

EXHIBIT B

TDA Article 3 Grant FY 2019/20 Final Application City of San Pablo



Wildcat Creek Trail Crossing Enhancements Project



January 24, 2019

Submitted To:
Countywide Bicycle Advisory Committee
255 Glacier Drive
Martinez, CA 94553-4825

TDA Article 3
2019/20 Final Grant Application
Wildcat Creek Trail Crossing Enhancement Project

Table of Contents

TDA Article 3 Project Application For.....	1
Response to Comments on TDA Article 3 Preliminary Grant Application	3
TDA Article 3 Project Cost Estimate	4
Exhibit A: Location Map- Wildcat Creek Trail	5
Exhibit B: Photos of Existing Condition- Chattleton/Church Lane & Vale Road	6
Exhibit C: Proposed Crossing Enhancements	9
Authorizing Resolution	10

TDA Article 3 Project Application Form

Fiscal Year of this Claim: **2019/2020**

Applicant: **City of San Pablo**

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Short Title Description of Project: Wildcat Creek Trail Crossing Enhancements Project

Amount of claim: **\$150,000**

Functional Description of Project:

In 2019, the City of San Pablo will commence construction of the first phase of the Wildcat Creek and Greenway Trail Restoration project. This project, which is fully funded by multiple local and state grant funds, will restore ~2,200 linear feet of creek channel and provide a greenway trail for a safe cycling and pedestrian path that will run between the entry points at Chattleton/Church Lane and Vale Road in the City of San Pablo. The Wildcat Creek Trail is a planned multi-municipal, Class I trail that will ultimately connect residents of the cities of Richmond and San Pablo to the San Francisco Bay Trail (see Exhibit A).

After observing the limits of the funded project, a study determined that street crossing enhancements were needed at the entry points of the trail to improve safety for pedestrians and cyclists accessing the Wildcat Creek Trail. Both trail termini are perpendicular to the main collector San Pablo Avenue, which carries high volumes of pedestrians, cyclists, motorists and mass transit throughout the day. According to TIMS (Transportation Injury Mapping System), there have been twelve (12) pedestrian/bicycle collisions in the vicinity of San Pablo Avenue and Chattleton/Church Lane and five (5) pedestrian/bicycle collisions in the vicinity of San Pablo Avenue and Vale Road within the past five (5) years. The Wildcat Creek Trail will offer an alternate and safer route for pedestrians and cyclists currently travelling along San Pablo Avenue as the trail runs parallel to this main arterial. The City of San Pablo has been identified as a Community of Concern and safe access to parks and trails is one of the City's main objectives. Incorporating access to the San Francisco Bay Trail is also of regional significance as identified in Contra Costa County's Countywide Bike Plan and East Bay Parks Master Plan.

North Trail Entry Point at Chattleton and Church Lane

The Wildcat Creek Trail entry point at Chattleton and Church Lane is surrounded by various existing land uses such as residential neighborhoods with multi-unit housing, the San Pablo Library, the San Pablo Senior Center, and nearby schools. Currently, a 70-foot long yellow ladder crosswalk is in place for pedestrians and cyclist to cross Church Lane to access Chattleton Lane. Church Lane is striped for two travel lanes plus a two-way-left-turn median lane and Class II Bike Lanes, and has a posted speed limit of 35 miles-per-hour (mph). At this location, the City is proposing to add a raised median within the existing two-way center left-turn lane to be accompanied by bulb-outs, replacing the existing in-roadway flashers with push button activated Rectangular Rapid Flashing Beacons (RRFBs) and placing yield lines in each direction in advance of the crosswalk to enhance safety. Raised medians, particularly when they replace center, two-way-left-turn lanes, provide refuge areas at crossings for pedestrians and cyclists and have demonstrated a 46 percent reduction in pedestrian/cyclist crashes, according to the Federal Highway Administration. The City Council will adopt a resolution per section 21206 of the California Vehicle Code to allow operation of bicycles on the sidewalk of Church Lane between San Pablo Avenue and the existing midblock crosswalk to facilitate safe bicycle access to the trail.

South Trail Entry Point at Vale Road

The Wildcat Creek Trail entry point at Vale Road currently includes a 50-foot long ladder crosswalk across Vale Road, with a posted speed of 25 mph. There are also two existing bus stops at the southeast and southwest corners of the intersection of Vale Road/hospital driveway. For this trail entry point, the City proposes to install a push-button activated RRFB to enhance safety for pedestrians and cyclists. Due to the horizontal curve at the intersection of Vale Road and 29th Street/Howard Street, which reduces sight distance for motorists travelling north on 29th Street approaching the trail terminus, roadway signage and yield lines in advance of the crosswalk are also proposed to denote where motorists should stop if pedestrians/cyclists are present. In addition, the City is proposing to relocate the bus stop adjacent to the former hospital site due to its potential to obstruct the view of motorists travelling northbound on Vale Road. The City proposes to relocate the bus stop to the far side of the intersection and to reconstruct the bus turnout to align with the existing curb face. This will result in a shorter crossing distance for pedestrians and eliminate a sight distance obstruction, thus minimizing the duration of exposure to vehicles travelling along Vale Road.

The City's intent with the implementation of these improvements is to provide a safer route for pedestrians, cyclists and motorists to travel to access the Wildcat Creek Trail. It is also the intent of the city to enhance the multimodal use of this corridor to create a pedestrian and bicycle friendly community. It is estimated that the addition of the Wildcat Creek Trail will increase pedestrian and cyclist traffic volumes by 25% during peak hours. In addition to peak hour usage, the trail will be valuable for other transportation trips, such as connecting the community to schools, shopping and recreation areas and activities. Not only will this project encourage multi-modal uses of transportation, but it is regionally significant in the sense that the completion of this trail is a milestone in completing the link to the San Francisco Bay Trail.

Refer to Exhibits (as listed in the Table of Contents) for maps, photos and proposed locations of the proposed trail access enhancements.

Financial Plan:

List the project elements for which TDA funding is being requested (e.g., planning, engineering, construction, contingency). Use the table below to show the project budget for the phase being funded or total project. Include prior and proposed future funding of the project. Planning funds may only be used for comprehensive bicycle and pedestrian plans. Project level planning is not an eligible use of TDA Article 3.

Project Elements:

TDA funding of \$150,000 is requested for the estimated costs of procuring design and partial construction costs. Other costs include preparation of plans, bidding/construction management, and third party review by a traffic engineer. The City plans to cover over 60% of the project costs, plus any additional unforeseen project expenditures. With the limited funds available to local governments and the various needs that must be met, particularly in a disadvantage community like San Pablo, grant funding sources such as TDA make a great difference.

Funding Source	All Prior FYs	Application FY 2019-2020	Next FY	Following FYs	Totals
TDA Article 3		150,000			150,000
list all other sources:					
1. General Fund		209,000			209,000
3.					
4.					
Totals		\$359,000			\$359,000

Project Eligibility:	YES?/NO?
A. Has the project been approved by the claimant's governing body? (If "NO," provide the approximate date approval is anticipated).	Pending Approximate date of City Council approval: 1/22/2019
B. Has this project previously received TDA Article 3 funding? If "YES," provide an explanation on a separate page.	NO
C. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: http://www.dot.ca.gov).	YES
D. Has the project been reviewed by a Bicycle Advisory Committee (BAC)? (If "NO," provide an explanation). Enter date the project was reviewed by the BAC: <u>12/10/2018</u>	YES
E. Has the public availability of the environmental compliance documentation for the project (pursuant to CEQA) been evidenced by the dated stamping of the document by the county clerk or county recorder? (required only for projects that include construction).	YES
F. Will the project be completed before the allocation expires? Enter the anticipated completion date of project (month and year) _____	YES
G. Have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name: _____)	YES

Response to Comments on TDA Article 3 Preliminary Application: Wildcat Creek Trail Crossing Enhancements Project

Original Comments:

- **Wildcat Creek Trail Crossing Enhancements Project**

CBAC Comments: Committee noticed the math doesn't add up and should be rechecked. The cost of yield lines appears high. In regards to relocating bus stops, a Committee member stated the need for communication with the Transit Authority/Bus Operators. They would like to know their opinion and their needs; perhaps a letter of support. Committee member asked about the volume of vehicles that use this area. Committee discussed if bicyclists will be using the sidewalk, if so, the sidewalk should be widened. The width isn't mentioned. Project would help to provide access to trail.

City of San Pablo Response:

The cost estimate for the project has been reviewed and revised to reflect the proper math. The updated cost estimate is included in this final application in the following section. The initial cost estimate grouped together Survey and Design services. Cost estimate for *Survey and Design @ 20%* were separated to clarify the correct amount for each service. Yield lines were erroneously marked at \$200 per square foot. Cost estimate was revised to reflect the proper cost for yield lines, which is \$20 per square foot, bringing the total of the cost estimate down by \$19,742.

The City has already reached out to the local Transit Authority (AC Transit) that operates the bus stop the City desires to relocate. AC Transit has not yet responded to the City's request. The City has a positive working relationship with AC Transit. For example, during the preliminary design for Rumrill Complete Streets Project, the City worked with AC Transit to relocate several bus stops along the project and were able to come to a mutual agreement that addressed the needs of both agencies. The City anticipates that it will be able to reach a mutually beneficial agreement on the relocation of the bus stop for this project.

Based on intersection turning movement counts collected by the City, the average daily traffic traveling along Church Lane is approximately 12,120. Similarly, the average daily traffic traveling along Vale Road is approximately 8,380.

To access a safe crossing point from the San Pablo Avenue to the trail, similar to pedestrians, beginner cyclists could travel along the sidewalk of Church Lane. This feature of the project is proposed as a safety measure for cyclists not comfortable with the technical challenges between San Pablo Avenue and the trail. The travel distance is fairly short with a current sidewalk width of approximately 10 feet. It should be noted that widening the sidewalk would require the removal of parking along Church Lane. Additionally, widening the sidewalk could impact transit operations and driveway operations for the senior housing complex adjacent to the project site. Access to the trail is essential to the City's goal to move cyclists from San Pablo Avenue, the primary arterial through the City, to the trail for safer cycling through San Pablo.

TDA Article 3 Project Cost Estimate:
Wildcat Creek Trail Crossing Enhancements Project

Note: The below costs are for Wildcat Creek Trail Crossing Treatments

Location	Item	Quantity	Unit	Unit Price	Cost
Church Lane at Chattleton Lane					
Church Lane at Mid-Block Crosswalk					
	Median curb	80	LF	\$15	\$1,200
	Remove in-roadway flashers	1	LS	\$3,000	\$3,000
	Install RRFB	1	LS	\$35,000	\$35,000
	Yield line markings	18	SF	\$20	\$360
Chattleton Lane and Trail Access					
Vale Road at Trail Terminus					
	Yield line markings	18	SF	\$20	\$360
	Crosswalk warning sign and post	2	EA	\$500	\$1,000
	Relocate bus stop	1	LS	\$10,000	\$10,000
	Remove concrete	40	CY	\$80	\$3,200
	Bus Pad	800.0	SF	\$25	\$20,000
	Curb and gutter	80.0	LF	\$50	\$4,000
	Sidewalk	480	SF	\$40	\$19,200
SUBTOTAL: CONSTRUCTION UNIT COSTS					\$145,528
Mobilization and Traffic Control					\$50,935
CONSTRUCTION TOTAL					\$196,463
Design @ 20%					\$39,293
Survey					\$15,000
Inspection and Administration @25%					\$49,116
Miscellaneous @ 20%					\$39,293
Contingency @ 10%					\$19,646
TOTAL COST					\$358,810
SAY					\$358,800

Exhibit A: Location Map- Wildcat Creek Trail

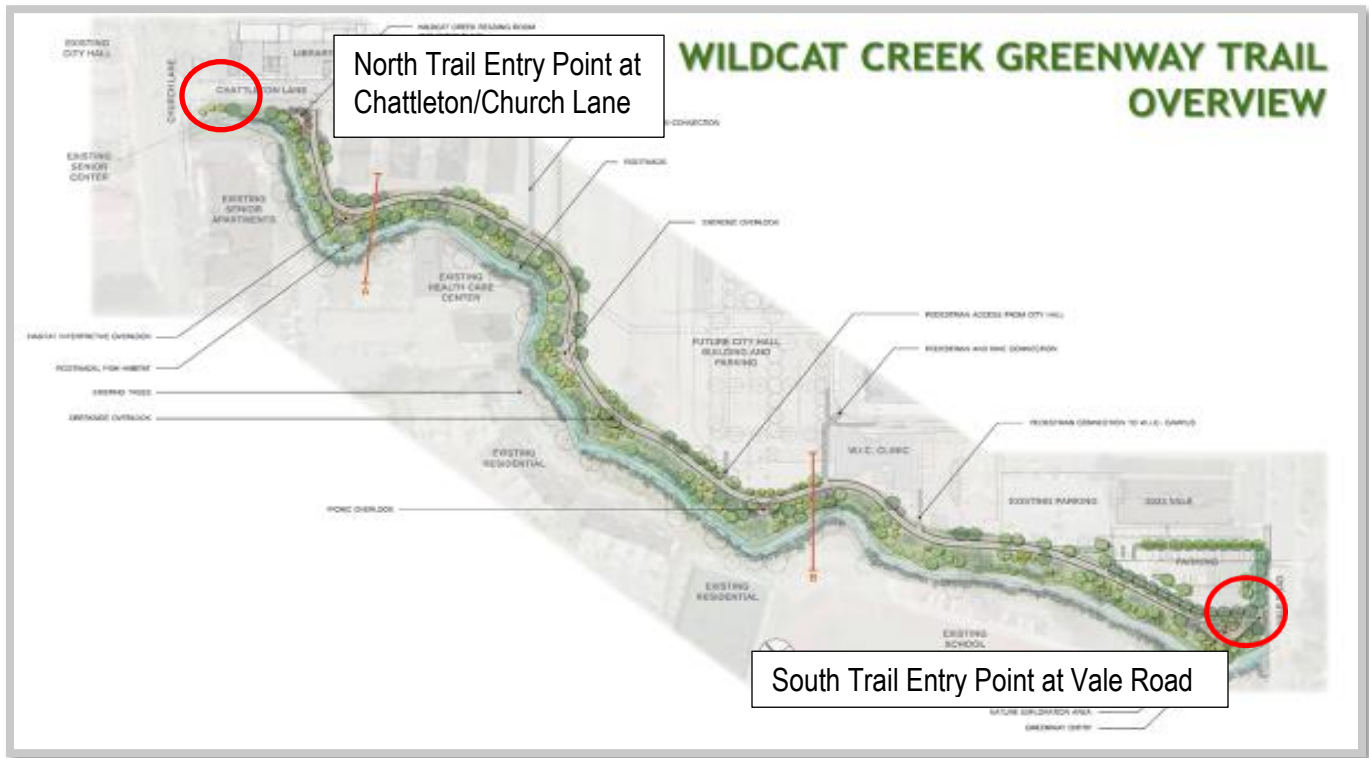


Exhibit B: Photos of Existing Conditions



Photo 1: North trail entry point at Chattleton Lane and Church Lane



Photo 2: South trail entry point at Vale Road



Photo 3: Midblock crosswalk on Church Lane



Photo 4: Existing crosswalk at Vale Road



Photo 5: Existing bus stop at Vale Road (proposed to be relocated)



Photo 6: Vale Road curve at 29th Street and Howard Street

Exhibit C: Proposed Enhancements



Photo 7: Proposed Enhancements at Church Lane



Photo 8: Proposed Enhancements at Vale Road

TDA Article 3 Adopted Resolution
Wildcat Creek Trail Crossing Enhancements Project

*(To be inserted here
pending adoption of resolution
by Council)*