

CITY OF SANTA ROSA
CITY COUNCIL

TO: MAYOR AND CITY COUNCIL
FROM: ROBERT SPRINKLE, DEPUTY DIRECTOR - TRAFFIC
ENGINEERING TRANSPORTATION AND PUBLIC WORKS
SUBJECT: SUPPLEMENT NO. 5 TO FUNDING AGREEMENT BETWEEN
THE METROPOLITAN TRANSPORTATION COMMISSION AND
THE CITY OF SANTA ROSA FOR THE DEPLOYMENT OF QUICK
BUILD LOW-STRESS BICYCLE FACILITIES

AGENDA ACTION: RESOLUTION

RECOMMENDATION

It is recommended by the Transportation and Public Works Department that Council, by resolution, approve Supplement No. 5 to the Master Funding Agreement between the Metropolitan Transportation Commission and the City of Santa Rosa to procure K71 bollards at an amount not to exceed \$200,000 of Exchange Funds for the deployment of Quick Build Low-Stress Bicycle Facilities on four roadway segments.

EXECUTIVE SUMMARY

The City of Santa Rosa Department of Transportation and Public Works is pursuing national and state best practices that call for the installation of low-stress bicycle facilities. Low-stress bicycle facilities include Class I shared use paths and Class IV protected bike lanes. Class IV protected bike lanes are on-road bicycle facilities that include a painted buffer and a vertical delineator. The most common vertical delineators are bollard flex-posts. In the City of Santa Rosa, the most common type of vertical delineators used on Class IV facilities are called K71 bollards.

The City of Santa Rosa has been awarded \$200,000 in funds from the Metropolitan Transportation Commission (MTC) to purchase K71 bollards to deploy quick build low-stress bicycle facilities on four roadway segments. This funding will be used to purchase approximately 1,330 K71 Delineators, which will result in approximately 5.61 miles of Class IV bicycle facilities by winter 2025.

Enhancing the safety and comfort of the City's bike lanes is critical to meet various Council goals, including but not limited to: Vision Zero, reduction in vehicle miles traveled and greenhouse gas emissions, and equity.

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BACKGROUND

The Metropolitan Transportation Commission completed their first Active Transportation Plan in January 2023, which updated MTC's Complete Streets Policy (Resolution 4493) as well as identified an Active Transportation Network and prioritized a 5-year Implementation Plan.

The Active Transportation Network is a 3,244-mile network created using regionally significant segments of locally adopted plans/networks with equity, mode shift, and safety as the core elements. Together, the Complete Streets Policy and Active Transportation Network are intended to help Bay Area jurisdictions reach mode shift, equity, and safety goals.

During the Active Transportation Plan process, MTC heard the need for various forms of Active Transportation Technical Assistance, including project design assistance, help completing state Active Transportation Program and other Active Transportation grant applications, as well as educational capacity-building assistance (e.g. working together with emergency response staff to deliver Complete Streets projects). MTC also recognized the need for jurisdictions receiving funds to procure materials to implement quick build projects.

Therefore, MTC launched an Active Transportation Technical Assistance Program with a goal of spurring implementation of MTC's Complete Streets Policy and Active Transportation Network, while also securing additional statewide and other Active Transportation funding for the region. Technical Assistance funds of \$960,000 were awarded to various Bay Area jurisdictions and approved by the Joint MTC Planning Committee and the Association of Bay Area Governments Administrative Committee on December 8, 2023. Of these funds, the City of Santa Rosa and the City of San Jose were each awarded \$200,000 in funds to procure K71 bollards for the deployment of quick build low-stress bicycle facilities.

PRIOR CITY COUNCIL REVIEW

On September 4, 2018, the Council, by Resolution No. RES-2018-150 approved a Master Funding Agreement with the Metropolitan Transportation Commission.

ANALYSIS

Staff is proposing that Council adopt the Resolution and approve the Supplement No. 5 to Funding Agreement with the Metropolitan Transportation Commission to procure no more than \$200,000 of K71 bollards for the deployment of quick build low-stress bicycle facilities. The K71 bollards will be used on four roadway segments with a small contingency reserved for ongoing maintenance and replacement. All roadway segments are part of the MTC Active Transportation Network. The roadway segments include:

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- Third Street from Morgan Street to B Street. This segment currently has Class IIB bike lanes, meaning a painted buffer already exists between the bike lane and vehicle traffic. Bollards will be used to provide a vertical delineation between the two modes of transportation and will discourage vehicles from entering the painted buffer zone.
- Cleveland Avenue from Hopper Avenue to Guerneville Road. Installation of bollards along this segment will be part of a larger road diet project that the Transportation and Public Works Department is in the planning stages of. The project is currently at 30% design and construction is anticipated to begin in the summer of 2025.
- West College Avenue from North Dutton Avenue to Marlow Road. Bollards along this segment would be installed during the City's annual slurry seal pavement maintenance program. Improvements along this section of West College Avenue are currently in the design phase.
- North Dutton Avenue from College Avenue to Jennings Avenue. Bollards along this segment would be installed during the City's annual slurry seal pavement maintenance program. Improvements along this section of North Dutton Avenue are currently in the design phase.

MTC requires a local resolution authorizing Supplement No. 5 to the Master Funding Agreement by the Metropolitan Transportation Commission and the City of Santa Rosa, supplementing the Master Funding Agreement dated September 1, 2018. The Supplement Project work will be completed no later than December 30, 2026. Supplement No. 5 can be seen as Exhibit A to the resolution.

FISCAL IMPACT

Approval of this action does not have a fiscal impact on the General Fund.

ENVIRONMENTAL IMPACT

This action is exempt from the provisions of the California Environmental Quality Act (CEQA) under 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.

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NOTIFICATION

Not applicable.

ATTACHMENTS

- Attachment 1 – Master Funding Agreement
- Resolution/Exhibit A - Supplement No. 5 to Master Funding Agreement

PRESENTER

Torina Wilson – Transportation Planner