



Fiscal Year 2009/10 Alameda County Measure B
Summary of Pass-through Expenditures on
Bicycle and Pedestrian Safety

Overview

Alameda County’s Measure B one-half cent transportation sales tax provides reliable and flexible funding directly to all local jurisdictions for bicycling and walking projects. From 2002, when the sales tax began to be collected, through mid-2010, \$31.8 million in Measure B pass-through funding has been spent to improve walking and biking in Alameda County.

- **Bicycle/Pedestrian (B/P) Pass-through Funding** represents 5% of all Measure B net revenues. Seventy-five percent of these funds go directly to each of the 14 cities and the unincorporated County based on population. Each local agency must have its governing board approve the projects to be funded before they are built, affording the public an opportunity to review and provide input on how the sales tax funding is spent.
- **Local Streets and Roads (LSR) Pass-through Funding** represents 22% of all Measure B net revenues. These funds are disbursed to each city and the county based on population and roadway lane miles. Most of these funds are used for street maintenance, however many agencies allocate some of their LSR funds to walking and bicycling projects to further their complete streets initiatives. Since 2002, pedestrian and bicycle projects have comprised 10% of all LSR pass-through spending, and in fiscal year (FY) 2009/10 it was 8%.

Pass-through Funds for Bicycling and Walking

Local jurisdictions spent \$4,440,772 of pass-through funds on walking and bicycling projects and programs in 2009/10, which is down from the prior two years (see Table 1 and Figure 1). About 39% of the funds were LSR funds (see Figure 2). Most of the funds (57%) were spent on pedestrian facilities and programs (see Figure 1).

Table 1: Fiscal Year 09/10 Expenditures by Mode

Project Type by Mode	Bike / Ped Fund	Local Streets & Roads Fund	Total
Bicycle only	\$259,346	\$85,054	\$344,400
Pedestrian only	\$1,430,840	\$1,092,112	\$2,522,952
Bike & Ped	\$998,889	\$574,531	\$1,573,420
Total	\$2,689,075	\$1,751,697	\$4,440,772
Percent	61%	39%	100%

Figure 1: Pass-through Expenditures by Mode

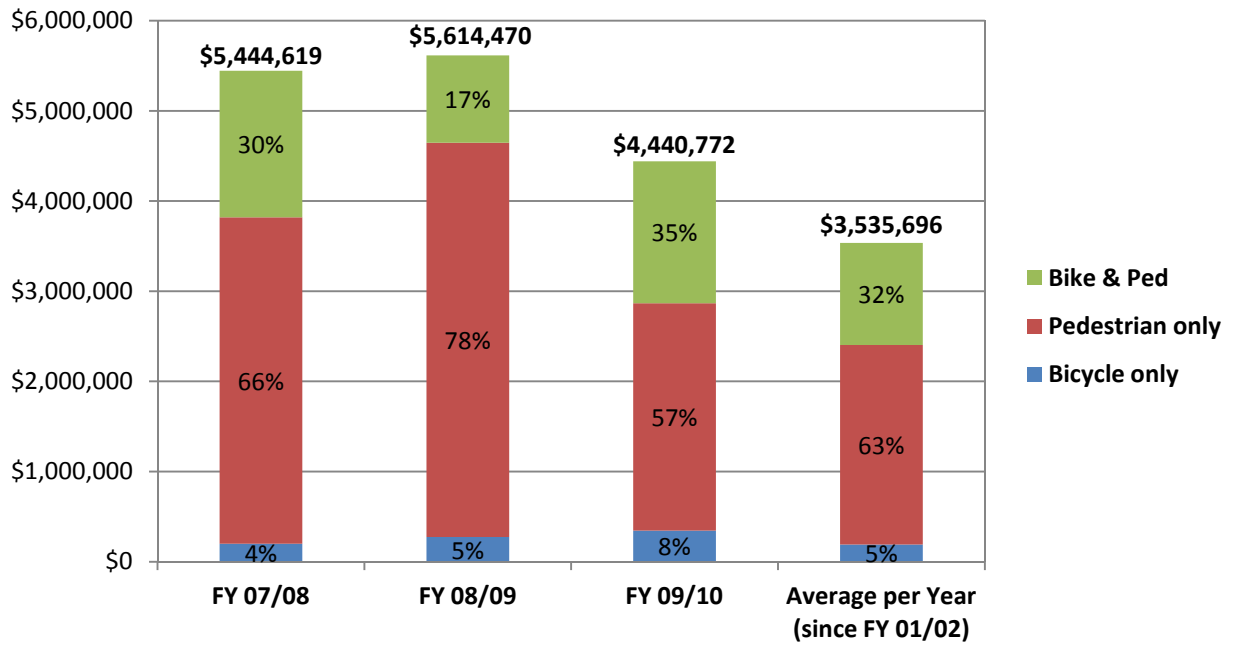
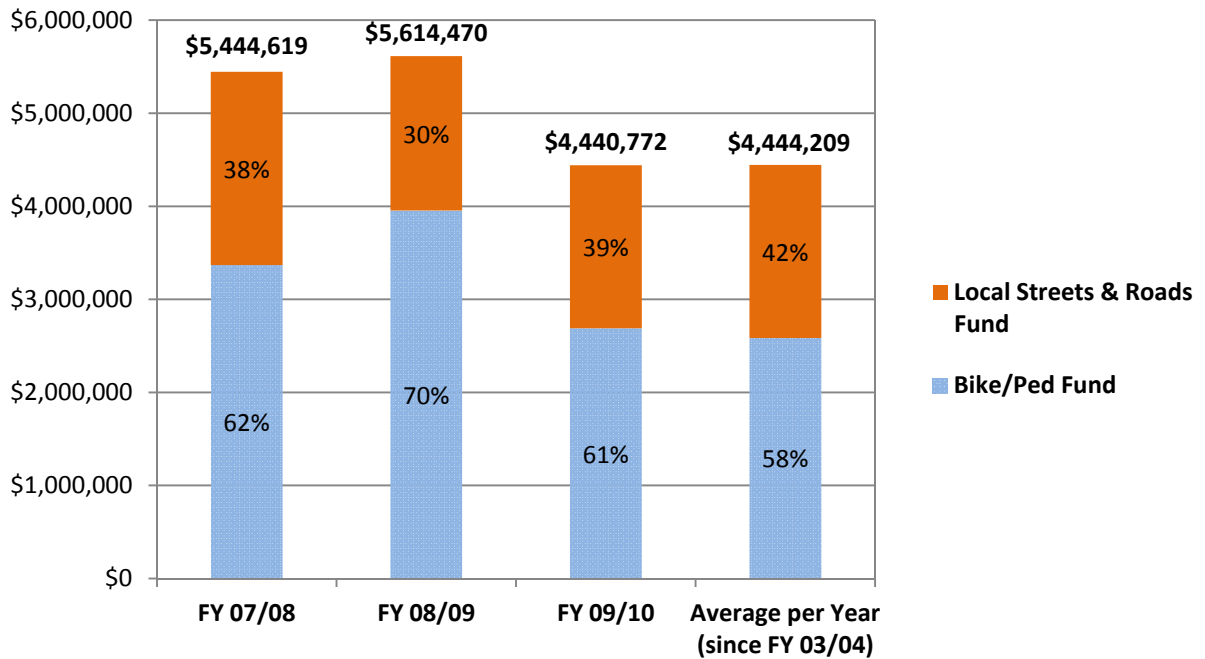


Figure 2: Pass-through Expenditures by Fund



Planning to Construction – All Project Phases

The total B/P and LSR pass-through expenditures by project phase type, from the planning through construction phases, are shown in Figure 3. The pass-through funds supported the following projects and programs by phase types in 2009/2010:

- Construction – Curb ramps; crosswalks; bulb-outs; bicycle lanes; multi-use trails; sidewalks; streetscapes; bicycle lockers; bicycle racks; signals and in-pavement crosswalk lights; pedestrian crossing improvements; pedestrian bridge.
- Maintenance – Sidewalk, curb ramp, and multi-use trail repairs; planning for multi-use trail repairs; maintenance of bicycle lockers; city signage maintenance.
- Plans and Project Scoping – Bicycle and pedestrian plans and updates; feasibility studies; city sidewalk survey; multi-use trail study; traffic study; multi-use trail design; bicycle rack design; staffing.
- Program Implementation – School safety workshops; promotions for Bike to Work Day, and Walk and Roll Day; adult bicycle safety classes; senior walking clubs.

Figure 3: Pass-through Expenditures by Phase Type

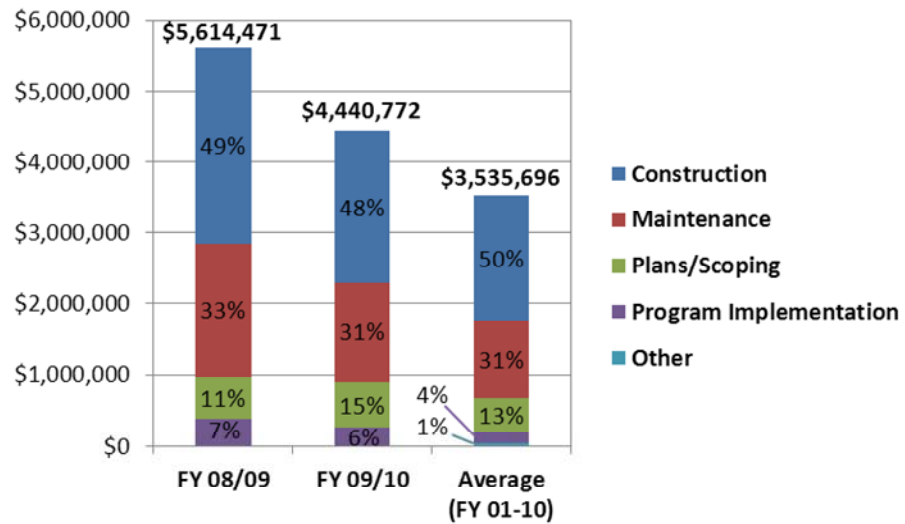
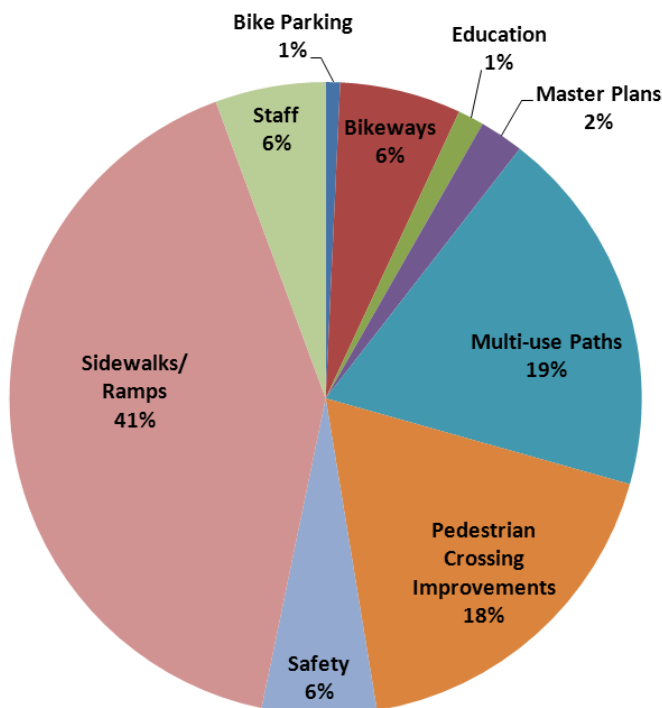


Figure 4: Pass-through Expenditures by Project Type



Bikeways to Pedestrian Crossings – All Project Types

A high proportion of B/P and LSR pass-through funds were spent on pedestrian improvements in FY 09/10 (Figure 4), which has been true since 2002. The local jurisdictions are responsible for building and maintaining immense quantities of sidewalks and pedestrian crossings for which few sources of funding are available. There was a significant increase in spending for multi-use paths in FY 09/10. On average 4% has been spent on this category, while this year it was 19%. The pedestrian crossing category includes signal enhancements, high visibility

crosswalks and bulb-outs. Education includes sponsoring the annual Bike-to-Work Attachment 10A safety category includes transit area, streetscape improvements, and signage.

Pass-through Fund Flexibility

Since the pass-through funds are dependable and highly flexible, agencies use them in a variety of ways and on a variety of projects, including the following:

- As the local match for competitive grants,
- On a single big-ticket project after funds have accumulated over several years, and
- Towards projects with cost overruns.

Table 2 lists the pedestrian and bicycle projects and programs that were completed in FY 09/10 with pass-through funding.

Pass-through funds are rarely the sole funding source for a project or program, instead they are often used to leverage other funds. According to the local jurisdictions, the B/P and LSR pass-through funds in FY 09/10 financed 30% of the total costs of the projects and programs that received pass-through funding. Since 2002, the pass-through funds have financed on average 22% of the completed projects and programs. In some years, this figure has been as high as 54%, while in other years it has been just 12%.

The pass-through funds are also helping to achieve the vision of the Countywide Bicycle and Pedestrian Plans. In FY 09/10, 32% of the pass-through funds were spent on projects and programs included in these plans.

Table 2: Pedestrian and Bicycle Projects and Programs Completed with

FY 2009/2010 Pass-Through Funds*

Item	Quantity
Bicycle Lanes	1.6 miles
Bicycle Lockers	6 quad bicycle lockers (24 bicycle parking spaces)
Bicycle Racks	124 bicycle racks (248 bicycle parking spaces), plus 1 design for bicycle racks
Crosswalks	68 crosswalks
Curb Ramps	370 curb ramps
Education/Promotion	Bike to Work Day sponsorships, Adult bicycle safety classes, Traffic safety workshops (40), Traffic safety rodeos (13), Senior walk clubs (4), bicycle/pedestrian program newsletter
In-Pavement Lighted Crosswalks	4 in-pavement lighted crosswalks
Master Plans	Public workshops (Albany), Bicycle & Pedestrian Master Plan (Pleasanton), Bicycle & Pedestrian Plan Updates (San Leandro), Bicycle Plan Update (Berkeley), ADA Transition Plan (Union City)
Multi-use Paths	0.9 mile, plus 1 design of a multi-use path and multi-use trail maintenance
Pedestrian Crossing Improvements	5 intersections
Plans, Specifications & Estimates	Feasibility studies (Fremont, San Leandro, Oakland), 65% completed PS&E for ped improvements at Albany school, City sidewalk survey (Oakland), Traffic calming study (Fremont), Plan for pathway repairs (Oakland)
Sidewalk Repair and Installation	2.9 miles
Signage	211 signs (all types – traffic control, directional, etc)
Staff	Equivalent of 1.5 full time employees (sum of 3 jurisdictions)
Streetscape Amenities	50 ornamental street lights
Traffic Signals	2 intersections

* These quantities are primarily based on data submitted by local agencies, with some Alameda CTC extrapolations where the submitted data was limited.

Bicycle/Pedestrian Pass-Through Expenditures in Action – Selected Projects

Measure B pass-through funds are spent on a diverse range of bicycle/pedestrian projects and programs each year. The projects described below are drawn from each of the four Planning Areas in the County and are representative of the types of projects funded in fiscal year 2009/10.

North County / Sidewalks

Sidewalk Repair Program (Alameda) - The City of Alameda has approximately 260 miles of sidewalk and about 20,000 street trees within the public right-of-way. As the trees grow and mature, site conditions such as narrow planting strips, high ground water, soil conditions, and improper irrigation result in tree roots raising the sidewalk, curb, gutter, and pavement area.



The City contracts for the permanent repair of sidewalks, curbs, gutters, and driveway approaches on an annual basis. Locations for repair are identified by community call-ins and by an annual inspection program. High pedestrian use areas are inspected annually and the remainder of the City is divided into five zones, with a zone being walked every five years. Temporary repairs are made within 30 days by City maintenance crews, while permanent repairs are made by contractors annually.

Measure B B/P pass-through funds, as well as City funds, paid for sidewalk repairs in 2009/10.

Central County / Multi-Use Paths

300th Mile of the San Francisco Bay Trail Completed (San Leandro) - A major gap was filled in the San Francisco Bay Trail when the 300-foot long San Leandro Slough pedestrian/bicycle bridge, also known as the "Bill Lockyer Bay Trail Bridge," was completed at the Oyster Bay Regional Park. In May 2010, a public ribbon cutting event took place and the trail was officially opened to the public. This portion of the multi-use trail closed a short but significant gap and it allows pedestrians and bicyclists to go from the Martin Luther King Jr. Regional Shoreline in Oakland to the San Mateo Hayward Bridge following the Bay.



The funds for the project came from a mix of Measure B B/P pass-through funds, LSR pass-through funds, and other non-Measure B funds.

East County / Bikeways

Bicycle Lanes (Dublin) - As part of its Pavement Management Program, the City of Dublin conducts an annual overlay program and an annual slurry seal program to protect and repair its roads. As part of these improvements, and in line with the City of Dublin Bikeways Master Plan which was first approved in 2007, the City Public Works Department restripes existing Class II bicycle lanes and stripes new bicycle lanes wherever possible when pavement is repaired and maintained. In 2009/10, Dublin striped $\frac{3}{4}$ of a mile of new bicycle lane on Tassajara Road and restriped more than half of a mile of bicycle lane on Central Parkway after slurry sealing the roads.



Dublin's project was funded by Measure B B/P pass-through funds as well as non-Measure B funds. Since Measure B funds were first distributed in 2002, they have allowed for the striping or restriping of 19.6 miles of bicycle lanes throughout the county.

South County/ Bicycle Lockers

Electronic Bicycle Lockers (Fremont) – In 2009/10, six electronic quad bicycle lockers were installed in Fremont -- that is 24 parking spaces -- at the following locations:

- Route 84/Ardenwood Boulevard Park & Ride Lot
- Centerville Train Depot
- City of Fremont Family Resource Center
- City of Fremont Development Service Center
- Mission Boulevard Park & Ride Lot at Mission San Jose Community Park



The lockers, managed through BikeLink, provide safe and secure parking for bicyclists. Residents can subscribe online at the BikeLink site, pay a deposit to receive a smart card to insert and open an available locker on a "first come, first served" basis. Bicycle parking is free for up to five hours, after which time there is a \$.05/hour charge. Benefits of the electronic lockers for the City of Fremont include higher usage rates and cost-efficiency of lockers and space, because the system accommodates more users of the lockers. For users, the interface is quick and easy to use; also, subscribers can use any of the BikeLink electronic lockers throughout the Bay Area.

The program was funded by Transportation Development Act (TDA) Article 3 Bicycle and Pedestrian funds and Measure B B/P pass-through funds.