



# City of Emeryville

CALIFORNIA

## MEMORANDUM

**DATE:** October 6, 2020  
**TO:** Christine Daniel, City Manager  
**FROM:** Mary Grace Houlihan, Public Works Director  
**SUBJECT:** **Resolution Of The City Council Of The City Of Emeryville Authorizing The City Manager To File An Application For ACTC COVID-19 Rapid Response Bicycle And Pedestrian Grant Program Funding For The Shared Doyle Street Quick-Build Project**

### RECOMMENDATION

Staff recommends that the City Council of the City of Emeryville adopt the above-entitled resolution.

### BACKGROUND

The City's General Plan includes completion of a north-south greenway ("Emeryville Greenway") composed of paths, Green Streets, Bicycle Boulevards, and parks which will follow old railroad spurs to connect from Berkeley in the north to the Park Avenue District, Bay Trail, and West Oakland in the south. Along the Emeryville Greenway, Doyle Street is defined as a Bicycle Boulevard and a Green Street.

A Bicycle Boulevard is a street with low traffic volume that has been optimized for bicycle travel through traffic calming, diversion, signage, pavement markings, and intersection crossing treatments. Green Streets are distinguished by elements such as additional trees and plantings, wide sidewalks, pedestrian pathways and public art. The General Plan outlines strategies for an expanded public realm, building on the strength and connectivity of the Emeryville Greenway, with a range of new parks, plazas, community commons, recreational paths, and Green Streets.

Greenways are intended to be linear parks with pedestrian and bicycle paths, small gathering places, and recreational facilities, either on their own right-of-way or along a street. The southerly end of the Emeryville Greenway transitions into Doyle Street where much of the right-of-way along Doyle Street has been dedicated to vehicular travel (and parking) with bicycles and pedestrians sharing the right-of-way. The roadway has a Class III Bicycle Boulevard pavement marking treatment to bike in the center of the travel way with vehicles. Pedestrians have sidewalks on each side of the street where they are protected and separated from traffic by use of landscape medians and other concrete curb facilities.

### DISCUSSION

In April 2020, the Doyle Street corridor between Ocean Avenue and 59th Street was opened to people walking and bicycling as a City response to COVID-19 and the shelter-in-place order. The temporary COVID-19 response project used two blocks of closures

and areas of one-way traffic in order to provide safe areas where residents could recreate following socially-distancing protocols. There has always been demand in Emeryville for streets that people can safely walk, bike, and recreate on. The temporary closure of Doyle Street under this pandemic has demonstrated the urgent need for these type of areas in the City and has been strongly supported by the community. Moving beyond just the temporary COVID-19 response measure, the next phase for Doyle Street involves a concept for a pilot “Shared Street” project.

The “Shared Doyle Street Quick-Build Project” (“Project”) can build on what the City and community has learned from the temporary measures with “quick-build” improvements to make Doyle Street a lively shared street space in the City. The Project limits will be Doyle Street from Ocean Avenue to 61<sup>st</sup> Street. By constructing “quick-build” bicycle and pedestrian improvements on Doyle Street, people in Emeryville will have safer opportunities to walk and bicycle in Emeryville. This project will help the City:

- Strengthen a key low-stress north-south bicycle and pedestrian route through Emeryville that provides a safe alternative travel route to San Pablo Avenue
- Improve safety for community members who walk and bicycle on Doyle Street, and strengthen connections between key destinations in the area
- Pioneer a project that responds to social distancing guidelines to provide extra space for bicyclists and pedestrians
- Reduce vehicle miles traveled and greenhouse gas emissions
- Quickly test, implement, and refine low-cost projects to test their suitability for wider implementation throughout other locations in Emeryville

The Project is consistent with strategies, policies, and street definitions in the General Plan. The City should always be looking for opportunities for an expanded public realm, building on the strength and connectivity of the Emeryville Greenway, with a range of new parks, plazas, community commons, recreational paths, and Green Streets.

The Project is consistent with two Capital Improvement Projects. PB-05, Bicycle and Pedestrian Plan Implementation, is for minor cost bicycle and pedestrian improvements recommended in the adopted Pedestrian and Bicycle Plan. It will make walking and cycling safer and more enjoyable, and improve connections among residences, workplaces, stores, schools, parks and public facilities. ST-17, Village Greens, is to review existing City owned properties, including dedicated right-of-way to identify potential new and generally smaller park sites that may be feasible to develop into small parks or “village greens”.

In July 2020, the Bicycle and Pedestrian Advisory, Public Works and Transportation Committees of the City of Emeryville expressed strong support for the Project for a grant application in the 2020 Active Transportation Program Quick-Build Program. The Committees provided letters of support for the next phase of Doyle Street as both a quick response to the challenges presented by COVID-19 and an ongoing effort to support the transportation needs of people who walk and bicycle in Emeryville.

Unfortunately, the Emeryville grant application for the 2020 Active Transportation Program Quick-Build Program was not selected. Public Works staff seeks to re-work the project scope of work to fit within the parameters and goals of the ACTC COVID-19 Rapid Response Bicycle and Pedestrian Grant Program. The Project limits will be reduced from Ocean Avenue to 61 Street in order to fit within the new grant budget. Public Works staff will seek feedback from the Bicycle and Pedestrian Advisory Committee and the Transportation Committee to finalize the Project's scope before submitting the new grant application on October 31, 2020.

It is the intent of this staff report and resolution to give the City Council an opportunity to review the project, give feedback, authorize the City Manager to file the grant application, and be well-informed and ready to accept the grant at a later date where approved grant funds would need to be appropriated.

### **FISCAL IMPACT**

There are no funding impacts at this time of Project grant application.

### **STAFF COMMUNICATION WITH THE PUBLIC**

The Project has been discussed at the following public meetings in 2020:

1. July 6, 2020 – Bicycle and Pedestrian Advisory Committee
2. July 9, 2020 and September 17, 2020 - Joint Meeting of the Public Works and Transportation Committee

### **CONFLICT OF INTEREST**

N/A

### **CONCLUSION**

Staff recommends that the City Council of the City of Emeryville adopt the above entitled resolution.

**PREPARED BY:** Ryan O'Connell, Senior Civil Engineer

**APPROVED AND FORWARDED TO THE  
CITY COUNCIL OF THE CITY OF EMERYVILLE:**



Christine Daniel, City Manager

### **ATTACHMENTS**

- Draft Resolution
- Project Area Map
- Draft Grant Application