NUMBER							
DIR OF TRAVEL ON STREET OR HIGHWAY		SPEED LIMIT							
PARTY 6	DRIVER'S LICENSE NUMBER		STATE	CLASS	AIR BAG	SAFETY EQUIP.	VEH. YEAR	MAKE/MODEL/COLOR	LICENSE NUMBER
DRIVER	NAME (FIRST, MIDDLE, LAST)								
PEDESTRIAN	STREET ADDRESS								
PARKED VEHICLE	CITY/STATE/ZIP								
SEX	HAIR	EYES	HEIGHT	WEIGHT	BIRTHDATE	RACE			
M									
OTHER	HOME PHONE		BUSINESS PHONE						
INSURANCE CARRIER		POLICY NUMBER							
DIR OF TRAVEL ON STREET OR HIGHWAY		SPEED LIMIT							
PREPARED BY NAME Gerald Moriarty		DISPATCH NOTIFIED X YES <input type="checkbox"/> NO <input type="checkbox"/> N/A		REVIEWER'S NAME				DATE REVIEWED	

QSP 03 70147

CHP 555-PAGE 3 (REV. 1-03) OPI 081

DATE OF COLLISION		TIME (2400)		NCIC NUMBER		OFFICER I.D.		NUMBER																																							
WITNESS ONLY		PASSENGER ONLY		AGE		SEX		EXTENT OF INJURY ("X" ONE)				INJURED WAS ("X" ONE)				PARTY NUMBER		SEAT POS.		AIR BAG		SAFETY EQUIP.		EJECTED																							
								FATAL INJURY		SEVERE INJURY		OTHER VISIBLE INJURY		COMPLAINT OF PAIN		DRIVER		PASS.		PED.		BICYCLIST		OTHER																							
<input type="checkbox"/>		<input type="checkbox"/>		40		M		<input checked="" type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input checked="" type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>										0													
NAME/D.O.B./ADDRESS Maurice Summerfield / 05/22/1974 /																												TELEPHONE																			
(INJURED ONLY) TRANSPORTED BY:														TAKEN TO:																																	
DESCRIBE INJURIES																																															
Fatal injuries.																																															
<input type="checkbox"/> VICTIM OF VIOLENT CRIME NOTIFIED																																															
<input type="checkbox"/>		<input type="checkbox"/>		45		M		<input type="checkbox"/>		<input type="checkbox"/>		<input checked="" type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input checked="" type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>										0													
NAME/D.O.B./ADDRESS Anthony Moore / 08/24/1968 / 3814 38th Ave. Oakland CA																												TELEPHONE 510-2620737																			
(INJURED ONLY) TRANSPORTED BY:														TAKEN TO: ACH - Highland Hospital																																	
DESCRIBE INJURIES																																															
Complaint of pain to neck and legs. Two abrasions to left side of face.																																															
<input type="checkbox"/> VICTIM OF VIOLENT CRIME NOTIFIED																																															
<input type="checkbox"/>		<input type="checkbox"/>						<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>																							
NAME/D.O.B./ADDRESS																												TELEPHONE																			
(INJURED ONLY) TRANSPORTED BY:														TAKEN TO:																																	
DESCRIBE INJURIES																																															
<input type="checkbox"/> VICTIM OF VIOLENT CRIME NOTIFIED																																															
<input type="checkbox"/>		<input type="checkbox"/>						<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>																							
NAME/D.O.B./ADDRESS																												TELEPHONE																			
(INJURED ONLY) TRANSPORTED BY:														TAKEN TO:																																	
DESCRIBE INJURIES																																															
<input type="checkbox"/> VICTIM OF VIOLENT CRIME NOTIFIED																																															
<input type="checkbox"/>		<input type="checkbox"/>						<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>																							
NAME/D.O.B./ADDRESS																												TELEPHONE																			
(INJURED ONLY) TRANSPORTED BY:														TAKEN TO:																																	
DESCRIBE INJURIES																																															
<input type="checkbox"/> VICTIM OF VIOLENT CRIME NOTIFIED																																															
<input type="checkbox"/>		<input type="checkbox"/>						<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>																							
NAME/D.O.B./ADDRESS																												TELEPHONE																			
(INJURED ONLY) TRANSPORTED BY:														TAKEN TO:																																	
DESCRIBE INJURIES																																															
<input type="checkbox"/> VICTIM OF VIOLENT CRIME NOTIFIED																																															
PREPARER'S NAME Gerald Korty																												I.D. NUMBER 9025				MO. DAY YEAR 2 21 2015				REVIEWER'S NAME								MO. DAY YEAR			

Oakland Police Department Traffic Investigations Unit

Fax

TRAFFIC ENGINEERING
To: WLAD WLASSOWSKY Attn: _____
Fax #: 238 - 7415 Date: 2/23/15
Pages: 6 From: _____
Re: REPORT # 943 Phone: 777 - 8570

☐ Confidential ☐ Urgent ☐ For your review ☐ Please Reply ☐ Please Comment

Comments:

FATAL COLLISION

HSIP CYCLE 7 - ATTACHMENT 8

CRASH DATA SUMMARY SHEET

Important: Read the Instructions in the other sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).

Agency:	Oakland	Application ID:	04-Oakland-2	Prepared by:	RM	Date:	7/31/2015											
LOCATION * (Intersection Name or Corridor Limit)					CM Number						CM Number						CM Number	
					1						2							
	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain	PDO	Total	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain	PDO	Total	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain	PDO	Total
1	Market Street and 14th Street					0	1			1		2						
2	Market Street and 16th Street			1		1						0						
3	Market Street and 21st Street		1			1						0						
4	San Pablo Avenue and 32nd Street	1		1	4	6						0						
5	San Pablo Avenue and Brockhurst/Filbert Street	1	1		1	3						0						
6	San Pablo Avenue and 34th Street		1	3	1	5						0						
7						0						0						
8						0						0						
9						0						0						
10						0						0						
11						0						0						
12						0						0						
Countermeasure Total**		2	3	5	6	0	16	1	0	0	1	0	2					
<p>* Crash Total for each Location must match the total shown on the Crash Diagrams and Crash Tables</p> <p>** Crash Totals for each Countermeasure must match the Total Inputted shown into the TIMS B/C Calculator and B/C Summary Sheet</p>																		

Counter Install pedestrian crossing at uncontrolled location (with enhanced safety features)

Counter Provide protected left turn phase (left turn lane already exists)

Countermeasure #3

1/30/2015

Detailed Engineer's Estimate and Cost Breakdown by Countermeasure
For Construction Items Only

Important: Read the Instructions in the other sheet before entering data.
 Do not enter in shaded fields (with formulas).

Agency:	City of Oakland	Application ID:	04-Oakland-02	Prepared by:	RM	Date:	7/31/2015								
Project Description:		Market and San Pablo Crossing Improvements													
Project Location:		Market Street/San Pablo Avenue													
Engineer's Estimate (for Construction Items Only)						Cost Breakdown									
						Safety-Related Costs								Non Safety-Related Costs	
						Countermeasure #1		Countermeasure #2		Countermeasure #3		Other Safety-Related			
Item No.	Item Description	Quantity	Units	Unit Cost	Total	%	\$	%	\$	%	\$	%	\$	%	\$
1	Rectangular Rapid Flashing Beacon System	5	Crosswalk	\$30,000.00	\$150,000	100%	\$150,000								
2	Curb	530	LF	\$25.00	\$13,250	100%	\$13,250								
3	Curb and Gutter	1361	LF	\$50.00	\$68,050	38%	\$25,693					62%	\$42,191		
4	Curb Ramp	21	EA	\$5,000.00	\$105,000	62%	\$65,000					38%	\$39,900		
5	Concrete Sidewalk	10989	SF	\$15.00	\$164,835	49%	\$80,226					51%	\$84,066		
6	Asphalt Patch	2722	SF	\$8.00	\$21,776	48%	\$10,452					52%	\$11,324		
7	Thermoplastic Traffic Striping	2001	LF	\$1.50	\$3,002	100%	\$3,002								
8	Thermoplastic Pavement Markings	296	SF	\$3.40	\$1,006	100%	\$1,006								
9	Remove Striping	326	LF	\$3.50	\$1,141			100%	\$1,141						
10	Remove Signal	2	EA	\$3,000.00	\$6,000			100%	\$6,000						
11	Install New Signage	15	EA	\$750.00	\$11,250	100%	\$11,250								
12	Green Pavement Treatment	360	SF	\$8.00	\$2,880							100%	\$2,880		
13	Install Countdown Heads	1	Intersection	\$7,000.00	\$7,000			100%	\$7,000						
14	Install Accessible Push Buttons	1	Intersection	\$10,000.00	\$10,000			100%	\$10,000						
15	Replace Signal Controller and Cabinet	1	EA	\$15,000.00	\$15,000			100%	\$15,000						
16	Install Service Pedestal	1	EA	\$5,000.00	\$5,000			100%	\$5,000						
17	Install Signal Mast Arm	4	Approach	\$20,000.00	\$80,000			100%	\$80,000						
18	Install Video Detection	1	Intersection	\$30,000.00	\$30,000			100%	\$30,000						
19	Install Signal Pole with Signal Heads	4	Approach	\$6,000.00	\$24,000			100%	\$24,000						
20	Drainage Modifications	5	Intersection	\$30,000.00	\$150,000	49%	\$73,500					51%	\$76,500		
21	Traffic Control	1	LS	\$44,000.00	\$44,000	50%	\$22,000	20%	\$8,800			30%	\$13,200		
22	Mobilization	1	LS	\$87,000.00	\$87,000	50%	\$43,500	20%	\$17,400			30%	\$26,100		
Sub Total of Construction Items:					\$1,000,190		\$498,879		\$204,341				\$296,160	100%	
% of "Construction Items only" Cost per Countermeasure (Yellow fields - To be entered in TIMS B/C Calculator)						50%	CM #1	20%	CM #2		CM #3	30%	Other Safety		Non Safety
Construction Item Contingencies (% of Con Items): Enter in the cell to the right				20.00%	200,038										

Engineer's Estimate (for Construction Items Only)		Cost Breakdown					
		Safety-Related Costs				Non Safety-Related Costs	
		Countermeasure #1	Countermeasure #2	Countermeasure #3	Other Safety-Related		
Total (Construction Items & Contingencies):		1,200,300	(Rounded up to the nearest hundreds)				
Maximum "HSIP/Total" percentage allowed for Construction		90%					

Benefit / Cost Calculation Result

1. Project Information

Application ID	04-Oakland-1	Agency	Oakland
MPO/RTPA	Metropolitan Transportation Commission (MTC)		

Version 1

2. Countermeasures and Crash Data

Crash Data Time Period 05/08/2006 to 11/22/2014 Years 8.545

- Road diet (reduce travel lanes from 4 to 3 and add a two way left-turn and bike lane)

CM Number	Project Type	Crash Type	CRF	Life
R15	Geometric Mod.	All	30	20

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
All	3	5	21	79	0	108

Annual Benefit	\$ 735,985	Cost	\$ 759,610
Life Benefit	\$ 14,719,696	B/C Ratio	19.38

- Install pedestrian crossing at uncontrolled location (with enhanced safety features)

CM Number	Project Type	Crash Type	CRF	Life
NS18	Ped and Bike	Ped & Bike	35	20

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	1	3	4	20	0	28

Annual Benefit	\$ 395,686	Cost	\$ 734,290
Life Benefit	\$ 7,913,727	B/C Ratio	10.78

3. Benefit Cost Result

Total Benefit	\$ 22,633,423
Total Cost	\$ 1,493,900
B/C Ratio	15.15

Safety Practitioner / Engineer: Rob Rees, PE

Signature:



By signing this B/C Calculation Result, you are attesting to your authority / responsibility as the Engineer in Responsible Charge of the preparation of the HSIP application and you are attesting to the accuracy of the values on this page and that they have been entered into the HSIP Application Form correctly, **DO NOT SIGN** if any of this is not the case.



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2015

Thomas M. Blalock, P.E.
PRESIDENT

Tom Radulovich
VICE PRESIDENT

Grace Crunican
GENERAL MANAGER

July 30, 2015

Wlad Wlassowsky
City of Oakland Public Works Agency
Transportation Services Division
250 Frank H. Ogawa Plaza, Ste 4344
Oakland, CA 94612

DIRECTORS

Gail Murray
1ST DISTRICT

Joel Keller
2ND DISTRICT

Rebecca Saltzman
3RD DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

John McPartland
5TH DISTRICT

Thomas M. Blalock, P.E.
6TH DISTRICT

Zakhary Mallett, MCP
7TH DISTRICT

Nicholas Josefowitz
8TH DISTRICT

Tom Radulovich
9TH DISTRICT

SUBJECT: City of Oakland Highway Safety Improvement Program Grant Applications

Mr. Wlassowsky:

On behalf of the San Francisco Bay Area Rapid Transit District (BART), I am writing to express support for the City of Oakland's Highway Safety Improvement Program (HSIP) grant applications. These projects address, bicycle, and vehicular collisions by proposing various safety improvements. All four priority areas include improvements nearby or on access routes to BART stations:

- Telegraph Avenue Corridor – MacArthur and 19th St/Oakland BART Stations
- Market Street and San Pablo Avenue Corridor – West Oakland BART Station (connecting to 7th St)
- The Claremont Avenue & Shattuck Avenue Corridors – access routes to Rockridge and MacArthur stations.
- The Central Business District – 12th St/Oakland City Center, 19th St/Oakland, and Lake Merritt Stations

The BART Board of Directors adopted a Transit-Oriented Development Policy which includes a goal to reduce the access mode share of the automobile by enhancing multi-modal access to and from BART stations in partnership with communities and access providers. Improving bicycle, pedestrian and transit access to the station is critical to improving regional, and neighborhood, sustainability. Corroborating data of past pedestrian and bicyclist fatalities as well as right angle vehicular collisions support these roadways as the best candidates of HSIP grant funds. Improved pedestrian and bicycle safety near BART stations and along key access routes is essential to the support BART's continued efforts to encourage non-automobile access to BART stations.

BART supports the proposed projects and looks forward to seeing design details should they be funded. Please do not hesitate to contact me or Hannah Lindelof (HLindel@bart.gov), BART Senior Planner, at (510) 464-6426 if you have any questions or comments about this letter.

Sincerely,

Bob Franklin
San Francisco Bay Area Rapid Transit District (BART)
Department Manager, Customer Access and Accessibility



May 5, 2015

Wlad Wlassowsky
City of Oakland Public Works Agency, Transportation Services Division
250 Frank H. Ogawa Plaza, Ste 4344
Oakland, CA 94612

Re: Letter of Support of Oakland's HSIP Grant Applications

Mr. Wlassowsky:

Bike East Bay is happy to support your grant applications to the HSIP program and are delighted to know the City of Oakland is moving forward on four important projects where collisions are high and safety improvements are much needed. We look forward to working with the City of Oakland on these four projects, when funding is secured:

1. Telegraph Avenue Corridor
2. Market Street and San Pablo Avenue Corridor
3. The Claremont Avenue & Shattuck Avenue Corridors
4. The Central Business District

All represent four of the highest priority areas of the City's roadways. Corroborating data of past bicyclist fatalities as well as right angle vehicular collisions support these roadways as the best candidates of HSIP grant funds. And such improvements have broader safety implications for all users of the roadway, including pedestrians.

Telegraph Avenue:

Bike East Bay fully supports Oakland's application to fund the Telegraph Avenue Complete Street Project and we hope you can secure this most-worthy project. This multimodal project improves safety and comfort for all users of Telegraph Avenue, including thousands of people who bicycle Telegraph Avenue every day, as well as many pedestrians and transit users. Telegraph Avenue is a



critical multimodal corridor linking Downtown Oakland with UC Berkeley, one of the most bike popular destinations in the State of California. Unfortunately, the current configuration of Telegraph Avenue disproportionately serves automobile traffic at the expense of other roadway users. We have a great opportunity to change that and the community is ready to do it.

In fact, no complete street or active transportation project in the East Bay better addresses the goal of Caltrans in its recently proposed California 2040 plan to triple bicycling in the state by 2020 and the Governor's new target for greenhouse gas reductions of 40% by 2030. Yes, both the Governor and Caltrans have set a 'high bar' for California, matching the European Union's similar high bars. Oakland is doing its part to help the Governor and Caltrans meet these goals by designing and preparing to build a popular bikeway that bike-friendly European cities would be proud of. We need funding.

What makes Telegraph Avenue so special? First, Telegraph Ave is the most heavily used bikeway in the East Bay that does not have a bike lane. Counts at various intersections along the road exceed 1,000 people on bikes, and on Bike to Work Day, energizer stations along Telegraph Avenue see over 500 bike commuters during the morning commute alone. This is not surprising, as the Oakland metro area (Oakland, Berkeley, Alameda, Albany, Emeryville, Piedmont) is a top five metro area nationally for bicycling, and in fact may be number 2 nationally behind Portland (<https://bikeeastbay.org/news/oakland-metro-area-pushing-dc-2nd-nation-bike-commuting>). And we know from the American Communities Survey that Berkeley is ranked 4th nationally in bicycling, with UC Berkeley located right at the end of Telegraph Avenue. Telegraph is served by three BART stations and an AC Transit Rapid Bus line, which encourages many Oakland residents to bike to transit. In our opinion, the East Bay is the most bike-popular bike-to-transit metro area in the nation, and if the commute data captured it, we could be the nation's 2nd most bike popular metro area.

In 1999, Oakland was ready to stripe a bike lane on Telegraph Avenue by doing a 5-4 road diet. Unfortunately, a couple of wealthy local business owners banded together and filed a CEQA lawsuit, challenging the removal of a travel lane. Doubly unfortunately, a judge ruled against safe bike access on Telegraph Avenue, and required Oakland to do a full EIR in order to paint a white line on the street.

Then, AC Transit began work on a potential bus rapid transit project for Telegraph Ave, which further delayed progress on a new bikeway. Thoughtfully, AC Transit designed bike lanes into the BRT project but unfortunately the process for designing and approving the BRT project took ten years and in the end the Temescal neighborhood of Oakland vetoed the project. Now this neighborhood, and the KONO neighborhood are ready to fix Telegraph, thanks to a tremendous amount of



outreach by us and the City of Oakland. It was an exemplary, and exhausting, outreach effort, but well worth the effort to build support, which led to a unanimous City Council vote in December last year to approve bike lanes and complete streets improvements on Telegraph Avenue.

The grant will make significant improvements to Telegraph Avenue from approximately 17th Street to 40th Street, including continuous bicycle facilities, pedestrian crossing improvements, and transit boarding islands with bike lanes behind the bus islands. Work performed under this grant will dramatically improve safety for pedestrians and cyclists, and is consistent with Oakland's adopted Complete Streets policy.

Bike East Bay and our partner organization Walk Oakland Bike Oakland and the City of Oakland have worked together on numerous transportation projects. Through these experiences, we recognize the clear benefits to a safer and more multimodal Oakland. The work products of this important project will allow Oakland to realize these goals on Telegraph Avenue.

Bike East Bay looks forward to working closely with the City of Oakland on this important project. Once again, we urge Caltrans to fully fund Oakland's application for Telegraph Avenue HSIP funding.

Claremont Avenue:

Claremont Avenue is a busy thoroughfare in need of pedestrian and bicycling safety improvements. At many times of the day, this street functions as a freeway offramp, and in one of the most heavily used bike corridors in the East Bay. We have fought for bike lanes on Claremont Avenue in Oakland and Berkeley for many years, and done much public outreach to support a road diet with bike lanes and safer pedestrian crossings. The Oakland Bicycle Master Plan includes bike lanes on Claremont as does the City of Berkeley, yet today we have not been successful in getting the necessary funding to complete this project. I hope you can fund it in this cycle of the HSIP program

Market Street:

Market Street and San Pablo Avenue need many safety improvements, especially for safer walking. We support the City's proposed reduction of travel lanes along Market Street from 5th Street to San Pablo Avenue in order to make these improvements. Pedestrian crossing improvements along Market Street at six locations are sorely needed, as are similar safety improvements along San Pablo from 32nd Street to 34th Street at 3 locations. We hope you can also fund improvements to Market St and San Pablo Avenue.



Central Business District:

We support proposed countdown signals and audible signals Throughout the downtown grid at seven locations. Curb extensions for pedestrian visibility are important, as is a protected left turn phase. Four locations will have countdown signals and mast arms installed.

Thank you for your support of complete streets projects in Oakland.

Cordially yours,

A handwritten signature in black ink, which appears to read 'David Caplan'. The signature is fluid and cursive, with the first name 'David' and last name 'Caplan' clearly distinguishable.

Advocacy Director



Service Development and Marketing
1600 Franklin Street, Oakland CA 94612

7/30/15

Wlad Wlassowsky
City of Oakland Public Works Agency, Transportation Services Division
250 Frank H. Ogawa Plaza, Ste 4344
Oakland, CA 94612

Re: Highway Safety Improvement Program

Mr. Wlassowsky:

The Alameda Contra Costa Transit District lends its support to your Highway Safety Improvement Program grant applications provided the proposals do not impede on our bus operations via lane reductions or conflicts with our path of travel and bus stops.

The below selected roadways represent four of the highest priority areas of the City's roadways.

1. Telegraph Avenue Corridor
2. Market Street and San Pablo Avenue Corridor
3. The Claremont Avenue & Shattuck Avenue Corridors
4. The Central Business District

Corroborating data of past pedestrian and bicyclist fatalities as well as right angle vehicular collisions support these roadways as the best candidates of HSIP grant funds. These improvements have broader safety implications for all users of the roadway.

AC Transit supports the proposed projects and look forward to seeing design details should they be funded.

Sincerely,

A handwritten signature in black ink, appearing to read 'Robert Del Rosario', with a stylized flourish at the end.

Robert Del Rosario
Director of Service Development
Alameda Contra Costa Transit District