

CITY OF SANTA ROSA
CITY COUNCIL

TO: MAYOR AND CITY COUNCIL
FROM: ROBERT SPRINKLE, DEPUTY DIRECTOR TRAFFIC
ENGINEERING
SUBJECT: TRANSPORTATION AND PUBLIC WORKS DEPARTMENT
MEASURE M COOPERATIVE FUNDING AGREEMENT WITH
SCTA FOR FUNDING FOR SANTA ROSA AVENUE CORRIDOR
PLAN BICYCLE AND PEDESTRIAN IMPROVEMENTS

AGENDA ACTION: RESOLUTION

RECOMMENDATION

It is recommended by the Transportation and Public Works Department that the Council, by resolution: 1) approve and authorize the City Manager to negotiate and execute the Measure M Cooperative Funding Agreement No. M70306-A1 with Sonoma County Transportation Authority (SCTA) providing \$343,000 of Measure M funding to the City for Santa Rosa Avenue Corridor Plan bicycle and pedestrian improvements; and 2) authorize appropriation of Measure M funds received from SCTA for the project.

EXECUTIVE SUMMARY

In 2020, a cooperative agreement with SCTA for the Old Redwood Highway – Mendocino Avenue – Santa Rosa Avenue Bike lanes project was terminated due to inactivity. Remaining Measure M funding for the project qualifies to be used on the Santa Rosa Avenue Corridor Plan bicycle and pedestrian improvements. The re-establishment of this cooperative agreement will allow for \$343,000 to be utilized toward the funding gap in this project.

BACKGROUND

In 2004, the Sonoma County Transportation Authority (SCTA) adopted the 2004 Comprehensive Transportation Plan (CTP), which serves as the backbone of the Measure M expenditure plan.

Sonoma County voters passed Measure M (Traffic Relief Act for Sonoma County) in November 2004. The Measure established a ¼-cent sales tax for a twenty-year period for transportation improvements included in the expenditure plan.

The City of Santa Rosa Planning team first met with the residents and businesses on Santa Rosa Avenue back in June 2010 to discuss the potential reconfiguration of Santa Rosa Avenue. As funding was being gathered for the implementation of bike lanes and pedestrian improvements, the Courthouse Square Reunification project was implemented and restructured the traffic circulation in the immediate vicinity. Due to this reduction in Santa Rosa Avenue traffic, the corridor was reanalyzed as part of the Downtown Station Area Specific Plan Update in 2020. With that analysis, community outreach and input, a plan was developed that is moving forward today with a single travel lane in each direction, buffered bike lanes, enhanced pedestrian crossings and median islands.

ANALYSIS

The Santa Rosa Avenue Corridor Plan will construct bicycle, pedestrian, and roadway improvements from Sonoma Avenue to Maple Avenue. This is the last segment of Santa Rosa Avenue that does not have bike lanes. The project will reduce the travel lanes from four lanes to two travel lanes with a turn lane, install planted medians and bike lanes, and provide enhanced pedestrian crossings.

A cooperative agreement is needed between the City of Santa Rosa and the SCTA to program the Measure M funding into the Old Redwood Highway – Mendocino Avenue – Santa Rosa Avenue Bike lanes project.

FISCAL IMPACT

Approval of this action does not have a fiscal impact on the General Fund. Measure M Funds received from SCTA will be appropriated into Project Key JL17474 for the Santa Rosa Avenue Corridor Plan project.

ENVIRONMENTAL IMPACT

This action is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15061(b)(3) and 15378 in that there is no possibility that the implementation of this action may have significant effects on the environment, and no further environmental review is required.

BOARD/COMMISSION/COMMITTEE REVIEW AND RECOMMENDATIONS

Not applicable.

NOTIFICATION

Not applicable.

ATTACHMENTS

Resolution/Exhibit A – Measure M Cooperative Funding Agreement No. M70306-A1

PRESENTER

Robert Sprinkle – Deputy Director Traffic Engineering – rsprinkle@srcity.org