



DATE: January 26, 2021

TO: Mayor and City Council

FROM: Director of Public Works

SUBJECT: Adopt a Resolution Authorizing the City Manager to Accept a \$75,000 Grant for Patrick Avenue Improvements Phase 2 and Execute a Funding Agreement with the Alameda County Transportation Commission from the COVID-19 Rapid Response Bicycle/Pedestrian Grant Program

RECOMMENDATION

That Council adopts a resolution (Attachment II) accepting grant funds from the COVID-19 Rapid Response Bicycle/Pedestrian Grant Program (Grant) and executing a funding agreement with the Alameda County Transportation Commission (Alameda CTC) in the amount of \$75,000 for the implementation of the Patrick Avenue Improvements Phase 2 Project and appropriate up to \$150,922 from the Measure BB Bicycle and Pedestrian Capital Improvement Fund (Fund 213) for the implementation of the Project.

SUMMARY

The City has been successful in obtaining funding from the COVID-19 Grant to fund the Patrick Avenue Improvements Project Phase 2, which includes installation of Rectangular Rapid Flashing Beacons (RRFBs), safe-hit delineator posts, and green bike lanes. Alameda CTC, the Grant sponsor, will fund up to \$75,000 of the total project cost of \$150,922. The remaining \$75,922 is reimbursable through the City's Transportation Development Act Article 3 Grant Project No. 05307, which is provided by the Metropolitan Transportation Commission (MTC) and administered by Alameda CTC. The Phase 2 project would enable the City to complete the Patrick Avenue Improvement Project and make it more functional, safer, and easier to use by both residents and bicycle users.

BACKGROUND

On October 6, 2020, Council approved Resolution No. 20-051 approving low-cost complete street improvements for two projects identified in the Bicycle and Pedestrian Master Plan (BPMP) on Huntwood Avenue between Tennyson Road and Industrial Parkway, and Patrick Avenue between Tennyson Road and Schafer Road. These improvements include installing Class IV Separated Bike Lanes and lane reductions through striping improvements in conjunction with of the City's Annual Pavement Improvement Project.

Alameda CTC announced the availability of \$1.125 million in local Bicycle and Pedestrian Measure B sales tax funds for the deployment of a COVID-19 Grant to support Alameda County's economic recovery and regrowth from the impacts of COVID-19. Grant funds are designated for quick-build transportation improvement projects that support improved bicycle and pedestrian accessibility to local businesses.

The Grant goals are to:

- 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 funding opportunity offered eligible recipients a single, maximum grant award of up to \$75,000 for bicycle and pedestrian transportation improvements that achieve the program goals. Eligible jurisdictions that proposed projects with the required 50% matching funds received program funding.

DISCUSSION

Staff requests approval to use the Alameda CTC COVID-19 Grant funds to install two RRFBs at two uncontrolled intersections at Patrick Avenue and St Bede Lane, and Patrick Avenue and Westwood Street, and a third RRFB at an existing mid-block crosswalk between the intersections of Patrick Avenue and Schafer Road, and Patrick Avenue and St Bede Lane (Figure A). RRFBs enhance safety by increasing driver awareness of potential pedestrian conflicts.

In addition, staff requests approval to install safe-hit delineator posts, green bike lanes, and bike symbol pavement marking (thermoplastic) to clearly separate bike lanes from traffic lanes on Patrick Avenue as part of the Phase 2 project. Protected bike lanes provide an additional sense of comfort, while colored pavement within a bicycle lane increases the visibility of the facility, identifies potential areas of conflict, and reinforces priority to bicyclists (Figure B). Safe-hit delineator posts and painted bike lanes increase safety to both vehicles and cyclists by separating the vehicular travel lanes, bike lanes, and parking lanes (Figure C).

Figure A: Proposed RRFBs at the intersections of Patrick Avenue and St. Bede Lane, and Patrick Avenue and Westwood Street, and mid-block between intersections of Patrick Avenue and Schafer Road, and Patrick Avenue and St Bede Lane



Figure B: Safe-hit delineator posts and painted bike lanes



Figure C: Rectangular Rapid Flashing Beacons (RRFB)



ECONOMIC IMPACT

Active transportation options like bicycling and walking foster economic health by creating dynamic, connected communities with a high quality of life that helps support small business development, decreases transportation and healthcare costs, and increases property values, employment, and tourism. Providing alternate modes of travel reduces single lane occupancy vehicles and reduces congestion and costs related to automobile-oriented infrastructure maintenance and construction. The overall transportation system will be more efficient; thus, reducing travel time. Moreover, the City will become a more pedestrian- and bicycle-friendly community, thus creating positive economic and health benefits and reduction of greenhouse gas emissions.

FISCAL IMPACT

The total project budget is \$150,922, which will be initially appropriated from the Measure BB Bicycle and Pedestrian Capital Improvement Fund (Fund 213) fund balance. However, this project will have no net fiscal impact on the fund, since \$75,000 of the project cost will be reimbursed via the COVID-19 Rapid Response Bicycle/Pedestrian Grant, and \$75,922 will be reimbursed utilizing TDA Article 3 Funds.

The estimated project costs are as follows:

COVID-19 Rapid Response Grant	\$75,000
TDA Article 3 Grant (Project No. 05307)	\$75,922

Total Construction Cost

\$150,922

There is sufficient funding in Fund 213 for the proposed appropriation.

STRATEGIC ROADMAP

This agenda item supports the Strategic Priority of Improve Infrastructure. Specifically, this item relates to the implementation of the following project(s):

Project 8, Part 8b. Implement the Bicycle and Pedestrian Master Plan; Add 10 lane miles of bike lanes per year.

Project 8, Part 8c. Implement the Bicycle and Pedestrian Master Plan; Assess Safe Routes to School

Project 8, Part 8d. Implement the Bicycle and Pedestrian Master Plan; Implement Safe Routes to School

SUSTAINABILITY FEATURES

The action taken for this agenda report will result in supporting mobility goals established as part of the City's 2040 General Plan, providing for a balanced multi-modal system of transportation facilities and services in the City.

The plan will be a comprehensive effort that will guide, prioritize, and implement a network of quality bicycle and pedestrian facilities to improve mobility, connectivity, public health, physical activity, and recreational opportunities. By applying best practices, the plan will increase transportation options, reduce environmental impacts of the transportation system, and enhance the overall quality of life for residents. The goal of the project is to develop convenient transportation alternatives to motor vehicles for residents, visitors, shoppers, and commuters. The resulting reduction in single occupancy vehicles will reduce vehicle miles traveled and greenhouse gases.

This project completes the intended work for the Patrick Avenue Improvement project and provides an opportunity for the community to experience traffic calming and protected bicycle lanes improvements which would help transform Patrick Avenue into an equitable complete street.

PUBLIC CONTACT

Before any additional improvements are installed, staff will have a public meeting in February to allow for additional community input on the proposed project as well as feedback on the improvements already installed.

NEXT STEPS

If Council approves this request, the City Manager will execute a grant funding agreement with Alameda CTC to begin this Project, with installation of RRFBs anticipated to be completed in late March 2021.

Prepared by: Dr. Ayeh Khajouei, Associate Transportation Planner

Recommended by: Alex Ameri, Director of Public Works

Approved by:

A handwritten signature in black ink, appearing to read 'Kelly McAdoo', written in a cursive style.

Kelly McAdoo, City Manager