

### REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMISSION

#### **SUBJECT**

Recommend to City Council a Project for the Application of Transportation Development Act (TDA) Article 3 Funding for Fiscal Year 2023/24

#### **BACKGROUND**

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

The eligibility requirements to receive funds in Fiscal Year (FY) 2023/24 funding cycle are outlined in the Metropolitan Transportation Commission (MTC) Resolution No. 4108, "Transportation Development Act, Article 3, Pedestrian/Bicycle Projects, Policies and Procedures" (Attachment 2).

At the March 17, 2022 Bicycle and Pedestrian Advisory Commission (BPAC) meeting, BPAC voted to bank FY 2022/23 funding in the amount of \$210,629 for future use. The FY 2023/24 TDA funding amount is \$125,991. Combined with the amount banked last year, for FY 2023/24, the City anticipates having \$336,620 for reimbursement of eligible projects.

The City Council is scheduled to consider this item on June 20, 2023.

#### **EXISTING POLICY**

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

- **Goal LT-1: 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 LT-2: Environmentally Sustainable Land Use and Transportation Planning and Development** - Support the sustainable vision by incorporating sustainable features into land use and transportation decisions and practices.
- **Goal LT-3: 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 TDA Article 3 projects for FY 2023/24 is based on the review of TDA eligibility requirements, consideration of the Active Transportation Plan, Vision Zero Plan, Roadway Safety Plan, resident requests, and Commission members' and staff's knowledge of bicycle and pedestrian facility priority needs in the City. Based on the discussion at the February 16, 2023 BPAC meeting and further staff research, the following six (6) candidate TDA Article 3 projects are identified:

1. Widen fence opening at Crawford Drive near Las Palmas Park  
Description: Widen the fence opening at Crawford Drive to better accommodate bicycle access to Las Palmas Park. Staff have already coordinated with City arborists to determine the width of which the fence could be widened without impacting the redwood trees. The project will also level the pathway at this location for a smoother transition for bicyclists. The project will include both design and construction phases of the project.  
Approximate cost: \$130,000
2. Reduce pork chop islands on westbound El Camino Real at Murphy Avenue and at Frances Street  
Description: Reduce the existing pork chop islands and reconstruct the concrete curbs of the island at both locations to provide a more direct and safer path for bicyclists traveling westbound on El Camino Real. The project will include both design and construction phases of the project.  
Approximate cost: \$60,000
3. Implement Class III Bicycle Route on Pastoria Avenue  
Description: The Active Transportation Plan (ATP) calls for a Class III Bicycle Route on Pastoria between Olive Avenue and Evelyn Avenue. The project will include the installation of "Bicycle May Use Full Lane" signs and posts, bicycle sharrows, shoulder striping on both sides of the street, and double yellow centerline. The project will add approximately 1.34 miles of Class III Bicycle Route, and includes both the design and construction phases.  
Approximate cost: \$30,000
4. Implement crossing improvements at the intersection of Gail Avenue and Iris Avenue  
Description: The ATP calls for Safe Routes to School (SRTS) Improvements for Braly Elementary School at this location. Staff reviewed the location to evaluate if Green Stormwater Infrastructure (GSI) could also be implemented. The project will include the installation of a stormwater infrastructure as part of the curb extension at the southwest corner of the intersection, as well as upgrading the four existing crosswalks to high visibility crosswalks. The project includes design and construction phases of both the SRTS improvements and GSI improvements. The SRTS improvements are eligible in using the TDA fund; however, the GSI improvements are not eligible and would be funded by Capital Improvement Project (CIP) 835010 Green Stormwater Infrastructure Plan Implementation.  
Approximate cost: \$215,000 (SRTS Improvements); \$329,000 (GSI Improvements)
5. Install Class IIIB bicycle facilities where striping improvements have already been implemented  
Description: The ATP calls for Class IIIB bicycle boulevard improvements throughout the city to

connect bicyclists to their local destinations. These connections look to prioritize bike travel on low-volume, low-speed streets. Since the adoption of the ATP, during the annual slurry seal process, staff have implemented striping improvements such as shoulder striping and double yellow centerline on local streets where the ATP calls for Class IIIB improvements. To complete the implementation of these improvements, this proposed project includes the installation of “Bicycle May Use Full Lane” signs and poles, as well as bicycle sharrow striping. The project includes design and construction phases and will add approximately 8.0 miles of Class IIIB bicycle facilities. The improvement locations are shown in Attachment 3. Approximate cost: \$142,000

6. Install Sidewalk on Poplar Avenue

Description: The ATP calls for Safe Routes to School (SRTS) Improvements for Peterson Middle School on Poplar Avenue south of El Camino Real. Currently there is no sidewalk on either side of the street. The ATP calls for a study for filling in the sidewalk gap, which might consist of a pedestrian path with delineators or implementation of a permanent sidewalk. At the February 25, 2021 Study Issue Workshop, City Council ranked this study issue number 2 for the Department of Public Works, the sidewalk study on Poplar Avenue between El Camino Real and Peterson Middle School (DPW 21-04), and subsequently at the May 20, 2021 Budget Workshop, Council approved funding to conduct the study. The study has identified the installation of sidewalk on the east side of Poplar Avenue is feasible, and subsequently evaluated the viability of filling in the sidewalk gap on Bryant Way east of Poplar Avenue per the request of the Santa Clara Unified School District (SCUSD). The project includes design and construction phases to fill in the sidewalk gaps on both Poplar Avenue and Bryant Way. This study issue is scheduled to go before Council on May 23, 2023 for approval of concepts. Approximate cost: \$160,000 (Design); \$895,000 (Construction)

For candidate project 6, which is estimated to cost more than the allocated TDA Article 3 grant fund for FY 2023/24, it is recommended that the City use the existing funding for the design phase, and bank the rest of the funds along with using GSI Implementation funds and possible general funds for the construction phase of the project. The program administrators allow jurisdictions to bank the funds for up to four years and program the funding on the fifth year.

### **FISCAL IMPACT**

TDA Article 3 fund is a program that reimburses cities for the incurred costs of selected projects. No local matching fund is required for funded projects. The City will have \$336,620 in TDA Article 3 funds from the City’s guaranteed fund apportionment from FY 2022/23 and FY 2023/24. TDA Article 3 funds will be accounted for in a Special Revenue Fund. As the allocation is annual and subject to review, the budget does not include any anticipated funding in its planning process. Therefore, this funding provides resources for projects that might otherwise not be completed.

TDA funding does not cover ongoing maintenance costs associated with any of the candidate projects.

### **PUBLIC CONTACT**

Public contact was made by posting the Council agenda on the City's official-notice bulletin board at the City Hall, Sunnyvale Public Library, Senior Center, Community Center and Department of Public Safety; and by making the agenda and report available on the City's website.

## **ALTERNATIVES**

1. Recommend to City Council to use \$160,000 of FY 2023/24 TDA Article 3 grant fund for the design phase of Project No. 6, and bank the remainder of the funding for the construction phase of Project No. 6.
2. Recommend to City Council to use the TDA Article 3 grant fund for FY 2023/24 for a project listed or for a combination of projects listed.
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 \$160,000 of FY 2023/24 TDA Article 3 grant fund for the design phase of Project No. 6, and bank the remainder of the funding for the construction phase of Project No. 6.

Project Nos. 1 and 2 are proposed by the BPAC to provide more convenient and safer access for bicyclists; however, they were not identified in the ATP as one of the recommended improvements. Project Nos. 3, 4, 5 and 6 are all recommended improvements identified in the ATP as bicycle or SRTS improvements. However, City Council further prioritized Project No. 6 as an important study by ranking Study Issue DPW 21-04 number 2 for the Department of Public Works at its 2021 Study Issues Workshop to conduct a Poplar Avenue Sidewalk Study. The sidewalk closure on the east side of Poplar Avenue would provide a critical pedestrian and bicycle linkage for students accessing Peterson Middle School. Although new sidewalk improvements along Bryant Way were not part of the scope of the study issue, based on discussions and input from SCUSD and Peterson Middle School staff, City staff learned that the sidewalk gap on Bryant Way is essential for students attending Peterson Middle School to walk and bike to school. The results of the study will be presented to City Council in May 2023 to select an alternative to move forward with for the design and construction phase. Once implemented, the sidewalk gap closure will provide improved, connected, safe and convenient walking and biking access to students to and from Peterson Middle School.

Prepared by: Thinh Le, Transportation Engineer  
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Reviewed by: Teri Silva, Assistant City Manager  
Approved by: Kent Steffens, City Manager

## **ATTACHMENTS**

1. Reserved for Report to Council
2. MTC Resolution No. 4108
3. Class IIIB Bicycle Boulevard Improvement Locations for Candidate Project #3