



Date: December 29, 2016
Current Meeting: January 5, 2017
Board Meeting: January 5, 2017

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

FROM: Interim Director - Planning & Program Development, Carolyn M. Gonot

SUBJECT: One Bay Area Grant Cycle 2 - Program of Projects

Policy-Related Action: No

Government Code Section 84308 Applies: No

ACTION ITEM

RECOMMENDATION:

Approve the One Bay Area Grant Cycle 2 (OBAG 2) program of projects.

BACKGROUND:

The VTA Board of Directors adopted the process and criteria for allocation of One Bay Area Grant Cycle 2 (OBAG 2) program funds to cities, the County, and VTA on May 5, 2016. As explained below, the OBAG funds are programmed in two ways: a guarantee distribution program, the *Agency Guarantee Program*; and, a competitive award process, the *Countywide Competitive Complete Streets Program*. In turn, these programs are funded with Federal FY 2018-2022 Surface Transportation Block Grant Program (STBGP) funds and Congestion Mitigation and Air Quality (CMAQ) funds. Attachment A shows VTA's OBAG 2 program structure in graphic form, with program amounts updated to include the recently adopted Fixing America's Surface Transportation (FAST) act funds.

DISCUSSION:

Agency Guarantee Program:

Road Rehabilitation Guarantee: As shown in Attachment A, the Board's OBAG 2 *Agency Guarantee Program* structure provides \$28.6 million to the cities and towns for road rehabilitation and repair, using MTC's OBAG 2 formula to determine each agency's share. The OBAG 2 formula is based on population, projected housing construction, and actual past housing construction. Each agency determines how it will spend its OBAG 2 *Agency Guarantee Program* share on road rehabilitation and sends its list and supporting documentation to VTA

staff. Attachment B provides the list of *Agency Guarantee Program* projects that VTA staff recommends to the Board for approval.

Countywide Competitive Complete Streets Program:

The *Countywide Competitive Complete Streets Program* is funded with a mix of STBGP and CMAQ funds, shown on Attachment A. Projects must either be located either in, or directly serve a Priority Development Area (PDA). PDAs are locations defined by the cities and towns and approved by the Association of Bay Area Governments for more intense development around high frequency transit services. As shown in the following table, approximately \$48 million is available to the VTA Board to award for projects.

<u>Amount</u>	<u>Purpose</u>
\$53,946,500	Initial <i>Countywide Competitive Complete Streets Program</i> Amount
(\$4,350,000)	March 2016 Award to Palo Alto Adobe Creek Bridge project
(\$5,000,000)	May 2016 award to County Expressways rehabilitation program
\$3,440,000	Unused OBAG 1 Funds
\$48,036,500	Total Available for January 2017 Award

In May 2016, VTA staff released the OBAG 2 call-for-projects. A total of 27 projects were submitted, requesting more than \$73 million in grant funds.

The Competitive Scoring Process

On October 2, 2008, the VTA Board of Directors adopted a policy requiring all competitive grant applications to be reviewed and ranked by a scoring committee drawn from the VTA Technical Advisory Committee's (TAC) Capital Improvement Program Working Group (CIPWG) Scoring Committee, unless otherwise determined by the VTA Board.

All of VTA's member agencies are included in CIPWG, however per VTA Board policy, scoring committee participation is voluntary. No agency may have more than one representative, the minimum size is 3, and the maximum is 10. In addition, scoring committee members may not score their own project to avoid conflict. VTA requested participation on the OBAG 2 scoring committee from all member agencies. Staff from Campbell, San Jose, Santa Clara and Sunnyvale agreed to participate.

The CIPWG scoring committee met in August, 2016 to evaluate and rank the applications using the VTA Board-adopted criteria shown on Attachment C. Attachment D presents the scored and ranked list of competitive projects submitted for consideration.

In addition to considering the ranking of each project, staff has considered the best approach to incentivize prompt project delivery to ensure completion of projects that are funded. Historically, progress on the previous OBAG 1 program of projects has been slow. In fact, to date, approximately 67% of OBAG 1 projects have been delayed, re-scoped and/or altogether abandoned. Many of these projects were in their very early stages when they were originally programmed. In reviewing the ranked projects in Attachment D, Staff has noted that many of these projects are also in their very early stages.

In light of the above, VTA staff recommends the following:

- The VTA Board approve the programming of funds to projects scoring 70 points or more.
- The Board approve the programming of funds to only the following pre-construction phases at this time: Environmental, Design, and Right-of-Way. If a project sponsor has requested construction funding only, VTA staff does recommend the Board approve programming funding for the construction phase now.
- The Board approve the balance of the OBAG 2 program funding be placed into a project construction reserve.
- The Board approve future programming of construction funding to partially funded OBAG 2 projects upon timely completion of pre-construction phases, to be programmed on a first-come, first-served basis.
- The Board require that all projects obtain Federal authorization to proceed in the fiscal year that funds are programmed in the Federal Transportation Improvement Program (TIP) and that project funding not authorized by the end of that fiscal year revert to the VTA Board for reprogramming.
- The VTA Board require that all project sponsors with federal pre-construction phase programming complete those phases within two years of Federal authorization to proceed; otherwise, VTA's construction funding commitment will expire, and the funds held in reserve for that project will revert to the VTA Board for reprogramming.
- The VTA Board authorize staff to make exceptions to the above deadlines based on action or non-action by the Federal Government.

These staff recommendations are incorporated into the "Recommended Amount" column on Attachment D and brief project descriptions are presented in Attachment E.

ALTERNATIVES:

The Board may select alternative projects and/or alternative programming strategies.

FISCAL IMPACT:

This action prioritizes Federal programming for Congestion Management Program Member Agency projects. Only funds programmed to VTA for its own projects will flow to VTA. The budget impacts of those projects will be addressed in a separate memorandum. The Member Agencies will obtain their funding through Caltrans. If adopted as proposed, \$10,900,000 will be made available for future VTA Congestion Management Program budgets covering fiscal years 2018 through 2022.

ADVISORY COMMITTEE DISCUSSION/RECOMMENDATION:

The Citizens Advisory Committee (CAC), Bicycle and Pedestrian Advisory Committee (BPAC), Technical Advisory and Policy Advisory Committees received presentations and discussed this

item as part of their December 7 and 8, 2016 agendas.

The CAC unanimously recommended VTA Board approval.

The BPAC received public comment and engaged an extended discussion with regards to project #14, the San Tomas Aquino Creek Trail Bypass. The Committee and public were concerned that need for the project is generated by periodic closures of the existing San Tomas Aquino Creek trail during selected Levi's Stadium events. The Committee unanimously adopted a recommendation that VTA Board fund projects through Score 69, omitting the San Tomas Aquino Creek trail.

The TAC discussed and ultimately endorsed the VTA staff recommendation with one member dissenting. A motion to have the VTA Board guarantee full funding for all recommended projects was considered, but failed.

The PAC discussed and unanimously recommended approval of the item. Several PAC members requested consideration of geographic equity in future OBAG discretionary cycles, and the Chair requested an analysis by TAC of the degree to which the current criteria favor projects in the larger cities.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

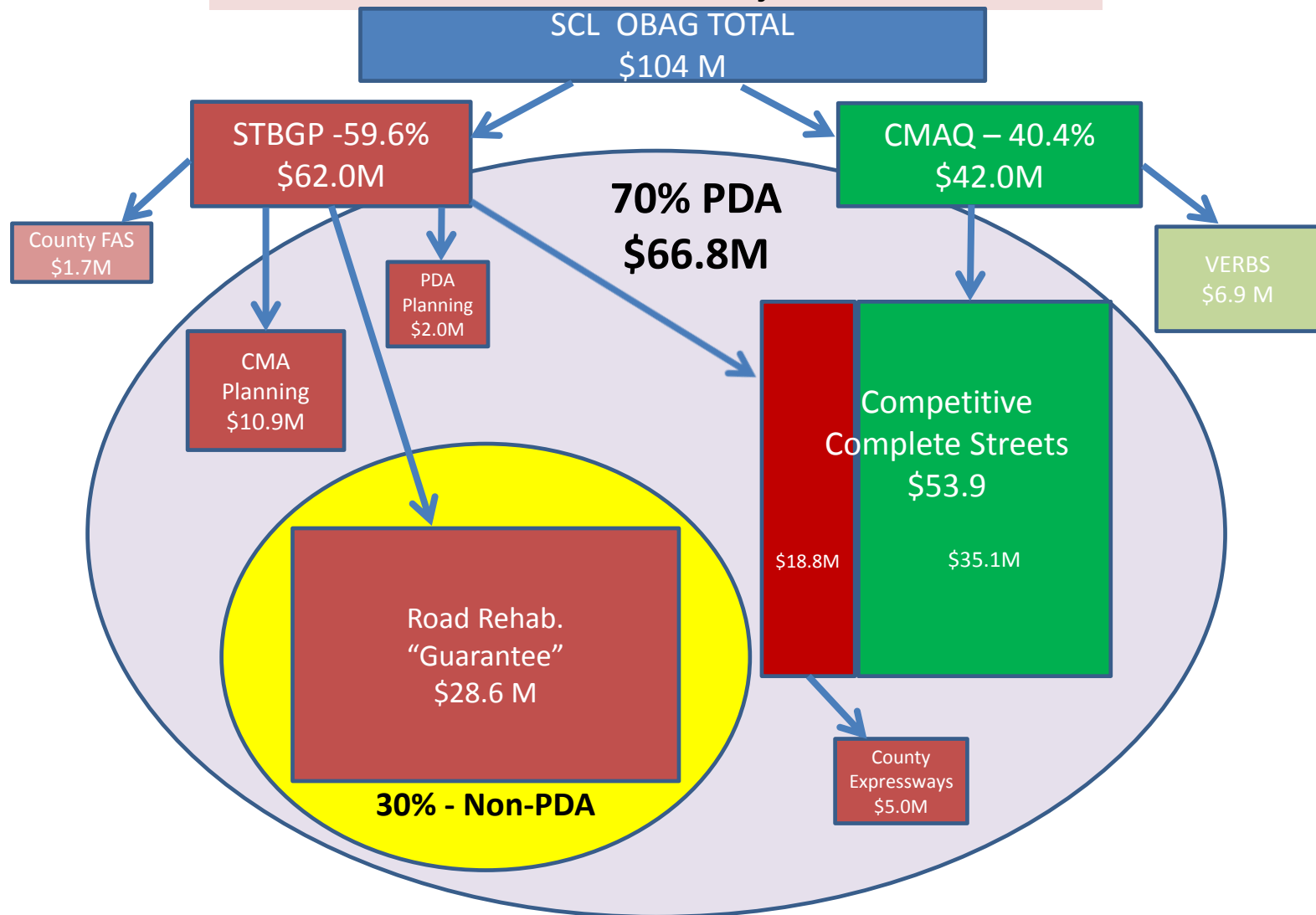
The Congestion Management Program & Planning Committee (CMPP) discussed this item at its December 15, 2016 meeting and unanimously recommended Board approval. The Committee requested a report on OBAG 1 project performance at a future meeting.

Prepared by: Celeste Fiore
Memo No. 5613

ATTACHMENTS:

- RES 5613_Attach A_Structure (PDF)
- RES 5613_Attach B (PDF)
- RES 5613_Attach C_Criteria (PDF)
- RES 5613_Attach D_Competitive (PDF)
- RES 5613_Attachment E_Proj Details (PDF)

Attachment A - Santa Clara County OBAG II Structure



Attachment B
One Bay Area Grant Cycle 2
Santa Clara County Agencies
Guarantee Local Streets & Roads Preservation Program

Local Agency	OBAG Share %	Estimated Funds (rounded to 1,000s)	Project Title
Campbell	1.9%	\$554,000	Winchester Boulevard Overlay
Cupertino	2.7%	\$769,000	Cupertino Pavement Mgmt Program
Gilroy	3.6%	\$1,028,000	Monterey Street Streetscape and Rehabilitation
Los Altos	1.2%	\$336,000	Fremont Avenue Asphalt Concrete Overlay
Los Gatos	1.2%	\$343,000	Lark Avenue Overlay
Milpitas	5.6%	\$1,609,000	Street Resurfacing 2018
Morgan Hill	3.0%	\$857,000	East Dunne Avenue Pavement Rehabilitation
Mtn View	4.0%	\$1,136,000	West Middlefield Road Improvements
Palo Alto	3.5%	\$1,009,000	Palo Alto OBAG 2 Street Resurfacing
San Jose	51.0%	\$14,597,000	San Jose Pavement Maintenance Program OBAG2
Santa Clara	8.2%	\$2,356,000	Santa Clara Various Streets & Roads Preservation-2017
Saratoga	1.2%	\$338,000	Saratoga Village Crosswalks and Sidewalk Rehabilitation
Sunnyvale	9.0%	\$2,566,000	Sunnyvale Traffic Signal Upgrades
SC County	4.0%	\$1,151,000	County Streets & Roads Preservation Program
Los Altos Hills	Deferred to next OBAG cycle.		
Monte Sereno	Programmed in OBAG cycle 1.		
Total	100.0%	\$28,649,000	

All funds are Federal Surface Transportation Block Grant Program

ATTACHMENT C
Santa Clara County OBAG 2 Competitive Program Scoring Criteria FY2018-2022

PRE-SCREENING CRITERIA CHECKLIST:

☐ 2008 Complete Streets Act Compliance

SCREENING CRITERIA CHECKLIST:

☐ VTP 2040 Consistency

☐ MTC Complete Streets Checklist

☐ PDA (and proximate access) location(s)

☐ Grant Request ≥ \$500,000

☐ Will incorporate complete streets design guidelines

CRITERIA: Minimum Score 25 points

CATEGORIES	DETAILS	MAX PTS
Safety	High: Project will address a demonstrated safety issue (e.g. multiple collisions/fatalities/injuries on a regular basis) with a proven/demonstrated countermeasure.	15
	Medium: Project will improve a situation with safety issues (e.g. conflicts or evidence of high vehicle traffic volume or speed).	
	Low: Project will generally improve safety issues. Project has the potential to reduce exposure/risk of conflicts between motor-vehicles and bike/pedestrians.	
Project Benefits: Catalyst for Economic Vitality; Livability (Design); Multimodal	Project has identifiable benefits beyond typical transportation benefits (improves livability, economic vitality; creates sense of place) Project uses best complete streets design practices (application indicates which guidelines will be used). Project serves and/or improves three (3) or more transportation modes.	10
Gap Closure/ Connectivity	Project proposes a shorter route, completes sidewalks, closes gaps in a transportation facility and/or multimodal network.	10
Air Quality Improvement and/or Vehicle Miles Traveled (VMT) Reduced	Project demonstrates it can improve air quality by reducing emissions or lessening traffic congestion and/or the project employs strategies to reduce VMT (such as mobility management, bike/ped facilities, parking mgmt, etc.).	10
Public Involvement/Support	Project developed through a collaborative planning process that included broad partnerships among a variety of stakeholders.	10
Local Match	Agency can commit from 12% to ≥ 21% of total project cost from non- federal sources. (one point for each 1 percent to 10 points max)	10
Project Readiness/Delivery	<u>Categorical Exclusion (CE)</u> pts	10
	Design Complete 5	
	ROW Complete 5	
Jobs Density (current and future) within ABAG defined PDA	<u>Not CE</u> pts	5
	ENV Complete 4	
	Design Complete 3	
Jobs Density (current and future) within ABAG defined PDA	<u>Not CE</u> pts	5
	Design Complete 3	
	ROW Complete 3	
Jobs Density (current and future) within ABAG defined PDA	<u>Ranges (jobs per acre)</u> pts	5
	High: (30+) 5	
	Medium: (10-30) 3	
Housing Density (current and future) within ABAG defined PDA	Low: (1-9) 1	5
	<u>Ranges (housing units per acre)</u> pts	
	High: (20+) 5	
Community of Concern and/or Community Air Risk Evaluation (CARE)	Medium: (10-20) 3	5
	Low: (1-9) 1	
	Project is located within a COC and/or CARE area. Map included showing project location. Y/N?	
Affordable Housing &/or Senior/Disabled-Serving Facilities	<u>Project is within:</u> pts	5
	1/8 mile of affordable housing and/or a senior/disable facility Y/N? 5	
	1/4 mile of affordable housing and/or a senior/disable facility Y/N? 2	
Proximity to designated high ridership transit stop (rail, bus, BRT)	<u>Project is within:</u> pts	5
	1/4 mile of Major transit stop (≥ 200 boardings/day) 5	
	1/4 mile of Core transit stop (40 - 199 boardings/day) 2	
		100
		BONUS
BEP Plan	Project is in the Bicycle Expenditure Program Y/N?	10
Anti-Displacement Policies	Sponsoring jurisdiction has at least one anti-displacement policy in existence.	5

Attachment D
OBAG 2 FY18-22 Competitive Applications - Recommended Funding

	Agency	Application Name	Score	Requested Amount	Recommended Amount	Funded Phase	Reserved for Future Programming	Cumulative Amount		
1	Sunnyvale	Peery Park Sense of Place Improvements	92	\$ 2,686,000	\$ 1,151,143	Env/Design	\$ 1,534,857	\$ 2,686,000		
2	San Jose	McKee Road Vision Zero Priority Safety Corridor	89	\$ 8,623,000	\$ 2,846,000	Env/Design	\$ 5,777,000	\$ 11,309,000		
3	Sunnyvale	East Sunnyvale Area Sense of Place-Transit/Bike/Ped Upgrades	89	\$ 3,047,425	\$ 1,306,040	Env/Design	\$ 1,741,385	\$ 14,356,425		
4	Sunnyvale	Fair Oaks Ave Bikeway & Streetscape	86	\$ 782,495	\$ 335,355	Env/Design	\$ 447,140	\$ 15,138,920		
5	Milpitas/VTA	Montague Expressway Pedestrian Overcrossing at Milpitas BART Station	84	\$ 7,000,000	\$ 7,000,000	CON		\$ 22,138,920		
6	San Jose	West San Carlos Urban Village Streetscape Improvements	82	\$ 7,932,000	\$ 2,618,000	Env/Design	\$ 5,314,000	\$ 30,070,920		
7	Sunnyvale	Bernardo Ave Bicycle Undercrossing	77	\$ 500,000	\$ 500,000	Env/Design		\$ 30,570,920		
8	Sunnyvale	Java Drive Road Diet & Bike Lanes	76	\$ 500,000	\$ 214,286	Env/Design	\$ 285,714	\$ 31,070,920		
9	Palo Alto	El Camino Real Pedestrian Safety & Streetscape	74	\$ 4,655,000	\$ 4,655,000	CON		\$ 45,114,920		
10	San Jose	Tully Road Vision Zero Priority Safety Corridor	74	\$ 8,599,000	\$ 2,838,000	Env/Design	\$ 5,761,000	\$ 39,669,920		
11	Santa Clara	Hetch-Hetchy Trail Phase 1	74	\$ 790,000	\$ 790,000	CON		\$ 40,459,920		
12	Santa Clara	Santa Clara Safe Routes to School	72	\$ 513,500	\$ 513,500	CON		\$ 45,628,420		
13	Sunnyvale	Lawrence Station Area Sidewalks & Bike Facilities	70	\$ 500,000	\$ 214,286	Env/Design	\$ 285,714	\$ 46,128,420		
14	Santa Clara	San Tomas Aquino Creek Trail Underpass	70	\$ 2,449,000	\$ 2,449,000	CON		\$ 48,577,420		
15	Santa Clara	Saratoga Creek Trail Phase 1	70	\$ 3,735,200	\$ 3,735,200	CON		\$ 52,312,620		
SCORE CUTOFF										
16	San Jose/VTA	King Road Pedestrian Safety & Transit Access Improvements	69	\$ 607,000	\$ 31,165,810		\$ 21,146,810	\$ 52,312,620		
17	Campbell	Campbell PDA Enhancements Project	69	\$ 3,080,000						
18	San Jose	Julian & St. James "Livable Streets" Couplet conversion	68	\$ 6,753,000						
19	Sunnyvale	Fremont Ave Bikeway & Streetscape Improvements	64	\$ 1,244,000						
20	Santa Clara	Lawrence Station Area - Monroe Street & Agate Drive Bike/Pedestrian	62	\$ 942,000						
21	Mountain View	Shoreline Blvd Pathway Improvements	58	\$ 1,996,000						
22	Gilroy	Fourth Street Streetscape	57	\$ 950,000						
23	Gilroy	Gourmet Alley	57	\$ 1,168,000						
24	Los Altos	San Antonio Road & West Portola Ave Improvements	56	\$ 670,000						
25	Gilroy	Fifth Street & Martin Complete Street Gap Closure	54	\$ 1,853,000						
26	Cupertino	Stevens Creek Blvd Class IV Bikeway	47	\$ 807,000						
27	Palo Alto	California Avenue District Bike Station	44	\$ 1,505,000						
CMAQ Requested				\$ 73,887,620						
Available OBAG 2 Funds				\$ 48,946,500						
Palo Alto	Less Adobe Creek/Hwy 101 Bicycle Pedestrian Bridge (funded in OBAG 1)			\$ (4,350,000)						
Sub-total				\$ 44,596,500						
OBAG1 Undelivered funds				\$ 3,440,000						
Total Available Funds				\$ 48,036,500						

ATTACHMENT E ONE BAY AREA GRANT CYCLE 2 RECOMMENDED PROJECT DETAILS

Sunnyvale –Peery Park Sense of Place Improvements

This project will implement improvements to bicycle and pedestrian infrastructure along Mathilda Avenue and Maude Avenue as noted in the Peery Park Specific Plan. This corridor links the adjacent PDA with employment zones, retail, and parks. The project will close gaps in pedestrian and bicycle travel by extending the bike lanes from Maude Avenue to Central Expressway. An analysis of the last five years showed that there were a total of 10 vehicle collisions involving bicyclists or pedestrians on the facilities where improvements are planned. Improvements include sidewalk installation, bike lane installation, enhanced bike lanes, and enhanced pedestrian crosswalks.

San Jose – McKee Road Vision Zero Priority Safety Corridor

According to the city's Vision Zero plan, McKee Road ranks among the fourteen major street segments that have the highest frequency of fatal and severe injury for people walking, bicycling, motorcycle riding, and driving. From Route 101 to Toyon Avenue, McKee Road is predominately a six-lane principal arterial roadway that runs in the east-west directions. The roadway carries an average daily traffic of 30,000 vehicles per day.

Based on the reported traffic crashes in the past five years (2011 through 2015), there had been 517 crashes that resulted in 318 injuries (22 major injuries), and 3 fatalities. Of the 517 crashes, 33 involved a bicyclist, and 44 involved a pedestrian. Proposed safety measures include traffic signal modifications such as upgrading signals to current standards, increasing signal heads size, installing additional signal heads, replacing pedestal mounted signal heads to mast arm mounts, adding signal back plates and Accessible Pedestrian Signals (APS), and installing bicycle detections.

Sunnyvale –East Sunnyvale Area Sense of Place-Transit/Bike/Pedestrian Upgrades

The East Sunnyvale Area Sense of Place Plan addresses how the area can be improved to provide safety on Duane Avenue, Stewart Drive, and De Guigne Drive. Released in November 2015, the Plan lays out a specific framework for upgrades to the project area that would create a synergistic appeal. Those upgrades consist of new sidewalks, crosswalks, ADA ramps, landscaped pedestrian buffers, multi-use paths, green colored and buffered bike lanes, green bike route sharrows, two-stage bicycle left-turn boxes, bus stop improvements, on-street parking, intersection bulb-outs, reduced corner curb radii, and added street right-of-way to improve circulation.

Sunnyvale – Fair Oaks Avenue Bikeways and Streetscape

The project transforms a densely trafficked, chaotic, bicycle and pedestrian unfriendly thoroughfare into a complete street. By de-emphasizing automobile access and on-street parking and providing bicycle space and a pedestrian buffer, Fair Oaks Avenue will better serve the neighborhoods and allow and encourage people to walk and bike to the several neighborhood commercial centers that are located on the segment of Fair Oaks Avenue from Old San Francisco Road to Ahwanee Avenue.

Collision statistics for 2010 and 2011 reflect the safety issues. Fair Oaks Avenue experiences the second highest level of collisions in the City of Sunnyvale. One hundred twenty-one collisions

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occurred on Fair Oaks Avenue in the project vicinity during this time. Four of these involved bicyclists. Twenty-nine percent (29%) of collisions were due to improper turning, and 45% were speed related.

Project is in the Bicycle Expenditure Program.

Milpitas/MTA – Montague Expressway Pedestrian Overcrossing at Milpitas BART Station,
The Montague Expressway Pedestrian Overcrossing (MPOC) is on Montague Expressway, approximately 1000' east of the Montague Expressway/Great Mall Parkway/East Capitol Avenue intersection. The MPOC spans the expressway north-south and connects the BART/MTA multimodal transit center to development on Piper Drive.

The overcrossing is a 250-foot long, elevated and fully enclosed public pathway for pedestrians, bicyclists, and persons in wheelchairs/other. Increased bicycle and pedestrian activity in the area is inevitable with the new BART station opening, and with increases in non-motorist activity come potential increases in safety concerns for non-motorized users. The MPOC intends to provide a safer alternative that elevates all non-motorized trips that must cross Montague Expressway. This grant award will fund the construction phase only.

Project is in the Bicycle Expenditure Program.

San Jose – West San Carlos Urban Village Streetscape Improvements

West San Carlos Street is a four-lane east-west principal arterial that carries an Average Daily Traffic (ADT) of approximately 21,000 vehicles per day. Based on reported traffic crashes in the past five years (January 1, 2011 - December 31, 2015) there have been 249 crashes that resulted in one fatality, 7 major injuries, 37 moderate injuries, and 98 minor injuries; of the 249 crashes, 45 involved bicyclists and/or pedestrians.

This project proposes to: modify right-turn slip-lanes and reduce corner radii to slow turning traffic and increase pedestrian and bicycle safety; add new crosswalks and ADA-compliant curb ramps; enhance crosswalks with high visibility markings/signs; install rectangular rapid flashing beacons; add or reconstruct medians for safer crossings; add streetscape elements; upgrade traffic signals to current standards to detect and accommodate pedestrians; and install bike racks.

Sunnyvale –Bernardo Avenue Bicycle Undercrossing

This project will fund the Bernardo Avenue Undercrossing environmental analysis and preparation of the Environmental Impact Report (EIR). Bernardo Avenue is a two-lane collector roadway that is located in the western portion of the City. However, there is a break in the roadway at Evelyn Avenue due to the Caltrain Railroad tracks.

The Bernardo Avenue bicycle undercrossing will provide the residents and workers a safer, alternative travel method. In addition, the bicycle facilities in the project area will be upgraded to provide a viable travel option and a direct route for bicyclists and pedestrians. The undercrossing will also serve the community with a safe and convenient way for bicyclists and pedestrians to cross the railroad tracks.

Project is in the Bicycle Expenditure Program.

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Sunnyvale –Java Drive Road Diet and Bike Lanes

This project will construct approximately 5,000 linear feet of Class II bike lanes (each side) via a road diet on Java Drive from Mathilda Avenue to Crossman Avenue. The project will also include bicycle detection at five signalized intersections for added bicycle travel convenience. The project includes color pavement treatments for vehicle conflict zones. Collision data from 2011 to 2016 shows that there were 11 collisions in this segment.

New bike lanes will provide an alternative to driving to work in one of the most concentrated workplace areas in the City. The bike lanes with the road diet will create a multi-modal travel approach to one of the major roadways in the area. It will serve three transportation modes as bicyclists will have a new bike lane to use, bus or light rail transit riders can begin or end their trips with their bikes on a bike lane, and pedestrians will benefit from slower vehicles on the roadway due to the reduction in travel lanes.

Project is in the Bicycle Expenditure Program.

San Jose – Tully Drive Vision Zero Priority Safety Corridor

Tully Road is a six-lane principal arterial roadway that runs in the east-west directions. This roadway carries an Average Daily Traffic (ADT) of 37,000 vehicles per day. Based on the reported traffic crashes in the past five years (2011 through 2015) along Tully Road between Monterey Road and Capitol Expressway, there had been 852 crashes that resulted in 469 injuries (28 major injuries), and six (6) fatalities. Of the 852 crashes, 57 involved a bicyclist, and 41 involved a pedestrian.

Project safety measures include: raised median islands; narrowed vehicle travel lanes; modified right-turn slip-lane and/or squared up intersections; installed new and raised crosswalks, ADA ramps, and buffered bike lanes. Modifications to right-turn slip-lanes and/or tightening corner radii at the intersection present an excellent opportunity for infrastructure upgrade to include ADA-compliant features providing safer and greater accessibility for pedestrians and the physically and visually impaired alike.

Palo Alto – El Camino Real Pedestrian Safety and Streetscape

The El Camino Real Pedestrian Safety and Streetscape Project will install complete streets improvements focused on pedestrian safety at controlled and uncontrolled crosswalks, enhanced bus operations at two existing major transit stops, and new urban design amenities between Stanford Avenue and Sheridan Avenue. The project includes: curb extensions; median refuges; two pedestrian hybrid beacons at a new and existing uncontrolled crosswalks; median shade trees; pedestrian scale lighting.

Between 2009 and 2013, five pedestrian-auto collisions were reported in the study area. Long crossing distances, typically 100 feet in length, across the six- to seven-lane El Camino Real create a safety issue for pedestrians. At signalized intersections, turning and curb radii are generous, which lengthen crossing distances and allow vehicles to make high-speed turns across the signalized crosswalks.

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Santa Clara – Hetch-Hetchy Trail Phase 1

Currently, the only option available to bicyclist traveling between Guadalupe River Trail and the San Tomas Aquino Creek Trail are the on-street bike lanes along 40 mph Tasman Drive or the on-street bike lanes on Agnew Road with an at-grade railroad crossing at Lafayette Street. Both options present safety issues for all but the very experienced bicyclist.

Hetch-Hetchy Trail Phase 1 will construct a 12-foot wide asphalt/concrete class I bicycle and pedestrian facility along 1/3 miles of the Hetch-Hetchy right-of-way from Stars and Stripes Drive to San Tomas Aquino Creek and continuing along .6 miles of the east bank of the San Tomas Aquino Creek from Hetch-Hetchy right-of-way to Agnew Road. Project elements include striping, signage and a ramp connecting the Hetch-Hetchy portion of trail to the top of the eastern levee of the San Tomas Aquino Creek. Project is in the Bicycle Expenditure Program.

Santa Clara – Santa Clara Safe Routes to School

City staff contacted parents at seven Santa Clara public schools to determine which safety improvements are needed to enhance student participation in Safe Routes to School programs. These seven schools are Bowers, Briarwood, Haman, Montague, Scott Land, Sutter Elementary school, and Cabrillo Middle school. Those safety improvements are addressed with this infrastructure project. These improvements include, but are not limited to additional sidewalks and ADA ramps, improved crosswalks, additional bike lanes, traffic calming, and signal modifications.

Sunnyvale –Lawrence Station Area Sidewalks and Bike Facilities

The project will provide direct pedestrian and bicycle access to the Lawrence Caltrain station. Infrastructure improvements include enhanced pedestrian conditions and bike lanes where none exist on the south side of the station. Currently, a sidewalk on the non-station side of Willow Avenue requires that pedestrians execute an unmarked mid-block crossing on a blind corner with driver visibility blocked by a bridge support embankment. This project will close a sidewalk gap on the station side of the Willow Avenue, as well as close gaps on other areas of Willow Avenue and Aster Avenue that serve adjacent land uses. Bicycle lanes will create a connection between existing bike lanes on Evelyn Avenue to the train station. Based on collision statistics for 2009 to 2013, fourteen collisions occurred in the project vicinity.

Santa Clara – San Tomas Aquino Creek Trail Underpass

The occasional closure of the San Tomas Aquino Creek trail adjacent to Levi's Stadium creates a temporary one mile gap in the existing facility from 0.1 mile north of Tasman Drive to Agnew Road. During these closures, trail users must choose to take a 2 mile detour through an adjacent neighborhood or a 1.75 mile detour along Mission College Boulevard and congested Great America Parkway to go around the Stadium. This project will close the gap, eliminate the need for a detour, and allow the general public uninterrupted access to the creek trail.

Elements of the project include a ¼ mile class I bicycle and pedestrian underpass facility along the west bank San Tomas Aquino Creek, beginning at the existing Tasman Drive underpass and continuing under three pedestrian bridges adjacent to the creek trail and Levi's Stadium. Also,

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the project includes a minimum 10-foot wide asphalt/concrete trail paved with decorative retaining walls to match adjacent trail facility.
Project is in the Bicycle Expenditure Program.

Santa Clara – Saratoga Creek Trail Phase 1

Saratoga Creek Trail Phase 1 will construct a portion of the planned Saratoga Creek Trail from Central Park to Homeridge Park. The multi-use asphalt/concrete trail will be 10 - 14 feet wide, 1/4 mile in length, with signage, striping and landscaping. Project elements include a pedestrian bridge over the Saratoga Creek west of Kiely Boulevard, and two undercrossing at Homestead Road and Kiely Boulevard.

This will be a Class I facility connecting the residents in the neighborhoods south of Homestead Road with the 52 acres Central Park. Currently, residents walking and biking to Homeridge Park and Central Park are exposed to conflicts with vehicles along Homestead Road and Kiely Boulevard.

Project is in the Bicycle Expenditure Program.

Palo Alto – Adobe Creek/ Highway 101 Bicycle Pedestrian Bridge

As an eight-lane freeway carrying 200,000 vehicles per day, with a partial cloverleaf interchange nearby and limited alternative routes for non-motorized users, Highway 101 at Adobe Creek/San Antonio Road is a major physical and psychological gap in the regional and local bikeway network. The proposed overcrossing and 0.12 mile Class I multi-use “reach” trail will provide connectivity from residential and commercial areas in Palo Alto to the Palo Alto Baylands Nature Preserve, East Bayshore and San Antonio businesses, and the regional San Francisco Bay Trail (Bay Trail) network of multi-use trails.

This new trail will open up alternative routes to/from the Baylands that avoid high-speed arterials such as West Bayshore Road in favor of a grade-separated trail access from local Class II and Class III Bicycle Boulevard) connections. It is an important commuter route for many who live in southern Santa Clara County and bicycle to work in Palo Alto and at Stanford University along the Bay Trail. Lastly, it provides local access and recreational options for the existing mix of employees, seniors, and daycare children who occupy nearby buildings. The overcrossing project will make this connection permanent, reliable, and accessible 365 days per year for all users.

Project is in the Bicycle Expenditure Program.