

CITY OF SANTA ROSA
BICYCLE AND PEDESTRIAN ADVISORY BOARD
STAFF REPORT
January 18, 2024

SUBJECT

Transportation Development Act (TDA)
Article III Fiscal Year (FY) 2024/2025

ISSUE

Bicycle and Pedestrian Advisory Board to provide programming direction for TDA Article III funds.

STAFF PRESENTER

Torina Wilson, Transportation Planner

RECOMMENDATION

The Board may, by motion, recommend which project to allocate approximately \$227,341 of FY 2024/2025 TDA Article III funds to.

BACKGROUND

Transportation Development Act (TDA) funds are generated from a statewide ¼ cent sales tax. Article III of TDA sets aside approximately 2% of those monies for bicycle and pedestrian planning and projects. The Metropolitan Transportation Commission (MTC) administers TDA III, which is distributed to local jurisdictions based on population.

The City annually receives TDA funding for bicycle and pedestrian projects. The preliminary fund estimate for FY 2024/2025 is \$227,341. MTC is expected to release the final estimate in mid-January. Staff is planning on presenting the TDA III resolution to the City Council for their approval in March 2024.

ANALYSIS

Staff has reviewed the priority pedestrian and bicycle projects in the Bicycle and Pedestrian Master Plan to determine what could be incorporated into the current workload.

Staff is presenting four options for the Board to consider for the use of TDA funds:

- Install seven Rapid Rectangular Flashing Beacons (RRFBs). The locations would include:
 - Bennett Valley Road & Fairgrounds
 - Maple Avenue & Veterans Memorial Building
 - College Avenue & Beaver Street
 - Mendocino Avenue & Russell Avenue
 - 4th Street & Leland Street
 - Stony Point Road & Stony Circle
 - West Steele Lane & Apache Street
- Hold the money over for one year to accumulate enough to begin work on, or match grant funding, for the North Dutton Avenue striping road diet and pedestrian improvements.
- Use the money to add more green paint/striping to existing bicycle lanes.

- Hold the money over for up to three years to use it for improvements to the low-stress active transportation network within one mile of the future Highway 101 Bicycle and Pedestrian Overcrossing.

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