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 RRGP 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 RRGP 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.

<table>
<thead>
<tr>
<th>Program Funding Summary</th>
<th>Measure B COVID-19 RRGP</th>
<th>Local Match</th>
<th>Total Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>13 Projects</td>
<td>$904,000</td>
<td>$904,922</td>
<td>$1,808,922</td>
</tr>
</tbody>
</table>
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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**Unincorporated Alameda County Bicycle Route Upgrade**

Existing Class II bike lanes to Class II buffered bike lanes in both directions of Jarvis Avenue between Newark Regional Street.

**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.

**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.

**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.

**Downtown Livermore Bicycle Parking 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.

**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 Hoppyard 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.

**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.

**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.

**Berkeley Healthy Streets Program Expansion**

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).

**Berkeley Healthy Streets Program Expansion**

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.

**Bay Area 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.

**Union City No Application Submitted. City stated no available near-term improvements by expenditure deadline.**
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