



Office of the City Manager

CONSENT CALENDAR  
December 15, 2020

To: Honorable Mayor and Members of the City Council  
 From: Dee Williams-Ridley, City Manager  
 Submitted by: Liam Garland, Director, Department of Public Works  
 Subject: Grant Application: COVID-19 Rapid Response Bicycle and Pedestrian Program

RECOMMENDATION

Adopt a Resolution authorizing the City Manager to submit a grant application for up to \$52,000 to the Alameda County Transportation Commission COVID-19 Rapid Response Bicycle and Pedestrian Grant Program for the Berkeley Healthy Streets project, and accept the grant awarded, and execute any resultant agreements and amendments.

FISCAL IMPACTS OF RECOMMENDATION

If awarded, this grant would bring in a total of up to \$52,000 of competitive grant revenue to the Alameda County Discretionary Transportation Grants Fund (Fund 307) for traffic safety improvements on Berkeley's existing and planned bike boulevards.

The total estimated cost of the project is \$104,000. The grant program requires a 1:1 funding local match. The required \$52,000 in local matching funds is available as follows: \$20,000 from Alameda County Measure BB Local Streets and Roads Direct Local Distribution funding (Fund 134) and \$32,000 from Capital Improvement Program funding (Fund 501).

CURRENT SITUATION AND ITS EFFECTS

The scope of the Berkeley Healthy Streets project consists of the installation of temporary traffic barricades and signage in order to reduce the traffic volume and speeds on designated streets. The purpose of the Healthy Streets project is to provide opportunities for Berkeley residents to walk and bike for accessing local businesses and services, commuting to work to provide needed services, and getting outdoor physical exercise while social distancing per COVID-19 safety protocols to reduce the spread of the virus.

The Healthy Streets project is consistent with the July 7, 2020 City Council adoption of a resolution requesting the temporary closure of designated Healthy Streets, and that the closures be adequately marked with (1) diverters and/or semi-diverters positioned and secured to encourage alternative routes for motor vehicle traffic, and (2) durable reflective signage that indicates the presence of a temporary street closure. Access to all

addresses on each block of each participating street will be maintained by way of at least one vehicular entry point to each block.

The selected participating streets consist of the City's existing and planned Bike Boulevards, as shown in the adopted 2017 Berkeley Bicycle Plan. Three Bike Boulevard street segments have already received barricades and signage as the first set of participating Healthy Streets. They are Addison Street between Sacramento and Grant Streets, Ninth Street between Hearst Avenue and Dwight Way, and Russell Street between Mabel and Milvia Streets. The map in Attachment 2 shows the Bike Boulevard segments eligible for inclusion in the Healthy Streets project using the COVID-19 Rapid Response Bicycle and Pedestrian Grant Program funding. If awarded, the grant funding must be expended by March 31, 2021, as the grant program is intended for near-term, rapidly installed projects in response to the immediate bicycle and pedestrian transportation needs presented in Alameda County by the COVID-19 pandemic.

### BACKGROUND

In January, the City's Emergency Operations Center was activated to respond to and manage the public health emergency. On March 3, 2020, the City Manager declared a local emergency after a City resident tested positive for COVID-19.

On March 16, 2020, the City of Berkeley Health Officer along with the health officers of Alameda, Contra Costa, Marin, San Francisco, San Mateo, and Santa Clara counties, announced a legal order directing their respective residents to shelter at home for three weeks beginning March 17. The order limited activity, travel and business functions to only the most essential needs. The guidance came after substantial input from the U.S. Centers for Disease Control and Prevention (CDC) and best practices from other health officials around the world. Scientific evidence shows physical distancing (more commonly called "social distancing") is one of the most effective approaches to slow the transmission of communicable disease. Limiting physical contact with other people is a necessary step to slow the spread of COVID-19 and preserve critical health care capacity across the region.

The original March 16<sup>th</sup> Order was extended to May 3, 2020, and then to May 31, 2020, before being extended indefinitely. These extensions included adjustments to restrictions on businesses and activities. Subsequent orders have allowed a phased reopening of specified types of businesses and service providers, with certain restrictions and requirements.

On April 17, 2020, the City of Berkeley Health Officer issued an Order mandating the use of face coverings at businesses, when seeking health care, and when using or waiting in line for shared transportation, so that infected people without symptoms do not unintentionally spread COVID-19. This was followed by an Order by the Berkeley Health Officer on June 5, 2020, requiring people in Berkeley over the age of twelve to visibly carry a face covering when outside their home, and wear it over their nose and mouth when within 30 feet of others. A similar order issued by the State, which overrules the Berkeley Order, requires people age two years and older to wear a face covering over the nose and mouth when within 30 feet of others. Masks are an

important tool in combatting COVID-19, which spreads easily through the air among people in close proximity. People infected by the virus can be contagious before they show symptoms or without ever showing symptoms.

#### ENVIRONMENTAL SUSTAINABILITY

The Healthy Streets project is designed to improve traffic safety for people walking and riding bicycles for transportation, consistent with the 2009 Berkeley Climate Action Plan Policy 5.a that calls for expanding and improving Berkeley's bicycle and pedestrian infrastructure. The Plan sets targets of reducing transportation emissions 33% below year 2000 levels by 2020, and 80% below year 2000 levels by 2050. The Plan further states that transportation modes, such as public transit, walking, and bicycling, must become the primary means of fulfilling the City's mobility needs in order to meet these targets.

#### RATIONALE FOR RECOMMENDATION

The COVID-19 Rapid Response Bicycle and Pedestrian Grant funding will allow the City to expand the Healthy Streets project to the existing and planned Bike Boulevards shown in Attachment 2 and identified in the 2017 Berkeley Bicycle Plan (Resolution No. 67,945-N.S.). This expansion will provide opportunities for Berkeley residents to walk and bike for accessing local businesses and services, commuting to work to provide needed services, and getting outdoor physical exercise while social distancing per COVID-19 safety protocols. Not applying would mean foregoing \$52,000 in potential grant funding.

#### ALTERNATIVE ACTIONS CONSIDERED

The City could choose not to apply for these funds. However, no alternative funding source has been identified to expand the Healthy Streets project.

#### CONTACT PERSON

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Beth Thomas, Principal Planner, Public Works, 981-7068  
Ryan P. Murray, Associate Planner, Public Works, 981-7062

#### Attachments:

- 1: Resolution
- 2: Healthy Streets Map

RESOLUTION NO. -N.S.

GRANT APPLICATION: COVID-19 RAPID RESPONSE  
BICYCLE AND PEDESTRIAN PROGRAM

WHEREAS, the Berkeley City Manager has declared a local emergency in response to the COVID-19 pandemic; and

WHEREAS, the COVID-19 pandemic has necessitated that the Berkeley Health Officer issue various orders mandating social distancing to protect the Berkeley public; and

WHEREAS, the Berkeley 2017 Bicycle Plan has designated existing and planned Bicycle Boulevards within the City where bicycling as a form of transportation and recreation is prioritized and encouraged; and

WHEREAS, designation of Bicycle Boulevards as Healthy Streets, through the strategic placement of barricades and signage to discourage motor vehicle through-traffic, can create space for walking and biking to access services, to commute, and to get physical exercise while social distancing; and

WHEREAS, the Council of the City of Berkeley adopted a resolution on July 7, 2020, requesting the temporary closure of designated Healthy Streets pursuant to California Vehicle Code § 21101(e), which authorizes local resolution of street closures for the “safety and protection” of persons using such streets;

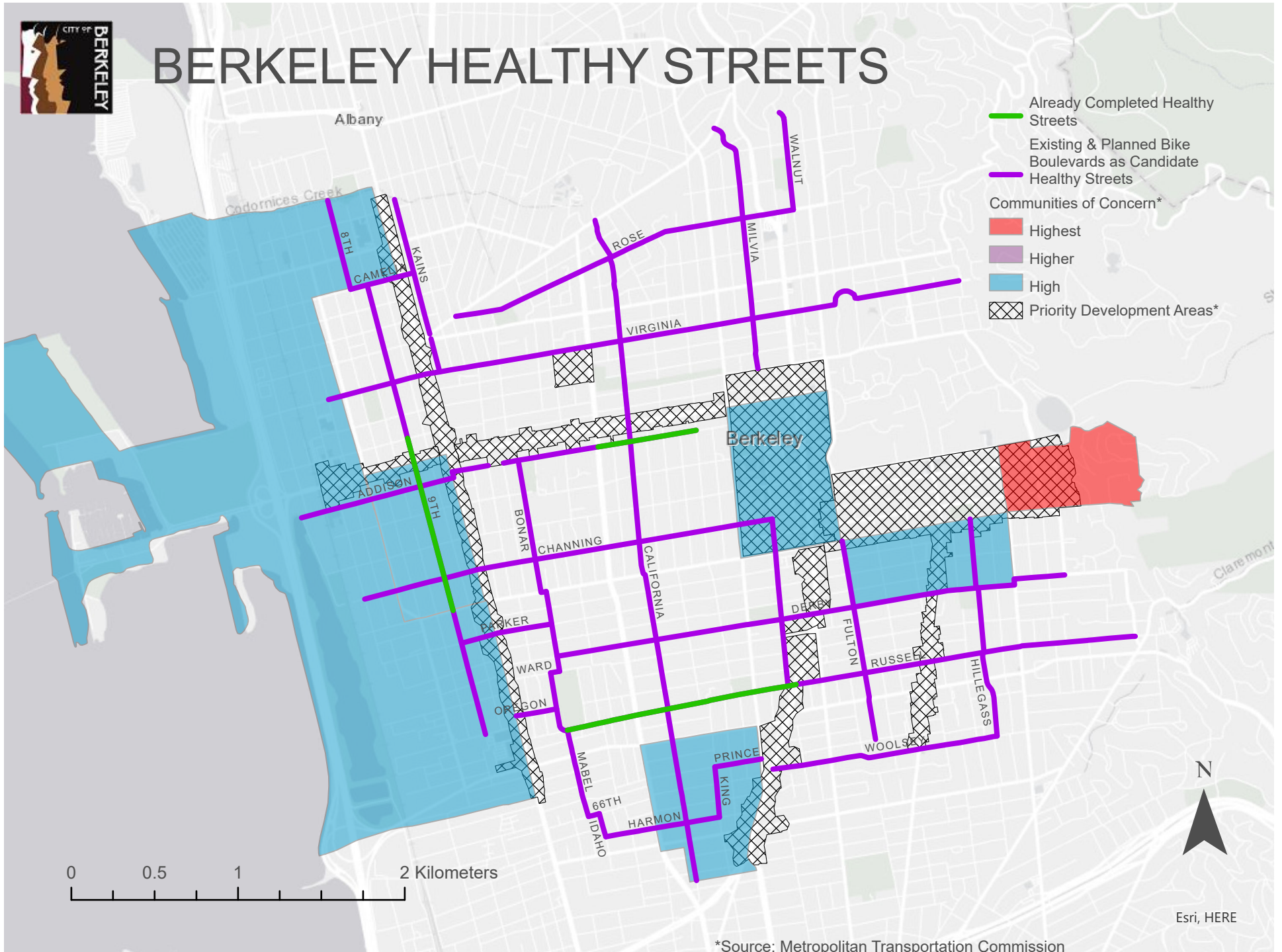
WHEREAS, the Alameda County Transportation Commission has created the COVID-19 Rapid Response Bicycle and Pedestrian Grant Program to provide grant funding to member agencies in Alameda County for near-term projects to facilitate walking and biking while protecting public health; and

WHEREAS, if awarded, the grant funds will be placed in the Alameda County Discretionary Transportation Grants Fund (Fund 307) starting in FY 2021.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the City Manager is authorized to submit a grant application for up to \$52,000 to the Alameda County Transportation Commission COVID-19 Rapid Response Bicycle and Pedestrian Grant Program for the Berkeley Healthy Streets project, and accept the grant awarded, and execute any resultant agreements.



# BERKELEY HEALTHY STREETS



\*Source: Metropolitan Transportation Commission

