

funding and implementation

A key step in implementing the Hoover Area Community Mobility Plan is identifying and obtaining funding for each improvement. A number of resources are available at the county, state, and federal levels, and many grant-making organizations in the Bay Area also fund the types of projects proposed in this plan. This chapter outlines strategies for obtaining outside funding and notes specific agencies and organizations engaged in funding mobility improvements in local communities.

IMPLEMENTATION STEPS

In order to implement the proposed mobility improvements included this plan, it is recommended that the City or Agency use this master list of recommended improvements in conjunction with the data on

resident priorities, needs, and costs presented in this report to apply for grants and other available sources of funding. In cases where potential implementation constraints are already known, they are noted in this report, but as projects move forward, additional limitations may arise.

The City or Agency should use the information contained in this report as a starting point to pursue funding for this work. The prioritized list should be used only as a guide, as some projects identified by residents as lower priority may be more feasible than higher priority projects in the short-term due if funding or resources become available in these areas. Residents should be kept up-to-date on how and why the City and Agency reach decisions on which

improvements to pursue and which to delay or forego.

COST ESTIMATES

Estimates of probable cost were developed for each of the suggested design improvements along Charter, Stambaugh, and Chestnut Streets and Woodside and Middlefield Roads. These costs are approximate construction costs based on current conditions at the writing of this report in December



Above: Mobility improvements will provide better access to the Hoover Area's shops (top) and recreation (bottom).

Left: Some pedestrian improvements are already in place in the neighborhood.

2008. Labor and material costs may change over time, so these estimates should be repeated as each project moves forward.

Cost estimates are provided in an itemized format by street to allow the City, Agency, and community members to better understand the costs of specific amenities,

how to fund these suggested improvements in stages, and how to allocate cost among various funding sources.

FUNDING PRIORITIES

Residents of the Hoover Area identified the intersection of Woodside and Middlefield Roads

as the highest priority pedestrian concern, and it is recommended that the City and the Agency actively pursue improvements to this intersection. However, as time and funds allow, other short-term improvements may be possible in the interim. Completing short-term improvements is particularly critical because longer term solutions may take many years to implement, and residents can feel frustrated if they do not feel that progress is being made. The City and Agency should highlight small victories in this process, and should update the community on the implementation process.

Short-Term Solutions

Short-term solutions that may be implemented in the next one to three years include the following:

- Safe Routes to School plan for Hoover School
- Bicycle parking
- Bicycle education programs
- Increased maintenance and police presence

Below: City and Agency staff meet with residents of Redwood Village.



- Trimming of existing landscaping
- ADA improvements to area sidewalks
- Crosswalk improvements
- Stop signs in select locations
- Multilingual maps for SamTrans routes and stops
- Street trees

Medium-Term Solutions

Solutions that may be achievable within the next four to six years include:

- Traffic calming on residential streets
- Bicycle lanes in most locations
- New landscaping, street furniture, and other amenities
- New pedestrian signals at crosswalks and intersections
- Bus shelters
- Additional bus stops
- Pedestrian lighting

Long-Term Solutions

Finally, a number of the highest priority solutions presented in this plan will take many years to implement given

the complexity of the work and the number of agencies involved in that work. The City and Agency should nonetheless begin work on these long-term projects, which may take six to ten years or more, as soon as possible and should continue to provide status reports to community members as the projects move forward.

Long-term projects proposed in this plan that are expected to require extensive funding and supplementary planning or engineering include:

- At-grade pedestrian crossing at the intersection of Woodside and Middlefield Roads, as outlined in Chapter Five
- Improvements to the pedestrian railroad crossing on Woodside Road that provides pedestrian access to El Camin Real, as outlined in Chapter Five
- Bicycle lanes in select locations where current street configuration does not accommodate them
- Other projects that require extensive supplementary planning processes before they can be implemented

SUMMARY OF PROBABLE PROJECT COSTS

AREA	TOTAL COST
Area 1: Woodside Road at Middlefield Road	\$409,750.25
Area 2: Spruce Street along Woodside Road	\$1,278,527.25
Area 3: Stambaugh Street between Charter Street and Woodside Road	\$963,803.75
Area 4: Charter Street between Middlefield and Spring Street	\$1,623,917.75
Area 5: Chestnut Street between Heller and Spring Streets	\$466,488.75
Overall Cost:	\$4,742,487.75

FUNDING OPPORTUNITIES

A number of sectors offer funding opportunities for streetscape and community improvement projects.

Public Sector Funding, including Caltrans

The Redwood City Redevelopment Agency successfully wrote and won a grant from Caltrans to develop this plan, and staff can build upon this success by continuing to submit grants to Caltrans and other governmental and quasi-governmental funding partners to pursue implementation of this plan. There may also be opportunities to pursue funding through programs such as Safe Routes to School, given that Hoover School forms the center of this study area.

WOODSIDE ROAD IMPROVEMENTS AT MIDDLEFIELD ROAD: COST ESTIMATE

IMPROVEMENT	COST	QUANTITY	TOTAL
A. PEDESTRIAN ISLANDS	\$85,200.00		
– Demolition	\$1/SF	4,200 SF	\$4,200.00
– Concrete and Landscape	\$10/SF	4,200 SF	\$42,000.00
– Curb and Gutter	\$30/LF	1,300 LF	\$39,000.00
B. TREES, LANDSCAPE AND IRRIGATION	\$52,500.00		
– Trees	\$950 EA	9	\$8,550.00
– Landscaping and Irrigation	\$10/SF	180 SF	\$1,800.00
C. TRAFFIC SIGNALS AND SIGNS	\$50,000.00		
– Pedestrian Crossing Light at Existing Signal	\$50,000 EA	1	\$50,000.00
D. STREET LIGHTING	\$30,000.00		
– Pedestrian Light	\$10,000 EA	3	\$30,000.00
E. SITE FURNISHING	\$3,760.00		
– Trash Receptacles	\$940 EA	4	\$3,760.00
F. CROSSWALKS	\$800.00		
– Striping	\$4/LF	200 LF	\$800.00
	SUBTOTAL:		\$180,110.00
G. CONTRACTOR GENERAL CONDITIONS (20% of subtotal cost) – Mobilization – Traffic Control – Water Pollution Control			\$36,022.00
H. CONTRACTOR'S OVERHEAD AND PROFIT (10%)			\$18,011.00
I. DESIGN CONTINGENCY (25%)			\$58,535.75
	CONSTRUCTION SUBTOTAL:		\$292,678.75
J. DESIGN FEES (10%)			\$29,267.88
K. CONST ADMIN/MGMT (30%)			\$87,803.63
	TOTAL:		\$409,750.25

Fundraising efforts should be coordinated across city departments to ensure that projects share funding and resources wherever possible and achieve common goals. Caltrans may also evaluate projects that emerge from this planning process for future funding.

Foundation Support

Several Bay Area foundations have missions that involve addressing challenges such as those faced by the Hoover Area community, and opportunities may arise to implement some of the suggested improvements through grants from these organizations, which are listed later in this report.

In particular, because the mobility recommendations relate directly to public health and active living, foundations with interests in enhancing the health of traditionally underserved communities may take a special interest in improving walking and bicycling in this neighborhood under the auspices of improving

community health. Similarly, organizations with emphases on children and health may consider funding improvements related to providing safe access to Hoover School and the Boys and Girls Club.

Redevelopment Agency Funds

Because the project area is within the redevelopment area, projects within the neighborhood are eligible for Redevelopment Agency funding if monies become available. This may provide a source of primary or matching funding for some of the proposed projects.

POTENTIAL FUNDING SOURCES

Federal Funding Sources

Typically, federal grant programs require a local match, usually 20 percent of the total project cost. However, in some cases such as hazard elimination programs, this match is only 10 percent. All federal programs should be monitored for changes as significant new funding sources and opportunities are expected in mid-2009.

SPRUCE STREET IMPROVEMENTS ALONG WOODSIDE ROAD: COST ESTIMATE

IMPROVEMENT	COST	QUANTITY	TOTAL
A. TREES, LANDSCAPE AND IRRIGATION	\$22,850.00		
- Trees	\$950 EA	19	\$18,050.00
- Landscaping and Irrigation	\$10/SF	480 SF	\$4,800.00
B. LANDSCAPE RENOVATION	\$150,000.00		
- Renovate Existing Plantings	\$10/SF	15,000 SF	\$150,000.00
C. STREET LIGHTING	\$86,000.00		
- Pedestrian Light	\$10,000 EA	6	\$60,000.00
- Combination of Pedestrian Light and Pole	\$13,000 EA	2	\$26,000.00
D. SITE FURNISHING	\$2,820.00		
- Trash Receptacles	\$940 EA	3	\$2,820.00
E. CROSSWALKS	\$320.00		
- Striping	\$4/LF	80 LF	\$320.00
F. PEDESTRIAN OVERPASS IMPROVEMENTS	\$300,000.00		
- New Ramps and Raise (e) Pedestrian Overpass	\$300,000 LS	1	\$300,000.00
	SUBTOTAL:		\$561,990.00
G. CONTRACTOR GENERAL CONDITIONS (20% of subtotal cost) - Mobilization - Traffic Control - Water Pollution Control			\$112,398.00
H. CONTRACTOR'S OVERHEAD AND PROFIT (10%)			\$56,199.00
I. DESIGN CONTINGENCY (25%)			\$182,646.75
	CONSTRUCTION SUBTOTAL:		\$913,233.75
J. DESIGN FEES (10%)			\$91,323.38
K. CONST ADMIN/MGMT (30%)			\$273,970.13
	TOTAL:		\$1,278,527.25

CHARTER STREET IMPROVEMENTS BETWEEN MIDDLEFIELD ROAD AND SPRING STREET: COST ESTIMATE

IMPROVEMENT	COST	QUANTITY	TOTAL
A. BULBOUTS (10) (+/- \$20,000 EA)	\$151,250.00		
– Demolition	\$1/SF	7,750 SF	\$7,750.00
– Concrete and Landscape	\$10/SF	7,750 SF	\$77,500.00
– Curb and Gutter	\$30/LF	1,200 LF	\$36,000.00
– Pedestrian Curb Ramp	\$2,500 EA	8	\$20,000.00
– Drainage Improvements	\$10,000/LS	1	\$10,000.00
B. TREES, LANDSCAPE AND IRRIGATION	\$52,500.00		
– Trees	\$950 EA	42	\$31,350.00
– Landscaping and Irrigation	\$10/SF	1,260 SF	\$9,900.00
C. TRAFFIC SIGNALS AND SIGNS	\$375,600.00		
– Traffic Signals and School Lights	\$375,000/LS	1	\$375,000.00
– Signs	\$600 EA	1	\$600.00
D. STREET LIGHTING	\$106,000.00		
– Pedestrian Light	\$10,000 EA	8	\$80,000.00
– Combination of Pedestrian and Pole Light	\$13,000 EA	2	\$26,000.00
E. SITE FURNISHING	\$13,260.00		
– Benches	\$1,600 EA	3	\$4,800.00
– Trash Receptacles	\$940 EA	9	\$8,460.00
F. CROSSWALKS	\$15,200.00		
– Raised Crosswalk (Special Paving)	\$20/SF	700 SF	\$14,000.00
– Striping	\$4/LF	300 LF	\$1,200.00
	SUBTOTAL:		\$713,810.00
G. CONTRACTOR GENERAL CONDITIONS (20% of subtotal cost)			\$142,762.00
– Mobilization – Traffic Control – Water Pollution Control			
H. CONTRACTOR'S OVERHEAD AND PROFIT (10%)			\$71,381.00
I. DESIGN CONTINGENCY (25%)			\$231,988.25
	CONSTRUCTION SUBTOTAL:		\$1,159,941.25
J. DESIGN FEES (10%)			\$115,994.13
K. CONST ADMIN/MGMT (30%)			\$347,982.38
	TOTAL:		\$1,623,917.75

- U.S. Department of Transportation programs:
 - National Highway System funds (may fund bicycle transportation facilities or pedestrian walkways on land adjacent to federal highways)
 - Surface Transportation Program (STP) funds (may fund both construction costs and nonconstruction projects related to safe bicycle use and walking; ten percent of these funds in each state are dedicated to a Hazard Elimination Program to improve pedestrian highway and rail crossings)
 - Congestion Mitigation and Air Quality Improvement Program
 - Public Transportation Research
 - Job Access: Reverse Commute
 - New Freedom Program
 - State and community highway safety grants funded by Section 402 (may fund pedestrian and bicycle improvements to reduce highway deaths)

STAMBAUGH STREET IMPROVEMENTS BETWEEN CHARTER STREET AND WOODSIDE ROAD: COST ESTIMATE

- U.S. Department of Housing and Urban Development programs:
 - Community Development Block Grants
- U.S. Department of Commerce Economic Development Administration (EDA) programs:
 - Public Works and Economic Development Program
 - Local Technical Assistance Program
 - Economic Adjustment Assistance Program
- U.S. Department of Health and Human Services programs:
 - Health Disparities in Minority Health
 - Bilingual/Bicultural Service Demonstration Grants
 - Community Programs to Improve Minority Health Grant Program
 - State Partnership Grant Program to Improve Minority Health
 - Healthy Communities Access Program (HCAP) Demonstration Authority
 - Additional opportunities through Centers for Disease Control and Prevention (CDC)

IMPROVEMENT	COST	QUANTITY	TOTAL
A. BULBOUTS (10) (+/- \$20,000 EA)			\$240,700.00
– Demolition	\$1/SF	13,300 SF	\$13,300.00
– Concrete and Landscape	\$10/SF	13,300 SF	\$133,000.00
– Curb and Gutter	\$30/LF	1,980 LF	\$59,400.00
– Pedestrian Curb Ramp	\$2,500 EA	10	\$25,000.00
– Drainage Improvements	\$10,000/LS	1	\$10,000.00
B. TREES, LANDSCAPE AND IRRIGATION			\$41,250.00
– Trees	\$950 EA	33	\$31,350.00
– Landscaping and Irrigation	\$10/SF	990 SF	\$9,900.00
C. TRAFFIC SIGNALS AND SIGNS			\$2,400.00
– Signs	\$600 EA	4	\$2,400.00
D. STREET LIGHTING			\$119,000.00
– Pedestrian Light	\$10,000 EA	8	\$80,000.00
– Combination of Pedestrian and Pole Light	\$13,000 EA	3	\$39,000.00
E. SITE FURNISHING			\$4,700.00
– Trash Receptacles	\$940 EA	5	\$4,700.00
F. CROSSWALKS			\$15,600.00
– Raised Crosswalk (Special Paving)	\$20/SF	700 SF	\$14,000.00
– Striping	\$4/LF	400 LF	\$1,600.00
		SUBTOTAL:	\$423,650.00
G. CONTRACTOR GENERAL CONDITIONS (20% of subtotal cost)			\$84,730.00
– Mobilization – Traffic Control – Water Pollution Control			
H. CONTRACTOR’S OVERHEAD AND PROFIT (10%)			\$42,365.00
I. DESIGN CONTINGENCY (25%)			\$137,686.25
		CONSTRUCTION SUBTOTAL:	\$688,431.25
J. DESIGN FEES (10%)			\$68,843.13
K. CONST ADMIN/MGMT (30%)			\$206,529.38
		TOTAL:	\$963,803.75

CHESTNUT STREET IMPROVEMENTS BETWEEN HELLER AND SPRING STREETS: COST ESTIMATE

IMPROVEMENT	COST	QUANTITY	TOTAL
A. TREES, LANDSCAPE AND IRRIGATION			
\$25,650.00			
- Trees	\$950 EA	27	\$25,650.00
B. TRAFFIC SIGNALS AND SIGNS			
\$79,000.00			
- Traffic Signal/Left Turn	\$75,000 LS	1	\$75,000.00
- Signs	\$4,000 LS	1	\$4,000.00
C. SITE FURNISHING			
\$12,600.00			
- Benches	\$1,600 EA	2	\$3,200.00
- Trash Receptacles	\$940 EA	10	\$9,400.00
- Tree Grates	\$1,000 EA	27	\$27,000.00
D. CROSSWALKS			
\$87,800.00			
- Special Paving	\$18/SF	4,800 SF	\$86,400.00
- Striping	\$4/LF	350 LF	\$1,400.00
SUBTOTAL:			\$205,050.00
E. CONTRACTOR GENERAL CONDITIONS (20% of subtotal cost)			
			\$41,010.00
<i>- Mobilization - Traffic Control - Water Pollution Control</i>			
F. CONTRACTOR'S OVERHEAD AND PROFIT (10%)			
			\$20,505.00
G. DESIGN CONTINGENCY (25%)			
			\$66,641.25
CONSTRUCTION SUBTOTAL:			\$333,206.25
H. DESIGN FEES (10%)			
			\$33,320.63
I. CONST ADMIN/MGMT (30%)			
			\$99,961.88
TOTAL:			\$466,488.75

- Metropolitan Transportation Commission (MTC) Transportation for Livable Communities (TLC) Program
- City/County Association of Governments of San Mateo County (may administer grant funds to support projects within the County as monies become available)
- San Mateo County Transit Authority (SamTrans) (may administer grant funds to support projects within the County as monies become available)

Foundation Funding Sources

- The San Francisco Foundation
- Richard and Rhoda Goldman Fund
- The California Endowment
- The California HealthCare Foundation
- The California Wellness Foundation
- Robert Wood Johnson Foundation
- Union Pacific Foundation Community-Based Grant

State and Regional Funding Sources

- Caltrans Local Assistance programs:
 - Safe Routes to School
 - Transportation Enhancement Activities (TEA)
- Hazard Elimination Safety Program
- Discretionary Programs
- Additional District 4 funding opportunities