



Memorandum

TO: MAYOR LICCARDO

FROM: Councilmember Sylvia Arenas

SUBJECT: BUDGET DOCUMENT

DATE: 5/28/2020

Approved *Sylvia Arenas*

Date

5/28/2020

RECOMMENDATION

That the following recommendation be enacted.

Proposal

Program/Project Title: Placemaking Team Slow Streets Coronavirus Program

Amount of City Funding Required: \$165,501

Fund Type (i.e. General Fund, C&C funds, etc.): General Fund -- \$42,000, PRNS Placemaking Grant Funding -- \$123,501.

This change is:

One-time Ongoing

Cost Estimate Number (if applicable):

Proposal Description, including anticipated outcomes (Please describe how change would affect services for San José residents, businesses, community groups, etc.):

Utilize the PRNS Placemaking Team to bring a Slow Streets Residential Program and a Slow Streets Business Corridor Program to San Jose and provide additional funding to bring this program to

Calle Lentas / Slow Streets (Residential Program)

This program is intended to support safe physical activity by creating more space for physical distancing for all San Jose families by utilizing “soft closure barriers” and declaring that all Slow are Closed to Through Traffic so that people can more comfortably use these their low-traffic streets for physically distant walking, wheelchair rolling, jogging, and biking all across the City. Model this program on the program in Oakland, with the sole difference being that San Jose would utilize the Parks Activation team as the leads in implementation. This cost estimate should reflect the lack of onsite staffing or police presence in the Oakland program, and provide cost estimates that directly reflect that model.

From the Oakland Slow Streets Website:

“This program is also intended to discourage drivers from using ALL Oakland Slow Streets unless necessary to reach a final destination, and urges all drivers to drive slowly and safely, expect to see people walking and biking along ALL streets, as our hospitals are facing unprecedented challenges and don't need any additional patients. This effort does not impact emergency vehicle access in any way.”

Additionally, according to the office of the Mayor of Oakland, there have been zero reported injuries or crashes determined to be related to the Oakland Slow Streets program, and the program has not required policing because the streets are not closed. They're simply putting up signage that designates the street as closed to through traffic and an official “slow street”. Residents are allowed to drive on their streets and park on their streets as normal.

Because the streets are not closed, Slow Streets are not a special event, and would not need to be permitted through the special events permit process. They would not need any police support. To ensure easy emergency access, Oakland’s program uses lightweight plastic barricades that an emergency vehicle can simply run over if needed. The City of Oakland has offered to provide these details, as well as street engineering work (regarding correct barricade placement) to the City of San Jose. Their cost structure and point of contact are included in this BD.

Here is a proposed spending structure for a San Jose program:

\$25,000 – Oakland Costs for 5 miles of Slow Streets Program. Request funds be set aside for 5 miles of D8 Streets

\$17,000 – Additional Funds to bring proposed Small Business Outdoor Placemaking/Slow Streets to D8

\$83,181 – Cost of Placemaking Team’s Slow Streets Staffing, to be paid from PRNS Placemaking Grant and Sponsorship Funds.

\$40,320 – Funding, per cost estimate to be set aside for D8 Slow Streets for Secondary Employment officers. Funding should come from PRNS Placemaking Grant and Sponsorship Funds, if officers are required. The Oakland program has zero budget for police officers, and has been successful.

Cost of Oakland Slow Streets Program, Per Mile, and Per 5 miles – From Oakland Mayor’s Office:

5/11/2020 Estimates	Installed as of 5/8/2020*	Cost per unit Estimate for Future Purchases	Replace TMI Rentals from 4/11, 4/17 installations	Replace TMI Cost Est.	Maintenance Order for 20 Miles of Slow Streets**	Maintenance Cost Est. for Streets Installed Thru 5/8/2020	Estimated Number Per Mile	Number Per Mile Installed Post-5/8/2020 with 25% replacement	Cost Per Mile with 25% replacement	Costs for 5 more miles
Barricades	492	\$ 59.50	230	\$ 13,685	100	\$ 5,950	30	38	\$ 2,231	\$ 11,156
Ped Signs	246	\$ 70.00	50	\$ 3,500	50	\$ 3,500	15	19	\$ 1,313	\$ 6,563
No Thru Signs	246	\$ 50.00	110	\$ 5,500	50	\$ 2,500	15	19	\$ 938	\$ 4,688
Cones	620	\$ 16.50	250	\$ 4,125	200	\$ 3,300	30	38	\$ 619	\$ 3,094
Total				\$26,810		\$ 15,250			\$ 5,100	\$ 25,500

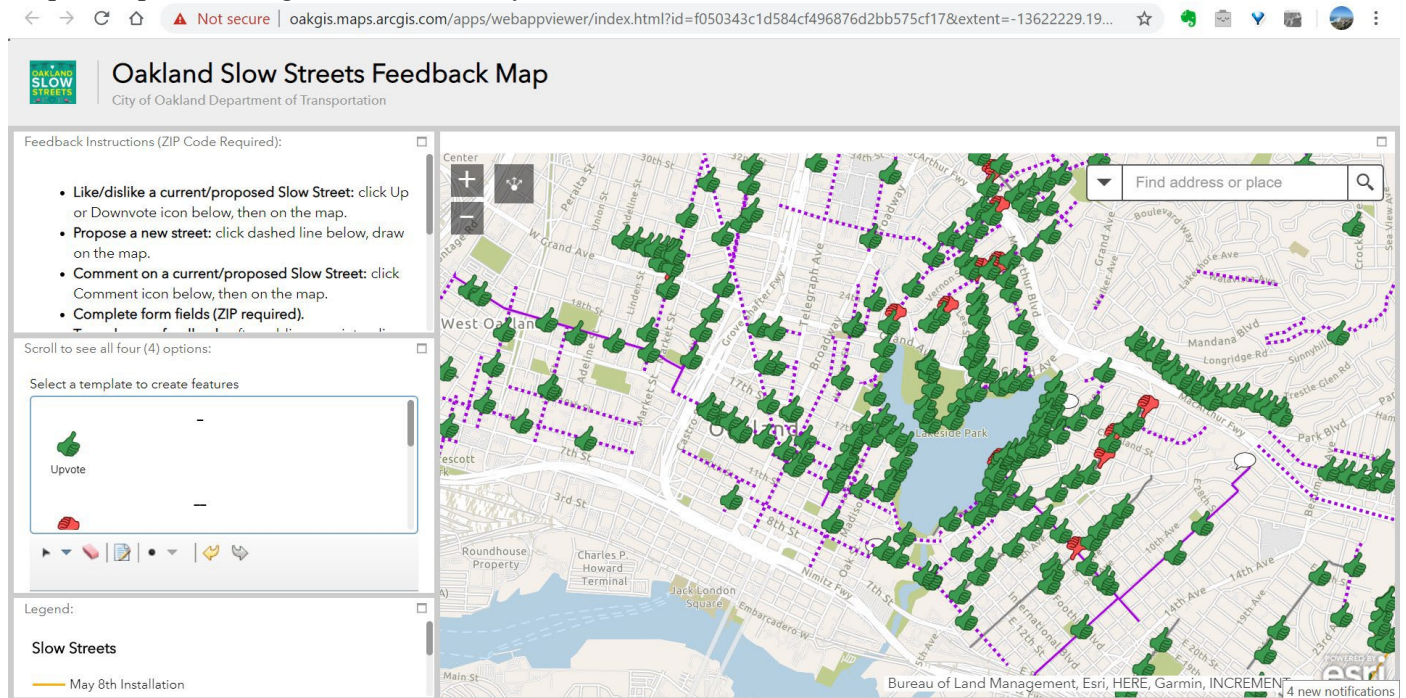
* Does not include maintenance/replacement installation to date, tracking of actual numbers in progress through DOT parking technicians, maintenance staff

** Estimated at approx. 20% of existing installed will need to eventually be replaced; % is higher for cones as more go missing

Further Background:

Oakland website: <https://www.oaklandca.gov/projects/oakland-slow-streets>

Press/review on early implementation: <https://www.citylab.com/transportation/2020/04/slow-streets-oakland-car-free-roads-pedestrians-covid-19/609961/>
 Slow streets map link: <http://arcg.is/9z581>
 Map example, showing online community feedback:



Additionally, Redwood City Pilot Program was implemented over 11 street, with a total distance of around 4 miles of street closures for \$10,000. Link here: <https://climaterwc.com/2020/04/28/redwood-city-council-approves-piloting-slow-streets-during-covid-19-lockdown/>

Business District Program

This portion of the program would utilize the Placemaking Team to support and expand the proposal that has been made to allow for businesses to utilize sidewalks for expanded retail/food service space. This request would provide \$17,000 in Essential Services funding to bring this program to District 8.

Funding Source

■ Essential Services Reserve: \$42,000 from Essential Services to Bring Residential and Business Program to D8

■ Other (Please specify program/project/fund): \$123,501 from PRNS Grant and Sponsorships funding to cover PRNS staffing and set aside \$40,320 for any needed secondary employment officers

Department or Organization Contact

Please list the contact information for the individual that certified cost estimates contained within your recommendation:

Oakland Cost Estimates:

Name and Title: Warren Logan, Policy Director of Mobility and Inter Agency Relations,

Department or Organization: Office of the Mayor of Oakland

Phone Number: 510.238.7608

Email: WLogan@OaklandCA.Gov

San Jose Budget Cost Estimates:

Name and Title: Jon Cicirelli, Director

Department or Organization: PRNS

Phone Number: 408-375-3445

Email: jon.cicirelli@sanjoseca.gov