

**Mary Avenue Street Space Allocation Study –
Central Expressway to Maude Avenue**

At its March 17, 2011 meeting, the BPAC took a straw poll of preferences for the geometric design of Mary Avenue to include bike lanes. For the Central Expressway to Maude Avenue segment, the BPAC indicated that the membership preferred "Concept 4", which would reduce the number of travel lanes from 6 to 4, provide bike lanes, and create a surplus pavement zone at the roadway shoulder that would be striped off for no traffic or parking use. Alternatively, it was suggested that the surplus unused roadway could instead be used to widen the roadway median to provide additional landscaping.

Staff would like to further discuss with the BPAC the recommendation for the Central Expressway to Maude Avenue segment. Staff is concerned with how the surplus space would operate and be maintained. Staff is also concerned with the cost, both capital and maintenance, for an option that would alternatively provide a larger landscaped median. Based on the study findings, the elimination of travel lanes will not negatively impact intersection levels of service, but it will create a merge zone for northbound traffic just north of Central Expressway that is likely to experience traffic back ups during peak travel hours. The justification for a road diet of the Mary Avenue segment south of Evelyn Avenue to Fremont Avenue is that bike lanes cannot be provided without a road diet, parking removal, or major roadway widening (not studied). In the Central Expressway to Maude Avenue segment, bike lanes can be provided with minor median and curb widening and without the need for a road diet. Staff is concerned that there is little justification for a road diet in this segment as opposed to the other segments of Mary Avenue. Staff believes that the alternative approach to providing bike lanes in this segment, to make minor roadway modifications and maintain the current number of travel lanes, has less impact on traffic operations, maintenance, traffic safety, and potentially project cost and operating cost.

In the interest of achieving consensus between staff and the BPAC, staff recommends further discussion of the roadway configuration for the Central Expressway to Maude Avenue segment for the Mary Avenue Street Space Allocation study.

Besides the March 17th BPAC meeting minutes included as part of this agenda packet, study information and concept plans for the three segments of Mary Avenue (from Fremont to Evelyn Avenues, Evelyn Avenue to Central Expressway, and Central Expressway to Maude Avenue) can be viewed on the City's web site at:

<http://sunnyvale.ca.gov/Departments/PublicWorks/PublicWorksHotTopics/MaryAvenueStreetSpaceAllocationStudy.aspx>

Grand Boulevard Concept Planning

This agenda item was requested by Chair Patrick Walz in order to discuss future BPAC considerations.

A workshop on the El Camino Real Grand Boulevard initiative was held at the Sunnyvale Council Chamber on March 30, 2011. The workshop was attended by a number of Sunnyvale BPAC members. Speakers at the workshop were from VTA, Strategic Economics and Re-Connecting America, and they respectively addressed Bus Rapid Transit (BRT) along El Camino Real, the economic and environmental impacts of clustering jobs and homes on a transit corridor, and successful corridor development. No specific plans and/or designs were presented for the Sunnyvale segment of El Camino Real or for neighboring cities.

VTA BEP Funding Awards

This item was requested by Chair Patrick Walz to discuss funding awards under the Bicycle Expenditure Program. It was also requested to enclose minutes of the March 30th meeting of the VTA Bicycle and Pedestrian Advisory Committee during which the funding awards were addressed.



BICYCLE & PEDESTRIAN ADVISORY COMMITTEE SPECIAL MEETING AGENDA

Wednesday, March 30, 2011
6:00 PM

VTA Conference Room B-104
3331 North First Street
San Jose, CA

NOTE CHANGE IN MEETING LOCATION

CALL TO ORDER

1. ROLL CALL
2. PUBLIC PRESENTATIONS:

This portion of the agenda is reserved for persons desiring to address the Committee on any matter not on the agenda. Speakers are limited to 2 minutes. The law does not permit Committee action or extended discussion on any item not on the agenda except under special circumstances. If Committee action is requested, the matter can be placed on a subsequent agenda. All statements that require a response will be referred to staff for reply in writing.

3. ACTION ITEM - Recommend that the Board of Directors approve the programming of FY 2011/12 Transportation Fund for Clean Air Program Manager (TFCA 40%) funds to projects.
4. Announcements
5. Adjourn

In compliance with the Americans with Disabilities Act (ADA), those requiring accommodations or accessible media for this meeting should notify the Board Secretary's Office 48 hours prior to the meeting at (408) 321-5680 or e-mail: board.secretary@vta.org, (408) 321-2330 (TTY only). VTA's Homepage is located on the Web at: <http://www.vta.org/> or visit us on Facebook <http://www.facebook.com/scvta>.

All reports for items on the open meeting agenda are available for review in the Board Secretary's Office, 3331 North First Street, San Jose, California, (408) 321-5680, the Monday, Tuesday, and Wednesday prior to the meeting. This information is available on VTA's website at <http://www.vta.org/> and also at the meeting.



Date: March 21, 2011
Current Meeting: March 30, 2011
Board Meeting: April 7, 2011

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Bicycle & Pedestrian Advisory Committee
THROUGH: General Manager, Michael T. Burns
FROM: Chief CMA Officer, John Ristow
SUBJECT: 2011 TFCA Program Manager Fund

Policy-Related Action: No **Government Code Section 84308 Applies:** No

ACTION ITEM

RECOMMENDATION:

Recommend that the Board of Directors approve the programming of FY 2011/12 Transportation Fund for Clean Air Program Manager (TFCA 40%) funds to projects.

BACKGROUND:

The Transportation Fund for Clean Air (TFCA) is generated by a \$4.00 surcharge on vehicle registrations. The Bay Area Air Quality Management District (BAAQMD) administers these funds in the nine-county Bay Area. Funds are available for allocation to alternative fuels, arterial management, bicycle, and trip-reduction projects that reduce vehicle emissions.

BAAQMD returns 40% of these funds to the county in which they are collected for allocation by a "program manager." This fund is called the TFCA Program Manager Fund (TFCA 40%). VTA is the program manager for Santa Clara County and project sponsors apply directly to VTA for funding. The VTA Board of Directors allocates these funds to projects in Santa Clara County, subject to approval by BAAQMD.

At its December 9, 2004 meeting, the VTA Board of Directors set aside up to 25% of the annual TFCA 40% allocation to bicycle projects in the Countywide Bicycle Expenditure Plan (BEP) for FY2010/11-FY2029/30.

DISCUSSION:

There is a total of \$2,195,176 available for TFCA 40% projects this year. VTA received 10

applications from project sponsors requesting a total of \$2,423,226. Of these applications, 3 were for BEP projects and 7 were for competitive projects. Attachment A presents staff's entire recommended FY 2011/12 TFCA 40% program. Attachment B provides a brief description of each project. The recommended project list is based on BAAQMD's TFCA County Program Manager Fund Expenditure Program Guidance and the VTA Board of Directors' TFCA 40% Policies and Criteria as revised on December 9, 2010.

BEP Projects:

This year, project sponsors submitted 3 BEP projects. The total grant request of these projects is \$214,450. Staff recommends funding the 3 BEP projects as requested.

Competitive Program:

The total grant request for the 7 competitive project applications was \$2,208,776, in excess of the \$1,980,726 remaining available funds. On February 15, 2011, a scoring subcommittee of the Technical Advisory Committee's Capital Improvement Program Working Group met to evaluate the competitive applications. The committee evaluated the 7 projects, which are ranked below in Attachment A. The two lowest ranked projects are not being recommended for funding this year because the total grant request exceeded the available funds remaining after funding the BEP "set aside" projects. Staff encourages project sponsors to re-apply for funding in the future.

ALTERNATIVES:

The VTA Board may request other programming alternatives. All projects submitted for consideration in the TFCA program must adhere to BAAQMD policies, including cost-effectiveness requirements.

FISCAL IMPACT:

As the program manager for Santa Clara County, VTA distributes the TFCA 40% grant funds directly to the project sponsors, retaining 5% to cover administrative expenses, which staff expects to be approximately \$107,000 in FY12. The projected 5% administrative expense and related revenue reimbursement will be included in the Recommended FY12 Congestion Management Program Operating Budget. The grant revenue for the Light Rail Shuttles project, for which VTA is the project sponsor, will be reflected in the Recommended FY12 VTA Transit Enterprise Fund Operating Budget.

ADVISORY COMMITTEE DISCUSSION/RECOMMENDATIONS:

The Technical Advisory Committee (TAC), and the Policy Advisory Committee (PAC) reviewed and discussed the recommendation at their respective March 10, 2011 meetings, unanimously recommending the proposed programming to the VTA Board of Directors for approval.

The Bicycle and Pedestrian Advisory Committee received this memorandum as an information item at its March 9, 2011 meeting. Unfortunately, due to a technical error, Attachment B was missing from the BPAC package. Committee members were also unhappy that BPAC was receiving the item as information, when it included recommendations for Bicycle Expenditure

Program (BEP) funding. BPAC requested that the item be returned to BPAC for consideration and action at the next BPAC meeting. Consequently, a special BPAC meeting is scheduled for March 30, 2011.

STANDING COMMITTEE DISCUSSION/RECOMMENDATIONS:

The Congestion Management Program & Planning Committee reviewed and discussed this item at its March 18, 2011 meeting and unanimously recommended the proposed programming to the VTA Board of Directors for approval.

Prepared by: Bill Hough
Memo No. 2957

Attachment A Santa Clara County FY 2011/12 TFCA 40% Program

Rank	Project Sponsor	Project Name	Total Cost	Grant Request	Match %	TFCA Cost/Ton	Grant Recommended*	Total Score
<u>Competitive Projects</u>								
1	Santa Clara	Traffic Signal Timing Project	\$1,636,000	\$1,168,128	29%	\$65,430	\$1,168,128	80
2	S.C. County	Almaden/Capitol Weekend Traffic Responsive Signal Timing	\$120,000	\$96,000	20%	\$22,648	\$96,000	77
3	VTA	Light Rail Shuttles	\$1,381,184	\$557,000	60%	\$89,963	\$557,000	76
4	Santa Clara	Stevens Creek Colorized Bike Lanes	\$85,000	\$59,200	30%	\$43,966	\$59,200	66
5	Mountain View	Permanent Creek Trail	\$330,000	\$100,000	70%	\$63,126	\$100,000	63
<u>Unfunded Competitive Projects</u>								
6	Santa Clara	Scott Boulevard Bike Lanes	\$196,000	\$102,650	48%	\$89,999	\$0	62
7	Morgan Hill	Butterfield South Extension	\$10,456,900	\$125,400	99%	\$89,955	\$0	48
<i>Subtotal Competitive:</i>			\$14,205,084	\$2,208,378			\$1,980,328	
<u>BEP projects</u>								
	San Jose	Park/San Fernando/San Antonio	\$61,500	\$43,000	30%	\$38,605	\$43,000	N.A.
	San Jose	Hedding Street Bike Lanes	\$123,500	\$86,450	30%	\$31,980	\$86,450	N.A.
	Sunnyvale	Pastoria Avenue Bike Lanes	\$106,250	\$85,000	20%	\$89,429	\$85,000	N.A.
<i>Subtotal BEP:</i>			\$291,250	\$214,450			\$214,450	
Total			\$14,496,334	\$2,422,828			\$2,194,778	

*NOTE: "Grant Recommended" amounts are subject to revision due to verification of adequate TFCA interest and BAAQMD cost-effectiveness requirements.

**Attachment B
Santa Clara County FY 2011/12 TFCA 40% Program
Project Descriptions**

Recommended:

Santa Clara Traffic Signal Timing Project

City will install communications infrastructure for traffic signals on El Camino Real, Scott Boulevard and De La Cruz Boulevards to improve signal timing to reduce vehicle stop/start times and delays. Project scored well in reducing congestion, countywide significance and number of people served. It is also located in a community of concern.

S.C. County Almaden/Capitol Weekend Traffic Responsive Signal Timing

County will develop and implement weekend traffic responsive signal timing system on Almaden and Capitol Expressways. Project scored well in reducing congestion, countywide significance and number of people served. It is also located in a community of concern.

VTA Light Rail Shuttles

VTA will use TFCA funds to help support operations of Downtown Area Shuttle (DASH) and the IBM/Hitachi shuttles. Project scored well in reducing congestion, countywide significance and mode shift. The DASH shuttle is also located in a community of concern.

Santa Clara Stevens Creek Colorized Bike Lanes

City will add bicycle lanes to Stevens Creek Boulevard between Calvert Drive and the south on-ramp to Lawrence Expressway. This project scored well on mode shift; making a dangerous part of Stevens Creek Boulevard safer for bicyclists. It was also more cost effective than the Scott Boulevard project.

Mountain View Permanente Creek Trail

City will extend Permanente Creek Trail from Old Middlefield Way to Rock Street and Crittenden Middle School, making it much safer for bicyclists. This project's cost effectiveness score was less than Stevens Creek but higher than Scott Boulevard and Butterfield South.

San Jose Park/San Fernando/San Antonio Bikeway (BEP Project)

City will construct bikeway improvements on Park Avenue from Newhall to Montgomery and San Antonio Street from 17th to Jackson. This BEP project will improve safety for bicyclists.

San Jose Hedding Street Bike Lanes (BEP Project)

City will construct class 2 bicycle lanes with pavement markings on Hedding Street between Park Avenue and 17th Street. This BEP project will improve safety for bicyclists.

Sunnyvale Pastoria Avenue Bike Lanes (BEP Project)

City will construct class 2 bicycle lanes on Pastoria Avenue between El Camino Real and Evelyn Avenue. This BEP project will improve safety for bicyclists.

Not Recommended:

Santa Clara Scott Boulevard Bike Lanes

City proposes to construct bicycle lanes along Scott Boulevard between Central Expressway and Monroe Street. This project would improve safety for bicyclists but scored lower on cost effectiveness.

Morgan Hill Butterfield South Extension

City proposes to construct bicycle lanes as part of the extension of Butterfield Boulevard from Tennant Avenue to Watsonville Road. This project did not score well in community benefits because it was a smaller component of a road extension project and also scored low in cost effectiveness.

Utility Bill Stuffer

This item was discussed during the February 17th BPAC meeting and it was decided to develop this year's utility bill stuffer using the following concepts:

- Illustrations of the correct cycling, walking, and driving behaviors.
- Publicize BPAC (Function, meetings, web site, etc.) and encourage public participation.

This is a follow-up to obtain photos taken by the BPAC members and any additional input. Staff will proceed accordingly to prepare a Draft Utility Bill Stuffer for review and finalization during the May 19th BPAC meeting.

Pastoria Avenue Bike Lanes Project

This item is deferred from the March 17th BPAC meeting. As previously noted, the City applied for and is recommended to receive an Air District/VTA grant to construct bike lanes on Pastoria Avenue from Evelyn Avenue to El Camino Real. This project was selected as a priority for the VTA Bicycle Plan by the VTA Bicycle and Pedestrian Advisory Committee, and was the only eligible project that could meet the funding source project delivery deadlines.

Staff has conducted preliminary field investigations, and it is evident that implementation of bike lanes on Pastoria Avenue between Evelyn and Iowa Avenues would likely require elimination of all on-street parking in order to meet minimum design standards and to maintain two way traffic flow. Casual observation shows that off-street parking in this area of older homes is limited. Parking demand is fairly high. The project will be subject to a more detailed Street Space Allocation Study and Council action on final approval of the street configuration. It can be anticipated that this project will be controversial.

Staff requests that the BPAC discuss this project and the merits and desirability of bike lanes on this section of Pastoria Avenue, and give staff early feedback on how to continue with this project.