



Memorandum

TO: HONORABLE MAYOR
AND CITY COUNCIL

FROM: John Ristow

SUBJECT: ACTIVE TRANSPORTATION
PROGRAM GRANT ACCEPTANCE

DATE: April 9, 2019

Approved

Date

4/10/19

COUNCIL DISTRICTS: 3, 6, 7

RECOMMENDATION

Approve the following actions to receive grant funds from the Metropolitan Transportation Commission and California Transportation Commission for the Active Transportation Program Cycle 4.

(a) Willow – Keyes Complete Streets Improvements:

(1) Adopt a resolution to:

- (a) Authorize the City Manager or designee to retroactively submit the grant application and negotiate and execute all documents necessary to receive the \$12,926,000 grant for the Willow – Keyes Complete Streets Improvements project, with an in-kind local match of \$3,111,000;
- (b) Make the certifications and assurances required under the grant program; and
- (c) Commit to providing an in-kind local match of \$3,111,000.

(b) Better Bikeway SJ – San Fernando Corridor

(1) Adopt a resolution to:

- (a) Authorize the City Manager or designee to negotiate and execute all documents necessary to receive the \$9,992,000 grant for the Better Bikeway SJ – San Fernando Corridor project, with an in-kind local match of \$1,927,000; and
- (b) Commit to providing an in-kind local match of \$1,927,000

OUTCOME

Acceptance of the Active Transportation Program (ATP) Cycle 4 funds will provide \$22,918,000 in grant funding for active transportation infrastructure that will help advance key City priorities by constructing complete street improvements on the Willow - Graham - Goodyear - Keyes corridor, and various traffic safety investments to protected bikeways on San Fernando Street.

BACKGROUND

In 2013, ATP was created by Senate Bill 99 and Assembly Bill 101 to encourage increased use of active modes of transportation, such as biking and walking. In 2017, Senate Bill 1 (SB 1) required that \$100,000,000 of revenues from the Road Maintenance and Rehabilitation Account will be available annually to the ATP.

Pursuant to this legislation, the purpose of the program is to encourage increased use of active modes of transportation, such as biking and walking. The goals of ATP are to:

- Increase the proportion of trips accomplished by biking and walking.
- Increase the safety and mobility of non-motorized users.
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established by Senate Bill 375 and Senate Bill 391.
- Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding.
- Ensure that disadvantaged communities fully share in the benefits of the program.
- Provide a broad spectrum of projects to benefit many types of active transportation users.

On May 16, 2018, the California Transportation Commission adopted the 2019 Active Transportation Program Cycle 4 fund estimate and guidelines to distribute Federal and State funds through competitive statewide and regional applications. The ATP Cycle 4 program provides the programming framework for Federal fiscal years 2019 through 2023.

Willow – Keyes Complete Streets Improvements: The City of San José was awarded \$12,926,000 of ATP Cycle 4 grant funds on February 27, 2019 for this project through MTC's regional program. The City originally submitted an application requesting \$16,538,000 of total ATP funding however only \$12,926,000 was available from the regional fund. Staff will work with partners to deliver all benefits of the project by seeking additional local funds

available through 2016 VTA Measure B or by scaling the scope of the project.

Better Bikeway SJ – San Fernando Corridor: The City was also awarded \$9,992,000 of ATP Cycle 4 grant funds on January 30, 2019 for investments to the San Fernando Street bikeway through California Transportation Commission's statewide program.

ANALYSIS

The Department of Transportation (DOT) actively pursues grant funds for projects that support the goals and policies of the Envision San Jose 2040 General Plan. Acceptance of the ATP grant funds will further staff's work to implement major strategies of the General Plan.

Willow – Keyes Complete Streets Improvements

The project area of the Willow – Keyes Complete Streets project is shown on Attachment A. This area is located between the underpass of SR-87 to 3rd Street, and includes the following communities and important points of interest: Calle Willow and Willow Glen Business Districts, Washington Elementary and Sacred Heart Nativity Schools, Tamien Lightrail & Caltrain Stations, Valley Transportation Authority (VTA) transit stops, churches, and neighborhood parks and recreational trails. The project corridor also intersects with the existing Citywide bikeway and trail network that connects important local and regional destinations such as Downtown San Jose, Happy Hollow Zoo, CEFCU (Spartan) Stadium and San Jose Municipal Stadium.

The project will construct complete streets elements that were developed in the comprehensive, community-driven complete streets study (Story-Keyes Complete Streets Study) undertaken by VTA in partnership with DOT and completed in 2018. The project will enhance safety for people walking, biking, taking transit, and driving, by providing continuous, safe, and comfortable facilities for people of all ages and abilities.

The improvements include: a reduction in travel lanes from four to two, between Sherman Street and 3rd Street, to provide for Class IV protected bike lanes separated from auto lane by physical separation for maximum protection; reconfiguration of complex major intersections with roundabouts and squared-up intersection to improve safety and access for pedestrians and bicyclists, and help calm traffic speed. The project will also implement improvements to pedestrian and bicycle facilities along the corridor including, new sidewalk, pedestrian ramps, intersection curb-extensions, enhanced crosswalks, pedestrian-scale lighting, re-timed traffic signals, transit boarding improvements, and street trees.

Better Bikeway SJ – San Fernando Corridor

The project area of the Better Bikeway SJ – San Fernando Corridor project is shown on Attachment B. This area is located on San Fernando Street between Almaden Boulevard and 11th Street in Downtown San José. Downtown is the social and civic heart of Santa Clara County, and regional assets like Diridon Station, Downtown Transit Mall, San Jose Museum of Art, Tech Museum of Innovation, San José City Hall, Center for the Performing Arts, SAP Center, Convention Center, Guadalupe River Trail, and Plaza de Cesar Chavez all lie within a half mile of the San Fernando Corridor. This area is rapidly becoming a state and regional multimodal transportation hub with the planned convergence of BART, High-Speed Rail, BRT, buses, local roads, trails, and freeways. San Fernando Street is one of the most heavily traveled on-street bike corridors in San Jose. It links Diridon Station to the heart of Downtown and San Jose State University. The proposed improvements will make San Fernando Street a state-of-the-art bike route.

The project will significantly upgrade the functionality and safety of the corridor for people walking, bicycling, and taking transit. The ADA-accessible, protected intersections shorten the distance and travel time for people crossing the street. Transit boarding islands will provide transit riders a safe, comfortable place to wait, and remove the bike/bus "weave" that currently poses a safety hazard and keeps people of all ages and abilities from feeling comfortable bicycling on the street. Additional elements like street-worthy planters and real-time bicycle counters will enhance the street environment for all users, provide the City with data about travel behavior, and foster a culture of safety for people who bike and walk.

EVALUATION AND FOLLOW-UP

If Council approves the proposed actions, staff will proceed with execution of the necessary grant documents, and completion of design efforts for the Willow – Keyes Complete Streets and Better Bikeway SJ – San Fernando Corridor projects.

Staff will report back to Council when the projects are ready for award of construction contracts.

POLICY ALTERNATIVES

Council could elect to not provide a local resolution of support for these grants. The City would, as a result, not have to provide leveraging funds required to receive the grant funds. However, by not accepting the cumulative \$22,918,000 in grant funds, DOT would not have the resources to implement these projects.

PUBLIC OUTREACH

Both ATP projects have received letters of support from many community member and groups, including: Senators Jim Beall and Bob Wieckowski; Assembly members Ash Kalra, Evan Low, Kansen Chu, and Mark Stone; San Jose Unified School District; San Jose State University; Silicon Valley Bicycle Coalition; Silicon Valley Leadership Group, California Walks, and the Knight Foundation.

Willow – Keyes Complete Streets Improvements

This project built upon completed corridor planning work that included significant public engagement of community members and public groups throughout the initial design process to develop a shared vision for the Story-Keyes Complete Streets Study. Traditional engagement strategies included: public meetings, stakeholder briefings, on-line mapping, and social media messaging. Additionally, to increase the project's reach, the Study used a variety of community engagement strategies to meet people where they are located. Key input received through this process is that the community expressed a desire to see the corridor become more pedestrian, bicycle, and transit user-friendly. The community also expressed needs to address high vehicle speeds, bicycle and sidewalk gaps, difficult-to-navigate intersections for people walking and biking, and lack of lighting.

Better Bikeway SJ – San Fernando Corridor

This project built upon completed planning work that included significant public engagement in addition to the outreach conducted for long range plans. Engagement strategies included: public forums, a weeklong pop-up protected bikeway in August 2017 and other events, surveys, information (website, social and traditional media, blogs, in English, Spanish and Vietnamese) beginning in March of 2017. Downtown partners were invited to participate early and often, with multiple and flexible options for review and engagement, including with draft design plans. In addition to six community meetings, city staff and partners at the Silicon Valley Bicycle Coalition also went to where people were already gathered – attending 13 neighborhood association meetings, conducting intercept surveys, presenting at partner meetings, tabling at community events, and walking with businesses and neighbors. More than 5,000 households received invitations to project meetings, and nearly 1,700 people have attended an event, seen a presentation, and/or taken a survey about the project.

During the continued development of both ATP projects there will be a series of community meetings to discuss the project scope, development, and to receive community input. This memorandum will be posted on the City's website for the April 23, 2019 Council meeting.

COORDINATION

This memorandum has been coordinated with the City Attorney's Office and the City Manager's Budget Office.

COMMISSION RECOMMENDATION/INPUT

This item does not have any input from any board or commission.

FISCAL/POLICY ALIGNMENT

These efforts directly facilitate all Major Strategies of the Envision San José 2040 General Plan, including Community-Based Planning (#1), Streetscapes for People (#6), Measurable Sustainability / Environmental Stewardship (#7), and Design for a Healthful Community (#11).

The both projects align with the Transportation and Aviation Services CSA outcomes to provide viable transportation choices that promote a strong economy and to provide a transportation system that enhances community livability.

COST SUMMARY/IMPLICATIONS

Willow – Keyes Complete Streets Improvements: Execution of the grant agreement for this project will commit \$3,111,000 of in-kind local match funds for DOT to secure a total of \$12,926,000 of grant funds from the regional ATP Cycle 4 Grant program. DOT intends to submit a 2016 VTA Measure B Bicycle and Pedestrian Capital Program application for the remaining \$3,612,000 to completely fund the project. If DOT is not successful in securing 2016 VTA Measure B funds, staff will work with project partners to scale the project scope while delivering all active transportation benefits outlined in the grant application.

Better Bikeway SJ – San Fernando Corridor: Execution of the grant agreement for this project will commit \$1,927,000 of in-kind local match funds for DOT to secure a total of \$9,992,000 of grant funds from the statewide ATP Cycle 4 Grant program.

For both projects, DOT will leverage available funding included in the development of the FY2020-2024 Proposed Traffic Capital Improvement Program appropriated in the amount of \$1,927,000 for staff work performed on the Better Bikeway SJ – San Fernando Corridor project and \$3,111,000 for staff work performed on the Willow – Keyes Complete Streets project.

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BUDGET REFERENCE

Depending on the timing of grant approval, DOT will bring forward a recommendation either as an adjustment to the 2019-2020 Proposed Capital Budget or during the 2018-2019 Annual Report process, to recognize the \$22,918,000 in grant funds for the Willow – Keyes Complete Streets and Better Bikeway SJ – San Fernando Corridor projects.

CEQA

File No. PP19-019, Determination of Consistency with Envision San Jose 2040 General Plan Final Environmental Impact Report (City Council Resolution No. 76041), Supplemental Program Environmental Impact Report (City Council Resolution No. 77617), and addenda thereto.

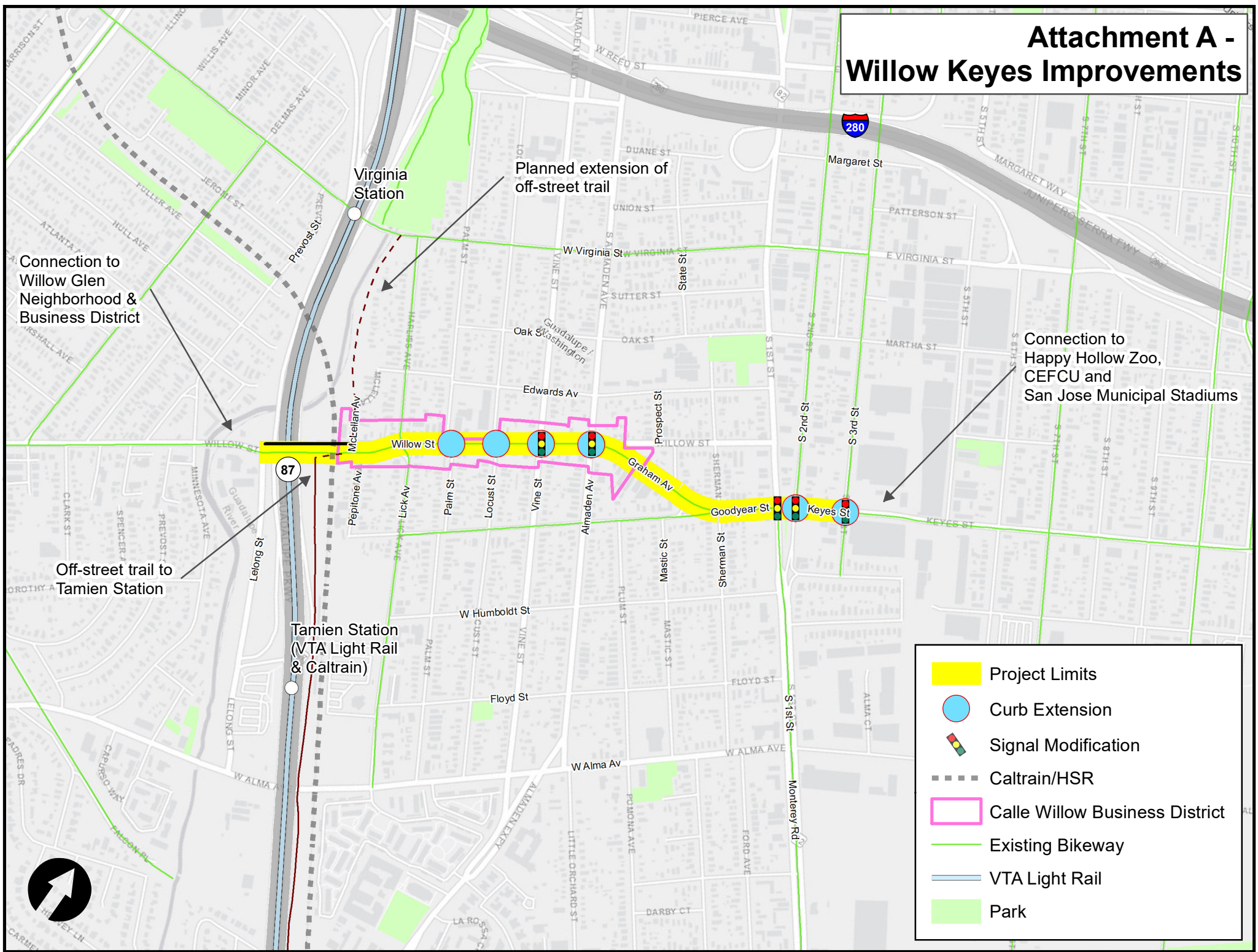
/s/

JOHN RISTOW

Acting Director of Transportation

For questions regarding the ATP Projects, please contact Adam Paranial, DOT Associate Transportation Specialist, at (408) 535-4872.

Attachment A - Willow Keyes Improvements

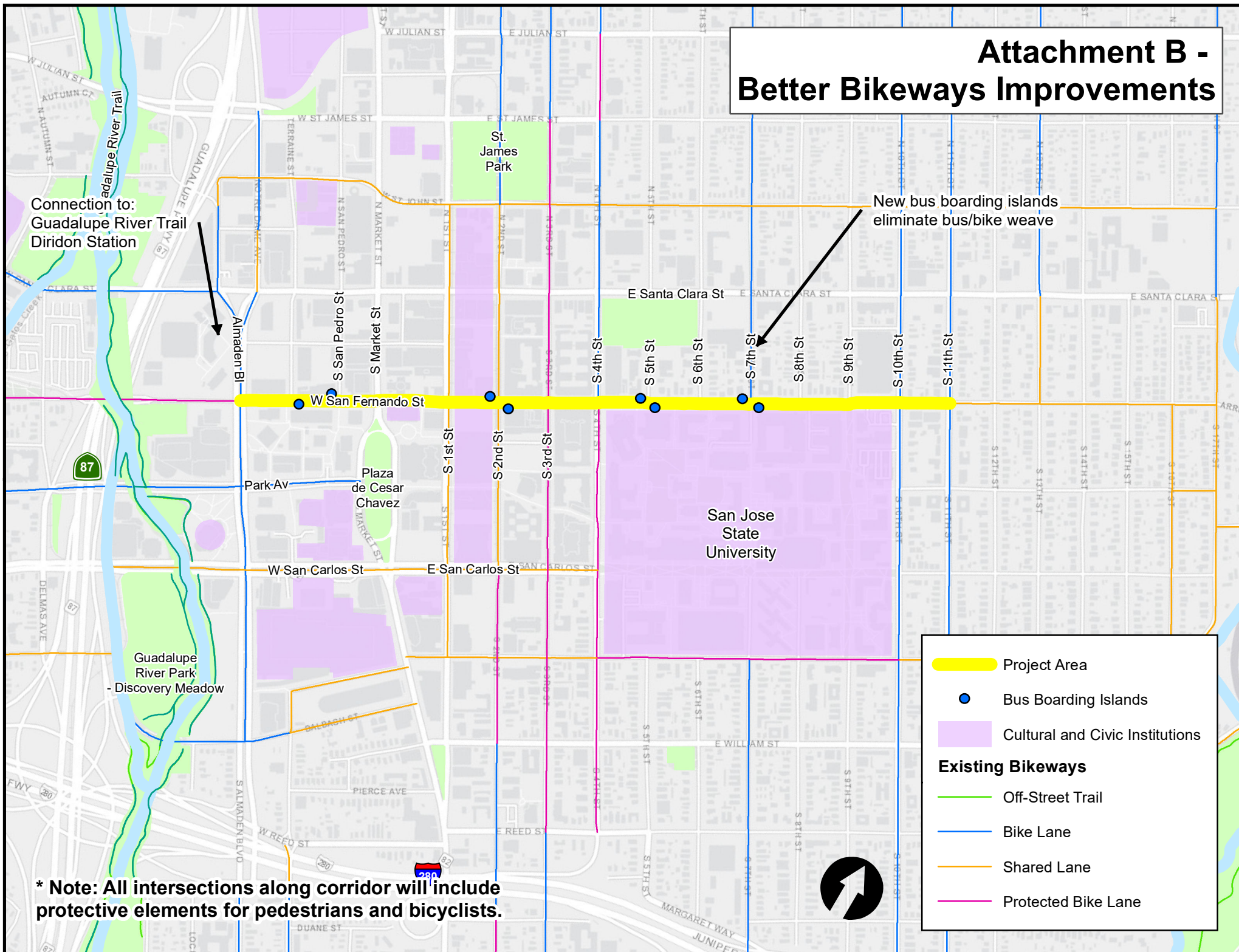


- Project Limits
- Curb Extension
- Signal Modification
- Caltrain/HSR
- Calle Willow Business District
- Existing Bikeway
- VTA Light Rail
- Park

Attachment B - Better Bikeways Improvements

Connection to:
Guadalupe River Trail
Diridon Station

New bus boarding islands
eliminate bus/bike weave



*** Note: All intersections along corridor will include protective elements for pedestrians and bicyclists.**

Project Area

Bus Boarding Islands

Cultural and Civic Institutions

Existing Bikeways

Off-Street Trail

Bike Lane

Shared Lane

Protected Bike Lane