



# Memorandum

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**DATE:** November 12, 2020

**TO:** Alameda County Transportation Commission

**FROM:** Vivek Bhat, Director of Programming and Project Controls  
John Nguyen, Principal Transportation Planner

**SUBJECT:** Approve COVID-19 Rapid Response Bicycle and Pedestrian Grant Program

## Recommendation

It is recommended that the Commission approve the following actions related to the COVID-19 Rapid Response Bicycle and Pedestrian Grant Program (RRGP):

1. Allocate \$904,000 of Measure B Bicycle and Pedestrian Discretionary funds to thirteen quick-build RRGF projects; and
2. Authorize the Executive Director or designee to enter into streamlined project funding agreements with the Project Sponsors.

After the Program and Projects Committee packet was mailed out, we received an update from Alameda County to revise their grant amount to \$40,000, which is an increase of \$30,000 from the original application. The County's revised application also includes the required equivalent match. The Commission memo including Action item #1 and Attachment A are updated to reflect this change.

## Summary

In July 2020, Alameda CTC released a Call for Projects for the Measure B COVID-19 Rapid Response Bicycle and Pedestrian Grant Program. Approximately \$1.125M in Measure B Bicycle/Pedestrian Countywide Discretionary funds were made available on a non-competitive basis to support local jurisdiction efforts to implement quick-build transportation access and safety measures in light of the coronavirus pandemic.

Alameda CTC received thirteen funding requests totaling \$904,000 for quick-build transportation improvements such as slow streets, bicycle lanes, signage, and bike/ped access projects (Attachment A). It is recommended that the Commission approve the COVID-19 RRGF requests and authorize Alameda CTC's Executive Director or designee

to enter into streamlined project funding agreements with the Project Sponsors that facilitate quick implementation and delivery of proposed improvements.

## Background

The Coronavirus (COVID-19) pandemic, and the resultant shelter-in-place order across the Bay Area Counties, has reshaped the daily lifestyles of Alameda County residents and their transportation needs. Social distancing is a new standard requirement among the traveling public to minimize the virus spread and associated health risks.

On July, 23, 2020, the Commission approved the release of the Measure B COVID-19 Rapid Response Bicycle and Pedestrian Grant Program to support local jurisdiction efforts to implement quick-build transportation measures to serve the present need for greater bicycle and pedestrian access through local community areas and businesses districts in light of social distancing guidelines. Eligible projects included but were not limited to traffic calming efforts, roadway closures, temporary repurposing of streets, bicycle and pedestrian access improvement and new facilities. The Program's purpose is to increase travel access and wider berth to local businesses, community centers, and residential facilities.

The Program offered eligible recipients (cities and County of Alameda) a single, maximum grant award of up to \$75,000 for bicycle and pedestrian transportation improvements that achieve the following program goals:

- Create, expand, and improve bicycle/pedestrian access to local business, restaurants, and employment centers
- Restore local economic activity
- Promote physical social distancing, enhanced mobility, and open spacing along transportation corridors to business districts and employment centers
- Enhance public health through transportation improvements that mitigate the risk and spread of COVID-19

This Program was established as a non-competitive funding opportunity with an application deadline of October 31, 2020. Jurisdictions that proposed projects with the required one-to-one matching funding requirement and met program requirements, were eligible to receive program funding. All unclaimed Program funds remaining will be reprogrammed through Alameda CTC's future discretionary processes.

Alameda CTC received (13) thirteen funding applications, requesting \$904,000 against the \$1.125M in Program funds available. Project Sponsors committed an additional \$904,922 in local matching funds to leverage against their funding requests as summarized below.

Program Funding Summary	Measure B COVID-19 RRGF	Local Match	Total Project Cost
13 Projects	\$904,000	\$904,922	\$1,808,922

Upon review, Alameda CTC found the applicants' proposed quick build improvements met the Program's eligibility and implementation requirements. Attachment A includes a detailed COVID-19 Rapid Response Bicycle and Pedestrian Grant Program Summary of proposed improvements and the recommended funding awards.

It is recommended that the Commission approve the COVID-19 RRGP and allocate \$904,000 of Measure B Bicycle and Pedestrian Discretionary funds to thirteen quick-build projects identified on Attachment A. Additionally, it is recommended the Commission authorize the Executive Director or her Designee to enter into streamlined project funding agreements with the Project Sponsors that facilitate quick implementation and delivery of proposed improvements. Project sponsors are committed to implementing their proposed improvements by Spring 2021.

**Fiscal Impact:** This action will result in the encumbrance of \$904,000 in Measure B Bicycle/Pedestrian Countywide Discretionary funds that will be reflected in the Alameda CTC's Fiscal Year 2020-21 mid-year budget update.

**Attachment:**

- A. COVID-19 Rapid Response Bicycle and Pedestrian Grant Program Funding Summary

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## Alameda County Transportation Commission

## COVID-19 Rapid Response Bicycle/Pedestrian Grant Program

## Application Summary

No.	Project Sponsor	Project Title	Project Description	Measure B COVID RRGF	Local Match	Total Project Cost
1	Alameda County	Unincorporated Alameda County Bicycle Route Signage	Implementation of bicycle routes signage from the 2019 Bicycle/Pedestrian Master Plan for Unincorporated Alameda County. Various project locations include Ashland/Cherryland Communities of concern local, collector, and arterial roadways.	\$ 40,000	\$ 40,000	\$ 80,000
2	Alameda	Alameda Commercial and Slow Streets Program	Enhance and expand both the Commercial and Slow Streets program by installing more substantial and, as appropriate, semi-permanent infrastructure; to repair, maintain and replace signs and barricades; to expand the Slow Streets program to more streets by purchasing additional barricades and signs; to make striping adjustments to Park and Webster Streets, as needed; and other similar efforts.	\$ 75,000	\$ 75,000	\$ 150,000
3	Albany	Solano and Marin Ave Sidewalk Improvements	Implement sidewalk improvements on Solano and Marin Avenues repair sidewalk conditions and accessibility. This will improve pedestrian access to local businesses, restaurants, and employment centers by reducing trip hazards and increasing ADA mobility throughout the corridor.	\$ 75,000		\$ 75,000
4	Berkeley	Berkeley Healthy Streets Program Expansion	Expand Berkeley's Healthy Streets Program which entails installing signs and barricades to divert motor vehicle traffic away from certain streets in order to provide space for physical distancing and essential travel.	\$ 52,000	\$ 52,000	\$ 104,000
5	Dublin	Regional Street Improvement Project	Install buffered bike lanes on Regional Street within the Downtown Dublin area. Goal of the project is to design Regional Street as a "slow street" with an emphasis on bicycle and pedestrian infrastructure.	\$ 75,000	\$ 75,000	\$ 150,000
6	Emeryville	Shared Doyle Street Quick-Build Project	Installed permanent traffic calming measures along Doyle Street to meet increased outdoor recreation demand. This includes street closures, lane reconfiguration, and open space concepts.	\$ 75,000	\$ 150,000	\$ 225,000
7	Fremont	Centerville Complete Streets Pilot Road Diet	Improvements on Fremont Boulevard from Parish Avenue to Thornton Avenue and include removal of one northbound vehicle lane, with the resulting additional space allocated to the enhanced on-street bicycle facilities, such as parking protected bicycle and buffered bicycle lanes. The project will also include creation of pop up patios that will allow adjacent restaurants and retail businesses to provide expanded dining and retail areas.	\$ 75,000	\$ 75,000	\$ 150,000
8	Hayward	Patrick Avenue Traffic Calming Improvement Project	install three (3) Rectangular Rapid Flashing Beacons (RRFBs), safe-hit delineator posts on both sides of Patrick Avenue for a class IV separated bicycle facility, and green bike lanes. The proposed project is located in a Community of Concern (COC) and Priority Development Area (PDA).	\$ 75,000	\$ 75,922	\$ 150,922
9	Livermore	Downtown Livermore Bicycle Parking Project	Install new bike parking (bike racks and bike lockers) and replacing single post bike rack in Livermore's Downtown Priority Development area. Bike parking will be installed along most blocks of First and Second Streets, portions of Third Street adjacent to Carnegie Park and at the Transit Center. This will increase the available number of available bike parking from 39 to 214 to support bike access in Downtown Livermore businesses and retail shops.	\$ 75,000	\$ 75,000	\$ 150,000
10	Newark	Jarvis Avenue Class II Buffered Bike Lanes	Upgrade existing Class II bike lanes to Class II buffered bike lanes in both directions of Jarvis Avenue between Newark Boulevard and Gateway Boulevard. Safety improvements will also be installed at various transition and conflict zones by incorporating high visibility "green" pavement markings to improve access and safety to businesses and community areas.	\$ 75,000	\$ 75,000	\$ 150,000
11	Oakland	Citywide Bicycle/Pedestrian Rapid Response Enhancements	Enhance existing, temporary safety installations with more durable improvements, including signage, striping, markers and modular curb to build on Oakland's Slow Streets "Essential Places" and "Rapid Response" programs.	\$ 75,000	\$ 75,000	\$ 150,000
12	Pleasanton	Division Street/St. Mary's Street Cycle Track and Buffered Bike Lanes Project	Install a two-way cycle track and buffer bike lanes on Division Street/St. Mary's Street between Hopyard Road and downtown Pleasanton to help mitigate the temporary downtown parking loss, provide direct improvements for those traveling to the downtown from the west, and encourages residents and visitors to come to downtown Pleasanton and support local business.	\$ 62,000	\$ 62,000	\$ 124,000
13	Piedmont	No Application Submitted.	City stated no available near-term improvements.	\$ -	\$ -	\$ -
14	San Leandro	Lewelling Blvd Pedestrian Safety Rapid Flashing Beacons Project	Install Rectangular Rapid Flashing Beacons (RRFBs) at the following three intersections with Lewelling Blvd – Calgary Street, Dewey Street and Andover Street. Improved pedestrian safety at these particular intersections will increase access to nearby businesses.	\$ 75,000	\$ 75,000	\$ 150,000
15	Union City	No Application Submitted.	City stated no available near-term improvements by expenditure deadline.		\$ -	\$ -
<b>Total</b>				<b>\$ 904,000</b>	<b>\$ 904,922</b>	<b>\$ 1,808,922</b>

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