



COVID-19 RAPID RESPONSE BICYCLE/PEDESTRIAN GRANT PROGRAM

Funding Application

SECTION 1: APPLICANT AGENCY INFORMATION

Applicant Agency	
City of Emeryville	
Contact Information	
Name:	Ryan O’Connell
Title:	Senior Civil Engineer
Phone:	510-596-4346
Email:	roconnell@emeryville.org

Date of Application
October 30, 2020

SECTION 2: PROJECT SCOPE AND LOCATION

Describe project scope and location(s). Include general area as well as specific project streets and limits. Also, indicate whether project location(s) are in a Community of Concern (COC) and/or Priority Development Area (PDA).

The Shared Doyle Street Quick-Build Project aims to create safe, complete streets for people walking and bicycling on four blocks of a critical north-south route through Emeryville. Doyle Street is a key segment of the City’s bicycle boulevard network that links to the city’s greenway and provides direct access to key destinations including a park and community garden. Alternative low-stress parallel routes are limited. During shelter-in-place, the City installed temporary traffic calming measures along Doyle Street to meet increased outdoor recreation demand. These have facilitated increased bicycle and pedestrian use of the corridor. This project would formalize many of these temporary improvements.

The proposed project countermeasures include closing two blocks to automobile traffic (61st Street - 62nd Street, 64th Street - Ocean Avenue). These blocks will remain open to people walking and biking. This will discourage automobile through-traffic on Doyle Street, which exceeds the City’s recommendations for ADT on a bicycle boulevard. The closure of the 61st - 62nd block will facilitate crossing between two parcels of a community park that are bisected by Doyle and see heavy pedestrian crossings. Other project roadway segments will be converted to one-way shared bicycle and vehicle travel with speed humps to calm traffic and contraflow Class IV separated bicycle facilities. Additional project countermeasures may include a traffic circle, bicycle parking, mountable intersection medians, green-backed sharrow markings, and appropriate signage throughout the corridor.

The project will calm traffic, discourage cut-through traffic, heighten bicycle and pedestrian visibility, and reduce collision risk on the project corridor. It will build stronger active transportation connections between Doyle Street, local destinations, and regional bicycle networks. The project fulfills recommendations identified in City planning documents while responding to the social distancing demands of COVID-19. This project will inform permanent changes to Doyle Street and the design of future quick-build projects in Emeryville.

SECTION 3: PROJECT BENEFITS

Describe how project improves bicycle and pedestrian access to local businesses and benefits the community.

The Shared Doyle Street Quick-Build Project aims to create safe, enhanced spaces for people to walk and bike on four blocks of a critical north-south route through Emeryville. The desired outcomes and benefits of this project will help the City:

Meet the demand for safe, comfortable, complete streets in Emeryville. During the City's 2019 Vehicle/Bicycle/Pedestrian counts, the daily number of people walking and bicycling on Doyle Street almost matched the total number of vehicles. Doyle Street has the highest bicycle ridership of all bicycle boulevards in Emeryville and the third highest number of people walking. Despite accounting for nearly half of all traffic on Doyle Street, people bicycling and walking must share the street right of way with vehicle volumes that exceed the City's recommended ADT for a bicycle boulevard.

There has always been demand for streets that people can walk, bicycle, and recreate on in Emeryville. The pressing need for them has been illuminated by the pandemic. In response to COVID-19, the City installed temporary traffic calming measures along Doyle Street. These measures include transforming some roadway blocks into areas with pop-up bicycle facilities and one-way vehicle restrictions while closing others to vehicle traffic completely and dedicating street space to people walking and biking. Since then, City staff have seen an even higher number of bicyclists and pedestrians along the route. Community members are utilizing this shared space for socially distanced activities such as outdoor tai chi. The proposed improvements in the Shared Doyle Street Quick-Build project will improve upon these temporary complete streets measures to meet the needs of all road users as they move through Emeryville.

Improve safety for community members who walk and bicycle on Doyle Street while strengthening connections to key destinations in the area and region. The proposed improvements on Doyle Street are part of a key north-south bicycle and pedestrian route that provides a safer alternative to the high-injury San Pablo Avenue five blocks to the east of the project area. While these proposed improvements lie within Emeryville, the project boundaries connect to a larger regional network of bike boulevards and off-street trails that connect users to key destinations along a network of bike boulevards in Emeryville and Oakland to the south and directly to the Emeryville Greenway and the recently completed trail crossing for users across Ashby Avenue (SR-23) in Berkeley to the north.

Locally, the project fulfills the City's vision of a human-scale area, creating new spaces for bicycling, walking, and recreation never seen in the City of Emeryville. Currently, Doyle Street vehicle volumes exceed the City's recommendations for a bicycle boulevard. The improvements will discourage cut-through traffic so the street fulfills its role in the community-identified low-stress bicycle boulevard network.

Advance the active transportation and climate change goals of local and regional planning processes. The project fulfills key projects and goals identified in City of Emeryville planning documents and regional planning goals, including the City's General Plan, the City's 2012 Pedestrian and Bicycle Plan, Climate Action Plan, the Parks and Recreation Strategic Plan, the Guiding Principles of the City's General Plan, and the City's Complete Streets Policy. These documents identify Doyle Street as a bike boulevard, call for road closures to expand Doyle Hollis Park, and recommend additional traffic calming measures. They emphasize connected open space and green streets, pedestrian-oriented and scaled districts, complete streets, the discouragement of automobile thru-traffic in the project area, and encouraging safe, accessible active transportation in the City. They also call for higher rates of active transportation, reduced VMT, and reductions in GHG emissions that will be advanced by the Shared Doyle Street Quick-Build project.

Collect public feedback and data that informs future quick-build projects. The City's careful approach to data collection and project evaluation will permit Emeryville to refine its approach to future quick-build projects in Emeryville. If successful, the project will provide a roadmap for long-term, durable improvements on Doyle

Street. Pioneer a project that responds to social distancing guidelines to provide extra space for bicyclists and pedestrians. This project will create more space for active transportation during a time when demand for walking and bicycling is surging. This project comes at a critical moment where the City can invest in walking and biking infrastructure that supports both current health guidelines and the community’s long-term desire for “slow streets” that will outlive the shelter-in-place restrictions.

Project Maintenance:	
At this time, how long are the proposed improvements anticipated to be in place/maintained?	
1-3 years. Anticipated to make permanent with more hardscape construction if project is successful.	
Will the applicant agency maintain the project during this period?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If no, which agency will maintain the project?	

SECTION 4: PROJECT IMPLEMENTATION SCHEDULE

Define the project implementation schedule of key project milestones.

Project Milestones	Begin	End
Effective Date (for eligible costs)	July 23, 2020	March 31, 2021
Construction	November 2020	March 31, 2021
Other: Counts/Evaluation	April 2021	April 2021
Other:		
Deadline to submit Final Report and Final Request for Reimbursement		April 30, 2021
Agreement Expiration Date		June 30, 2021

SECTION 5: PROJECT FUNDING

Specify amount of Alameda CTC Program funds requested (up to \$75,000), and your agency's local matching contribution. Note local match must meet the minimum match requirements, per the Program Guidelines.

Project Funding By Phase	Alameda CTC Measure B Disc-BP Funds	Sponsor Matching Funds	Total Project Funding	Matching Percentage
Construction	\$75,000	\$0	\$75,000	n/a
	\$	\$	\$	
	\$	\$	\$	
Total Project Funding	\$75,000	\$0	\$75,000	

Note: The Matching Percentage is Alameda CTC Measure B Funds divided by Total Project Funding, and also serves as Alameda CTC's reimbursement ratio by phase.

SECTION 6: PROJECT COST SUMMARY

Specify the estimated cost breakdown of the total project costs.

Project Cost Summary	Alameda CTC Measure B Disc-BP Funds	Sponsor Matching Funds	Total Cost
Staff/Labor	\$	\$	\$
Consultant Contracts	\$	\$	\$
Other Direct Costs (specify in space below) Construction Contract	\$75,000	\$0	\$75,000
Total Project Cost	\$75,000	\$0	\$75,000

Note: Staff/Labor costs are not eligible for Measure B reimbursement, but may be included as cost matching. Actual fringe benefits rates applied to Project Sponsor staff costs are reimbursable up to a maximum rate of 70% of the hourly wage.