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REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMISSION

SUBJECT

Recommend to City Council a Project To Be Used in the Application of Transportation Development Act (TDA) Article 3 Funding for Fiscal Year 2019/20

BACKGROUND

TDA Article 3 is a source of funds created by State legislation and processed through the Santa Clara Valley Transportation Authority (VTA) and Metropolitan Transportation Commission (MTC) that annually returns sales tax revenues to local agencies earmarked for bicycle and pedestrian projects.

The eligibility requirements to receive funds in Fiscal Year (FY) 2019/20 funding cycle are:

1. The project shall fit within one of these eligible project types:
 - Construction and/or engineering of a bicycle or pedestrian capital project.
 - Maintenance of a multi-purpose path which is closed to motorized traffic.
 - Bicycle safety education project (no more than 5% of county total).
 - Development of a comprehensive bicycle or pedestrian facilities plans (allocations to a claimant for this purpose may not be made more than once every five years).
 - Restriping Class II bicycle lanes.
2. Environmental clearance is required for construction projects only.
3. Potential projects must have been reviewed by the City's Bicycle and Pedestrian Advisory Commission (BPAC)
4. Bicycle projects funded by TDA Article 3 funds must comply the VTA Bicycle Technical Guidelines as adopted on December 13, 2012.
5. Have an authorizing resolution (Attachment 1 - reserve for City Council)
6. The project must be ready to implement within one year of the application cycle.

In FY 2019/20, the City anticipates to receive approximately \$170,000 for eligible projects.

EXISTING POLICY

General Plan, Chapter 3, *Land Use and Transportation Element* :

- **Goal A: Coordinated Regional and Local Planning** - Protect the quality of life, the natural environment, and property investment, preserve home rule, secure fair share of funding, and provide leadership in the region.
- **Goal B: Coordinated Regional and Local Planning** - Support the sustainable vision by incorporating sustainable features into land use and transportation decisions and practices.
- **Goal C: An Effective Multimodal Transportation System** - Offer the community a variety of transportation modes for local travel that are also integrated with the regional transportation system and land use pattern. Favor accommodation of alternative modes to the automobile as a means to enhance efficient transit use, bicycling, and walking and corresponding benefits to

the environment, person-throughput, and qualitative improvements to the transportation system environment.

ENVIRONMENTAL REVIEW

The action being considered does not constitute a “project” within the meaning of the California Environmental Quality Act (“CEQA”) pursuant to CEQA Guidelines section 15378(a) as it has no potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment.

DISCUSSION

The determination of candidate TDA Article 3 projects for FY 2019/20 is based on the review of TDA eligibility requirements, consideration of the Pedestrian Safety and Opportunities Study, Bicycle Capital Improvement Program, Bicycle Plan, Comprehensive School Traffic Study, resident requests, as well as, Commission members' and staff's knowledge of bicycle and pedestrian facility safety priority needs in the City. Staff and the BPAC have identified the following seven (7) candidate TDA Article 3 projects:

1. Upgrade Off-Street Pathway

Description: Upgrade off-street paths with improvements such as removal of barriers, installation of curb ramps, installation of no parking zones near the entrance to the off-street paths. The off-street path locations include:

- Bicycle Pedestrian Bridge on The Dalles Avenue over SR 85 - Staff finds that the bridge is not designed to current ADA standards. In addition, a regulatory sign was installed at the entrance of the bridge to direct bicyclists to walk their bikes.
- Bicycle Pedestrian Bridge east of Fair Oaks Avenue over US 101 - Staff finds that the bridge is not designed to current ADA standards. In addition, a regulatory sign was installed at the entrance of the bridge to direct bicyclists to walk their bikes.
- Bicycle Pedestrian Path on the east end of Evelyn Avenue between Reed Avenue and Cassia Way - Staff finds that the path width is not built to Caltrans Highway Design Manual Class I Bikeway Path standards.
- Bicycle Pedestrian Path between SR 85 and Bernardo Avenue north of Homestead Road - This pathway is outside of City of Sunnyvale's Jurisdiction. In addition, this location is currently under evaluation in the Homestead Road Corridor Study led by Santa Clara County.

Approximate Cost: \$4.0 to \$10.0 M

2. Americans with Disability Act (ADA) Compliant Curb Ramp Installations

Description: Installation of Americans with Disabilities Act (ADA) compliant curb ramps at the following intersections based on public request and BPAC's request:

- Syracuse Drive and Kelsey Drive (two ramps)
- Leota Avenue and Noriega Avenue (two ramps)
- Clarence Avenue and Sara Avenue (four ramps)
- Bayview Avenue and McKinley Avenue (two ramps)
- Peach Avenue/ Heatherstone Avenue and Hanover Avenue (two ramps)
- Angel Avenue at Sunnyvale Caltrain Station - There is no designated pedestrian or bicycle path within the Sunnyvale Caltrain Station parking lot, therefore the installation of a ramp will not lead to any bicycle/pedestrian facility connecting to the Caltrain pedestrian path.

Approximate Cost: \$195,000 (\$13,000/ramp)

3. Installation of pedestrian crossing on California Avenue at Pajaro Avenue

Description: Installation of an enhanced pedestrian crossing and an advance crossing beacon on the west leg of California Avenue at Pajaro Avenue.

Approximate Cost: \$150,000

4. Java Drive "Road Diet" (Lane Removal) - Matching Grant Funds

Description: Required matching funds for One Bay Area Grant (OBAG) program. Includes installation of 5,000 linear feet of Class II bicycle lanes (each side of the road) via a road diet on Java Drive (removal of one lane). The project will also include bicycle detection at five (5) signalized intersections and pavement color treatments.

Approximate Cost: \$170,000

5. Active Transportation Plan (ATP) Project Contingencies

Description: Additional funding to be used for project contingencies that includes additional analysis of existing community conditions like bicycle level of service on the City's roadway network, additional data collection for identifying key bicycle and pedestrian activity centers, and development of density maps for safe routes to school plan.

Approximate Cost: \$170,000

6. Green Bicycle Pavement Markings

Description: Installation of green bicycle pavement markings at up to five (5) intersections. Marking will be installed if the selected locations meet the City's Green Bike Lane Design Standards.

Approximate Cost: \$170,000

7. Safety Improvements at the intersection of Fremont Avenue and Manet Drive/Bobwhite Avenue

Description: Implementation of the following possible safety improvements at the intersection of Fremont Avenue and Manet Drive/Bobwhite Avenue:

- Curb extension on the northwest corner with bi-directional ADA compliant curb ramps
- Installation of high visibility crosswalks
- Green bicycle pavement markings in conflict zone
- Leading pedestrian interval
- Replace 8" vehicle signal heads with 12" vehicle signal heads to improve visibility

Approximate Cost: \$250,000

FISCAL IMPACT

TDA Article 3 is a program that reimburses cities for the incurred costs of selected projects. No local matching funds are required for guaranteed funding projects. The City anticipates to receive approximately \$170,000 funds from the City's guaranteed fund apportionment. New revenue constitutes a positive fiscal impact.

PUBLIC CONTACT

Public contact was made through posting of the Bicycle and Pedestrian Advisory Commission agenda on the City's official-notice bulletin board, on the City's website, and the availability of the agenda and report in the Office of the City Clerk.

ALTERNATIVES

1. Recommend to City Council to use the TDA Article 3 grant fund for Project No. 3 - Installation of pedestrian crossing on California Avenue at Pajaro Avenue.
2. Recommend to City Council to use the TDA Article 3 grant fund for Projects No. 1, 2, 4, 5, 6, or 7.
3. Recommend to City Council to use the TDA Article 3 grant fund for a project not listed.

RECOMMENDATION

Alternative 1. Recommend to City Council to use the TDA Article 3 grant fund, estimated at \$170,000, for Project No. 3 - Installation of pedestrian crossing on California Avenue at Pajaro Avenue.

At the intersection of California Avenue at Pajaro Avenue, safety concerns have been identified by the community. The City has received multiple requests to install a marked crossing to accommodate families with small children to cross California Avenue in order to access Cannery Park. There is a reverse curve on California Avenue on the eastbound approach to the intersection that limits the visibility of drivers to see crossing vehicles or pedestrians. To improve the safety at this location, an enhanced pedestrian crossing and an advance crossing beacon on the west leg of California Avenue at Pajaro Avenue is recommended.

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Reviewed by: Shahid Abbas, Transportation and Traffic Manager

Approved by: Chip Taylor, Director, Department of Public Works

ATTACHMENTS

1. Reserved for Report to Council.
2. Background information for Project 1 - Upgrade Off-Street Pathway.
3. Background information for Project 3 - Installation of pedestrian crossing on California Avenue at Pajaro Avenue.
4. Background information for Project 7 - Safety Improvements at the intersection of Fremont Avenue and Manet Drive/Bobwhite Avenue.