

CITY OF SANTA ROSA  
CITY COUNCIL

TO: MAYOR AND CITY COUNCIL  
FROM: NANCY ADAMS, TRANSPORTATION PLANNER  
TRANSPORTATION AND PUBLIC WORKS  
SUBJECT: TRANSPORTATION DEVELOPMENT ACT (TDA) ARTICLE 3  
GRANT APPLICATION FOR FISCAL YEAR 2020/2021

AGENDA ACTION: RESOLUTION

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RECOMMENDATION

It is recommended by the Transportation and Public Works Department that Council, by resolution, request that the Metropolitan Transportation Commission allocate \$450,000 from Fiscal Year 2020/2021 Transportation Development Act Article 3 funds and authorize the Director of Transportation and Public Works to file the application and other required documents to construct bicycle and pedestrian enhancements on Santa Rosa Avenue between Sonoma Avenue and Maple Avenue; an increase in appropriations for JL Key 17474 by \$450,000 of Transportation Development Act Article 3 funds for the project will occur as part of the FY 2020/2021 CIP budget process.

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EXECUTIVE SUMMARY

The proposed project to install bicycle and pedestrian enhancements as recommended by the Santa Rosa Avenue Corridor Plan and the Downtown Station Area plan update using Transportation Development Act (TDA) Article 3 supports the City Council Goal – Promote Environmental Sustainability. Enhancing our transportation system to reduce vehicle miles and promote multi modal transportation supports two City Council priorities; one to implement Climate Action Plan and the other to invest in downtown housing and livability. This project establishes links in the bicycle and pedestrian network to serve the Community's residents who choose to bike and walk as a form of transportation. In addition, the project supports one of the Bicycle Friendly Community's recommendations to further improve our community for bicyclists.

BACKGROUND

TDA funds are generated from a statewide 1/4 cent sales tax. Article 3 of TDA sets aside approximately 2% of those monies for bicycle and pedestrian planning and projects. The Metropolitan Transportation Commission (MTC) administers TDA Article 3, which is distributed based on population.

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The City annually receives TDA Article 3 funding for bicycle and pedestrian projects.

The SCTA issued a call for projects on February 18, 2020. TDA Article 3 project applications are due to the SCTA on March 16, 2020.

The Downtown Station Area Specific Plan requires regulatory documents to be developed for specific locations within the Plan Area which includes the Santa Rosa Avenue Corridor Plan. These documents provide guidance for new development and capital improvement projects. The goal of the Santa Rosa Avenue corridor plan is to create a comprehensive and long-term vision for this corridor to enhance access and comfort for pedestrians and cyclists; propose aesthetic improvements; and strengthen linkages between the Santa Rosa Avenue Corridor and the adjoining neighborhoods, downtown and the Sonoma Marin Area Rail Transit (SMART) station. The Corridor Plan recommended the following project components: roadway and bike lane striping, crosswalk striping, street trees, traffic signal at Mill Street/Sebastopol Avenue intersection, pedestrian lighting, medians and landscaping, widened sidewalks, new sidewalks and bulb-outs.

In January 2019, the Bicycle and Pedestrian Advisory Board (BPAB) by motion supported staff's recommendation to allocate \$612,091 of FY 2019/2020 TDA Article 3 funds for the Santa Rosa Avenue Class II bike lanes and pedestrian enhancements between Sonoma Avenue and Maple Avenue.

In April 2019, the City Council approved Resolution 2019-040 requesting the allocation of FY 2019/2020 TDA Article 3 in the amount of \$612,091 for the Santa Rosa Avenue Class II bike lanes and pedestrian enhancements between Sonoma Avenue and Maple Avenue.

Prior to issuing the final allocation for the FY 2019/2020 in July 2019, MTC staff requested that the City consider only programming \$250,000 of the \$612,091 for the design because it is contingent upon the traffic analysis for the Downtown Station Area Specific Plan (DSASP) update. We agreed that the City could then request FY 2020/2021 TDA funds for the construction phase of the project.

The City is currently updating DSASP which is scheduled to be presented to the Planning Commission and City Council for adoption in Summer 2020.

There has been interest from the community and the BPAB, to re-evaluate the segment of Santa Rosa Avenue to determine if it could be reduced to one travel lane in each direction with a center median, left turn pockets and class II bike lanes (road diet option). This proposed roadway configuration differs from the preferred alternative identified in the Santa Rosa Avenue Corridor Plan adopted by the City Council which included one lane in the southbound direction and two lanes in the northbound direction, class II bike lanes, medians and left turn pockets.

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Conditions have changed since the Santa Rosa Avenue Corridor Plan was adopted - the Courthouse Square has been reunited and the traffic volumes have decreased on Santa Rosa Avenue. Based on those factors, staff requested that the traffic consultant for the DSASP analyze the road diet option to see if there were any adverse impacts to traffic operations. The results indicated that there were no major impacts to traffic operations. Transit and Fire Department also reviewed the road diet option with Transportation and Public Works staff and expressed no major concerns about the proposed configuration for Santa Rosa Avenue.

PRIOR CITY COUNCIL REVIEW

On October 9, 2007, the City Council approved Resolution 26950 adopting the Downtown Station Area Specific Plan which required preparing a regulatory document for the Santa Rosa Avenue corridor as part of the implementation program for the Specific Plan.

On January 11, 2011, the City Council approved Resolution 27806 adopting the Santa Rosa Avenue Corridor Plan between Sonoma Avenue and Highway 12.

On January 11, 2011, the City Council approved Resolution 27805 approving and adopting a Mitigated Negative Declaration for the Santa Rosa Avenue Corridor Plan between Sonoma Avenue and Highway 12.

On November 15, 2016, the City Council by motion awarded a construction Contract No. CO1627 for Downtown Santa Rosa Streetscape that included the installation of a traffic signal on Santa Rosa Avenue at Mill Street south of Julliard Park.

On December 5, 2017, the City Council by motion awarded a construction Contract No. CO1869 for Crosswalk Enhancements Throughout Santa Rosa that included the installation of a Rectangular Rapid Flashing Beacon (RRFB) at Santa Rosa Avenue and Charles Street.

ANALYSIS

With support from the Bicycle and Pedestrian Advisory Board (BPAB), staff is considering the following project for the upcoming FY 2020/2021 TDA 3 funding:

1. Santa Rosa Avenue - Sonoma Avenue to Maple Avenue Class II bike lanes and pedestrian enhancements as recommended by the Santa Rosa Avenue Corridor Plan. This project would close the gap in the Class II bike lanes on Santa Rosa Avenue connecting to existing Class II bike lanes on Sonoma Avenue and existing Class II bike lanes on Santa Rosa Avenue at Maple Avenue. The project would restripe the segment, upgrade pedestrian ramps to current ADA standards and add pedestrian crossings. The cost estimate for the construction phase of the project is \$450,000. See Attachment 1.

The Santa Rosa Avenue/Mendocino Avenue corridor is identified as First Phase Project in the Bicycle and Pedestrian Master Plan Update 2018.

MTC requires a local resolution authorizing the request for allocation of FY 2020/2021 TDA Article 3 funds for eligible projects which are due to the SCTA on April 27, 2020.

Any appropriations of TDA Article 3 funds for the project will occur as part of the FY 2020/2021 CIP budget process.

### FISCAL IMPACT

1. Approval of this action does not have a fiscal impact on the General Fund. Capital Facilities Fees and Gas Taxes are potential source to fill any funding shortfall to construct the project.

### ENVIRONMENTAL IMPACT

This action is exempt from the California Environmental Quality Act (CEQA) in that the project qualifies for Class 1 exemption pursuant to CEQA Guidelines Section 15301, Existing Facilities. Specifically, the project consists of minor alterations within existing public right of way involving negligible or no expansion of the existing use.

### BOARD/COMMISSION/COMMITTEE REVIEW AND RECOMMENDATIONS

On January 16, 2020, the BPAB passed a motion with a recommendation to allocate \$450,000 of FY 2020/2021 TDA 3 funds to construct bicycle and pedestrian enhancements on Santa Rosa Avenue between Sonoma Avenue and Maple Avenue.

### NOTIFICATION

Not applicable

### ATTACHMENTS

- Attachment 1 – Santa Rosa Avenue Bicycle and Pedestrian Enhancements - Project Location Aerial
- Resolution/Exhibit A (MTC Findings)
- Exhibit B (Project Application Form)

### CONTACT

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