

TDA Article 3 Grant FY 2021/22 Final Application

City of San Pablo



Giant Road Cycletrack Project



December 3, 2020

Submitted To:

Countywide Bicycle Advisory Committee

255 Glacier Drive
Martinez, CA 94553-4825

TDA Article 3
2021/22 Preliminary Grant Application

Giant Road Cycletrack Project

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TDA Article 3 Project Application Form

Fiscal Year of this Claim: **2021/2022**

Applicant: **City of San Pablo**

Contact person: **Sarah Kolarik, Environmental Program Analyst**

Mailing Address: **1000 Gateway Avenue, San Pablo, CA 94806**

E-Mail Address: **SarahK@sanpabloca.gov**

Telephone: **(510) 215-3068**

Secondary Contact (in event primary not available): **Ronalyn Nonato, Associate Engineer**

E-Mail Address: **RonalynN@sanpabloca.gov**

Telephone: **(510) 215-3065**

Short Title Description of Project: Giant Road Cycletrack Project

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

Functional Description of Project:

The Giant Road corridor is a low-volume truck route that spans much of the western boundary of the City of San Pablo (the City). The 1.1-miles of Giant Road within City boundaries divides the Burlington Northern-Santa Fe (BNSF) railroad (to the west) from a mix of commercial, low-income and single-family home residential development and Lake Elementary School (to the east).

Safety is a priority concern along this corridor. From January 1, 2017 through December 2, 2020, there were 53 collisions on Giant Road, including 15 hit-and-runs (plus an additional hit-and-run bicyclist fatality in 2016). While the posted speed limit ranges from 30MPH to 35MPH—the latter of which prompts an American Association of State Highway and Transportation Officials (AASHTO) recommendation of either a Class IV or a Class I bicycle facility in order to be safe for users—vehicles are known for traveling much faster along this roadway. From 2017 through 2020, there were a total of 219 citations for excess speed, with an average citation speed of 55MPH and the highest citation speed being approximately 75MPH. Although it is a low-volume road, with an estimated average daily traffic (pre-COVID) between 3,500 and 4,000, the high speeds and lack of dedicated, protected bicycle facilities prevent cyclists from using this roadway safely.

This is a significant missed opportunity, as the census tract encompassing the majority of this corridor already uses a high rate of alternative transportation, with 16.2% of workers commuting by transit, walking or cycling (Healthy Places Index). Approximately 5.1% of households in this census tract do not have access to an automobile, about average compared to the state (Healthy Places Index).

Giant Road was identified as a key corridor needing pedestrian and bicycle safety improvements in the City's Bicycle and Pedestrian Master Plan ("BPMP", 2017), which analyzed key activity generators (e.g. housing, schools), transportation network assets and gaps, and consistency with local and regional plans. The Giant Road corridor is a focus in the ongoing Bicycle and Pedestrian Corridor Study ("Corridor Study"), which has been funded by California's Senate Bill 1 (SB1) in order to create community-supported, technically feasible concept designs that will speed the implementation of multi-modal transportation facilities.

As a result of the BPMP's extensive public outreach efforts (including a Steering Committee, community workshops, extensive community survey, tabling events, and targeted stakeholder meetings) and technical analysis from the Corridor Study, the design recommendation for the Giant Road corridor is a protected, two-way cycletrack on the western side of Giant Road for its full extent in San Pablo. The continuous BNSF railroad frontage on the western side of Giant Road minimizes the number of driveways and intersections that would otherwise create dangerous collision points with the cycletrack, thus maximizing cyclist safety. Furthermore, by creating a consolidated two-way cycletrack in a space-constrained roadway, more space and funding can be dedicated toward the protected separation between the cyclists and the drive lanes, e.g. with a curb or a combination of bollards and/or armadillos, etc.

Not only does this proposed cycletrack further the smart growth-related goals of the Metropolitan Transportation Commission's (MTC's) Plan Bay Area 2040—but by creating new bicycle facilities near the MTC-identified Priority Development Areas in San Pablo and North Richmond—but it also facilitates regional bicycle connections. Cyclists could soon be able to safely travel between Point Pinole Regional Shoreline to the north of Giant Road (pending a 2/3-mile gap closure along Giant Highway in the City of Richmond) and Richmond BART to the south of Giant Road (pending a 600-foot gap closure on Brookside Avenue to the upcoming Rumrill Boulevard Complete Streets Project in the City of San Pablo and the future Rumrill Boulevard/13th Street Complete Streets Project in the City of Richmond).

Upcoming community engagement efforts through the Corridor Study (a Technical Advisory Committee, online survey, and online community workshop) will refine the Giant Road concept designs. The City plans to leverage internal staffing, with possible quick-build design assistance from MTC, to bring the Giant Road cycletrack signage and striping plans to 100% design. The City hopes to construct the cycletrack starting late 2021, in tandem with an OBAG-funded pavement repair project along a segment of Giant Road

(Brookside Avenue to Trenton Boulevard). This rapid schedule ensures that safe bicycle facilities are created as soon as possible, while maximizing project cost efficiency. Refer to the Exhibits (as listed in the Table of Contents) for the current draft concept design, as well as maps and photos of Giant Road.

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 striping, signage, concrete curb and gutter, green-colored pavement, bollards and/or other protective elements (e.g. armadillos), a dedicated bicycle traffic signal and associated traffic signal modifications, mobilization and traffic control. Other costs include bidding/construction management and design support. The OBAG-funded pavement repair project covers the identified costs for dig-out, excavation, slurry seal and ADA curb ramps (for the segment of Giant Road between Brookside Avenue and Road 20). The City—or other grant funding, if secured—plans to cover approximately 30% of the project costs, plus any additional unforeseen project expenditures. With the limited funds available to local governments—especially as a result of the COVID-19 pandemic and in a disadvantage community like San Pablo—grant funding sources such as TDA make a great difference.

Funding Source	All Prior FYs	Application FY 2021-2022	Next FY	Following FYs	Totals
TDA Article 3		150,000			150,000
list all other sources:					
1. General Fund		323,200			323,200
2. OBAG		635,000			635,000
3.					
4.					
Totals		\$1,108,200			\$1,108,200

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: 1/19/2021
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: _____	Pending Submitted for CBAC review on 12/03/2020
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).	Pending To be completed before final TDA submittal
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

TDA Article 3 Project Cost Estimate:
Giant Road Cycletrack Project

ITEM	QUANTITY	UNIT	UNIT PRICE	COST
Digout	1	LS	\$81,337	\$81,337
Overexcavation	1	LS	\$77,534	\$77,534
Curb ramps	12	EA	\$4,000	\$48,000
Raise irons	18	EA	\$500	\$9,000
Raise manholes	6	EA	\$900	\$5,400
Raise monuments	3	EA	\$500	\$1,500
Slurry seal	7,954	SY	\$5	\$39,770
Sidewalk	503	SF	\$35	\$17,605
Remove traffic striping/pavement markings	1	LS	\$1,500	\$1,500
Curb and gutter	862	LF	\$90	\$77,567
Fire Hydrant markers	7	EA	\$25	\$175
Thermoplastic traffic striping	25,155	LF	\$3	\$75,465
12" stripe crosswalk/limit line	485	LF	\$6	\$2,910
Thermoplastic pavement marking	1,043	SF	\$9	\$9,387
Green colored pavement	2,785	SF	\$19	\$52,915
Flexible delineator/bollard	260	EA	\$300	\$78,000
Roadway Signs	8	EA	\$165	\$1,320
Sign post	46	EA	\$400	\$18,400
Traffic signal modification (Giant @ Parr)	1	LS	\$71,400	\$71,400
SUBTOTAL: CONSTRUCTION UNIT COSTS				\$669,185
Contingency @ 20%				\$133,837
Mobilization and Traffic Control				\$160,645
CONSTRUCTION TOTAL				\$963,667
Design, Management, Inspection @ 20%				\$192,733
TOTAL COST				\$1,108,200
<i>Items in purple will only be paid for by OBAG funding (already secured) and other City funds (as needed). Items in black will be paid for by a mix of OBAG, City, TDA (if awarded) and other grants (if secured).</i>				

Exhibit A: Location Map

 Giant Road



Map 1: Giant Road, between Brookside Avenue and Miner Avenue (full extent within City of San Pablo boundaries)

Exhibit B: Photos of Existing Conditions



Photo 1: Giant Road, between Randy Lane and Road 20 (looking north)



Photo 2: Giant Road, between Randy Lane and Road 20 (looking south)

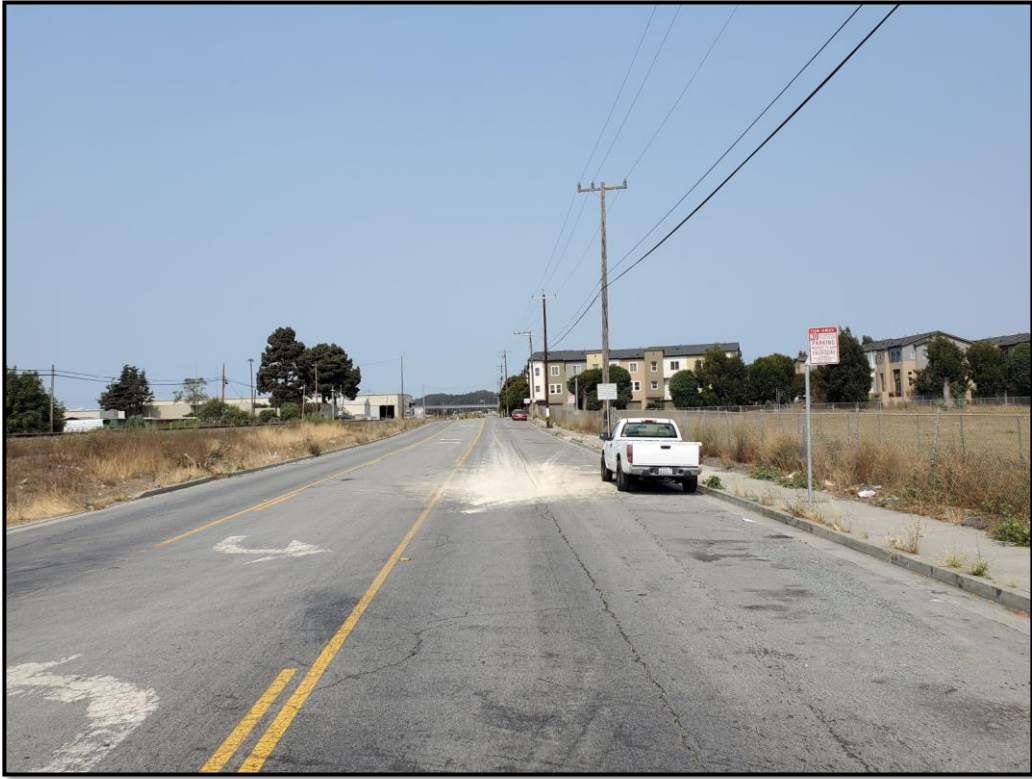


Photo 3: Giant Road, between Trenton Boulevard and Lake Street (looking north)



Photo 4: Giant Road, between Trenton Boulevard and Lake Street (looking south)



Photo 5: Giant Road, in front of Giant Trade Center (looking south)

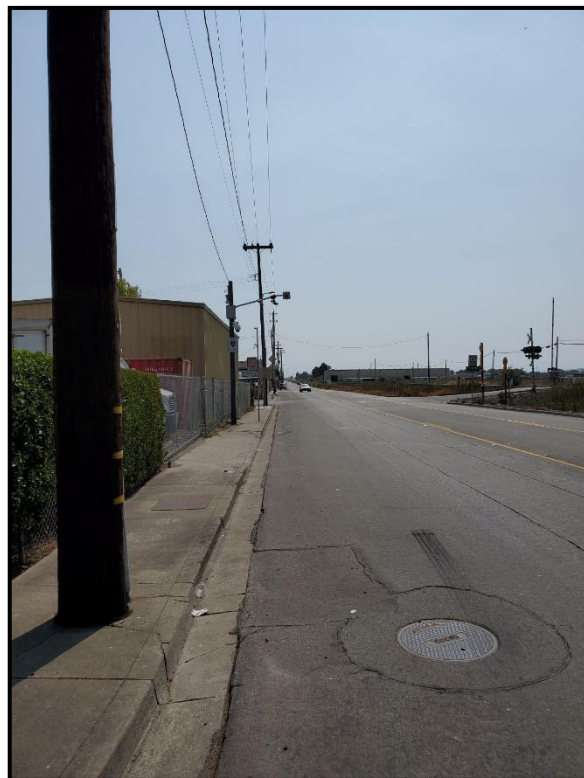
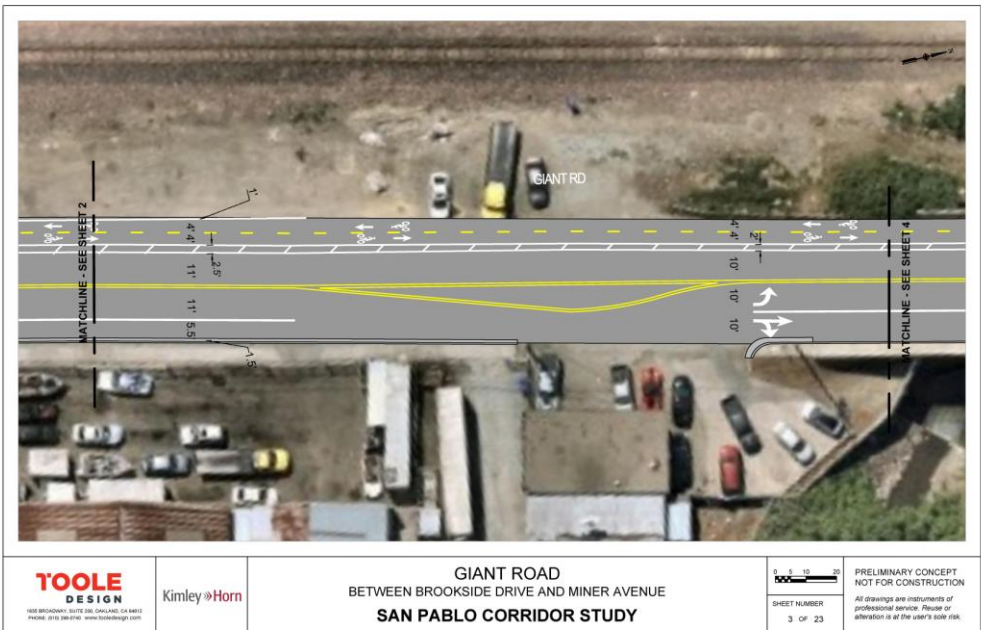
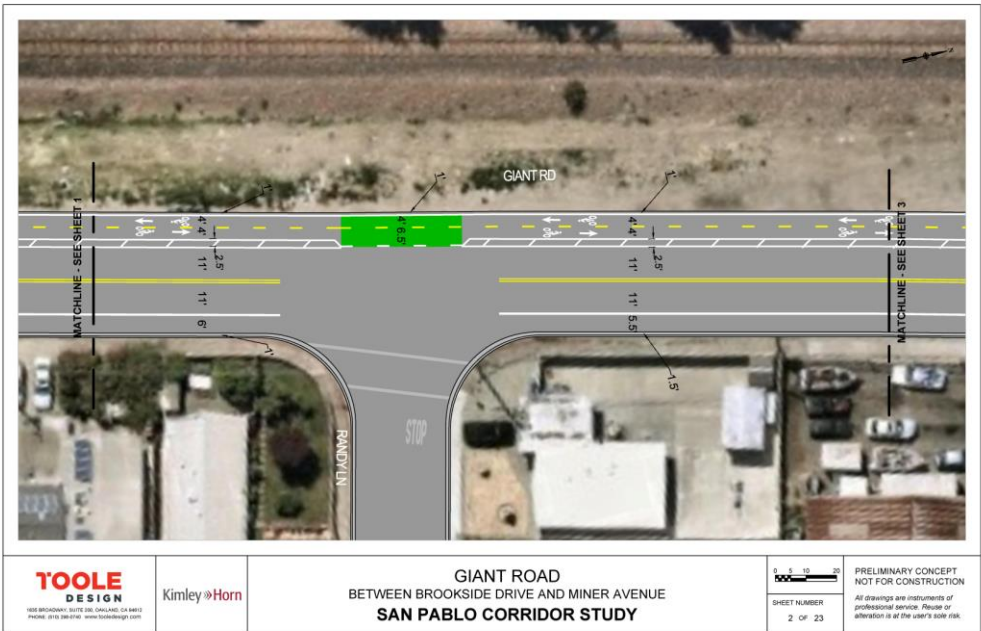
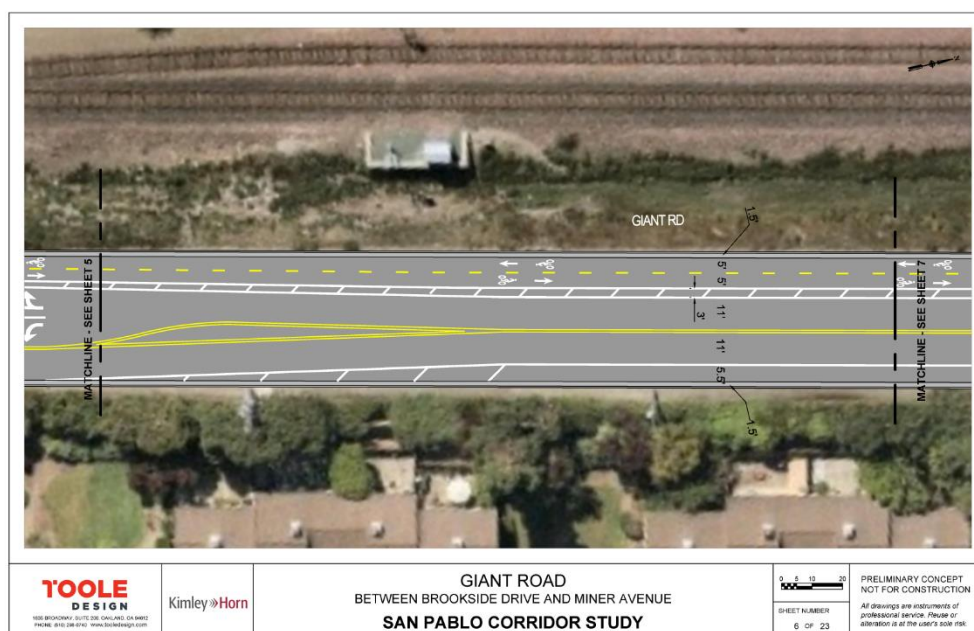
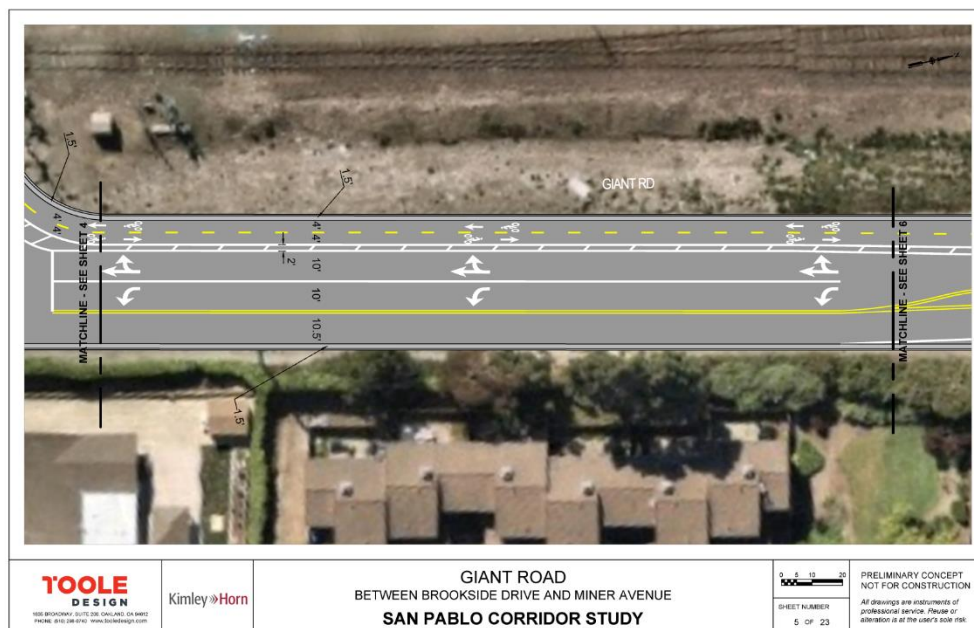
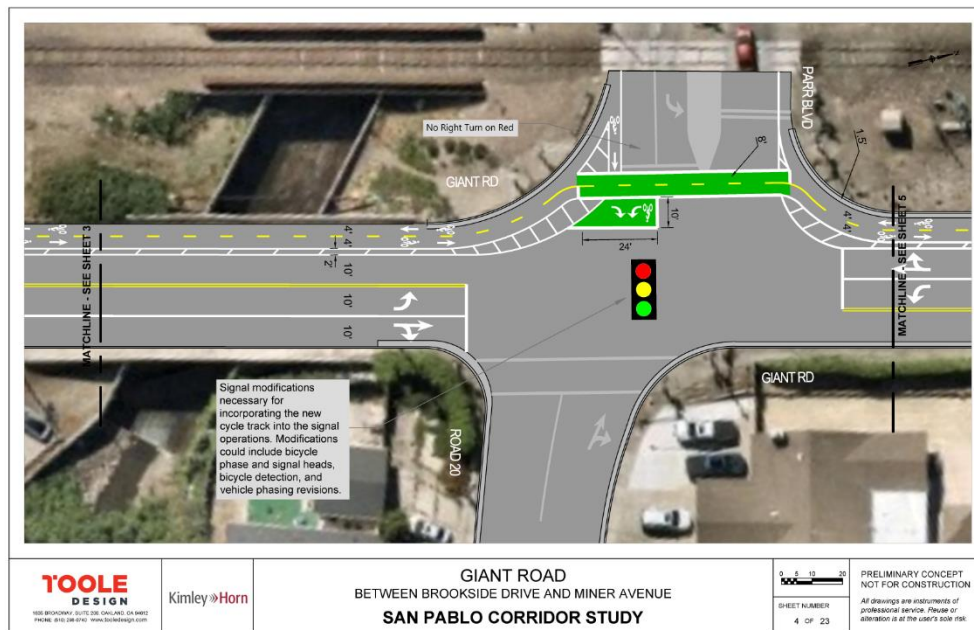


Photo 6: Giant Road, at Miner Avenue (looking south)

Exhibit C: Draft Concept Design







TOOLE
DESIGN

1000 BROADWAY, SUITE 200, OAKLAND, CA 94612
PHONE: (415) 386-6700 WWW.TOOLEDESIGN.COM

Kimley **Horn**

GIANT ROAD
BETWEEN BROOKSIDE DRIVE AND MINER AVENUE
SAN PABLO CORRIDOR STUDY

0 5 10 20
SHEET NUMBER
7 OF 23

PRELIMINARY CONCEPT
NOT FOR CONSTRUCTION
All drawings are instruments of
professional service. Review or
alteration is at the user's sole risk.



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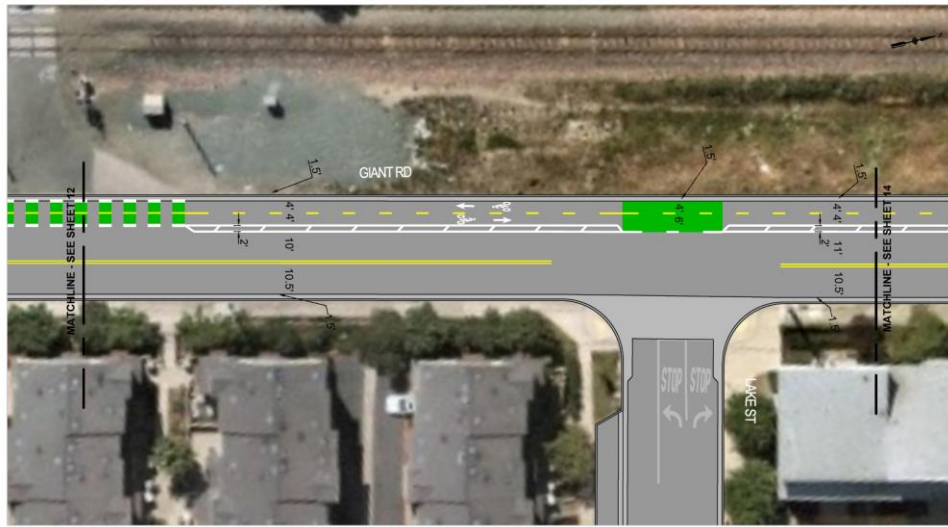
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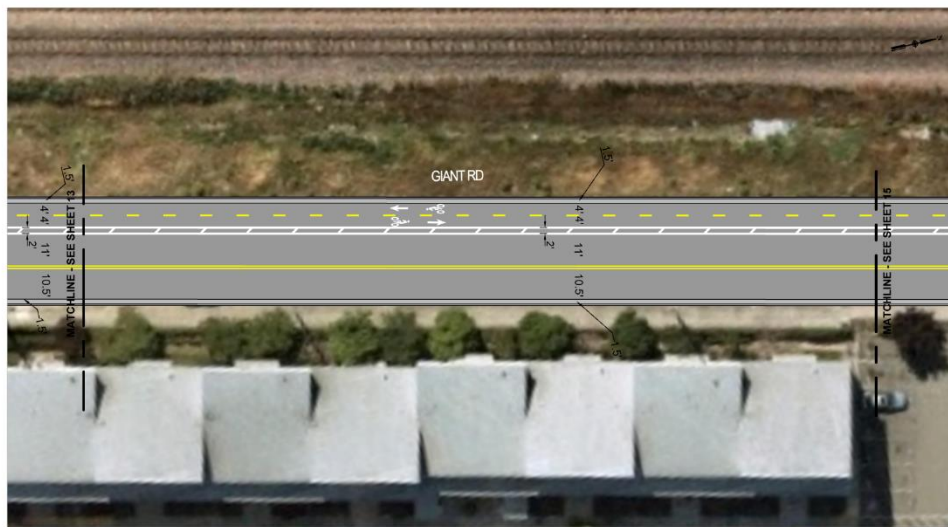
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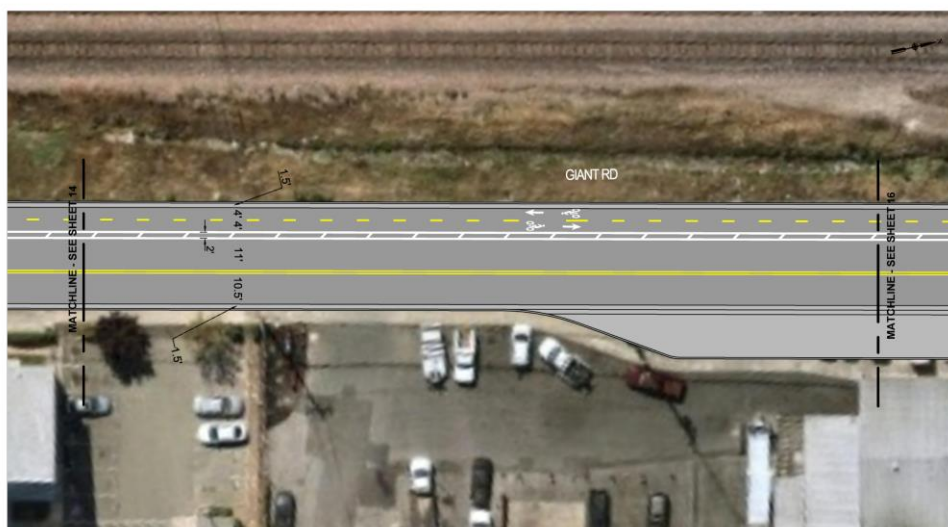
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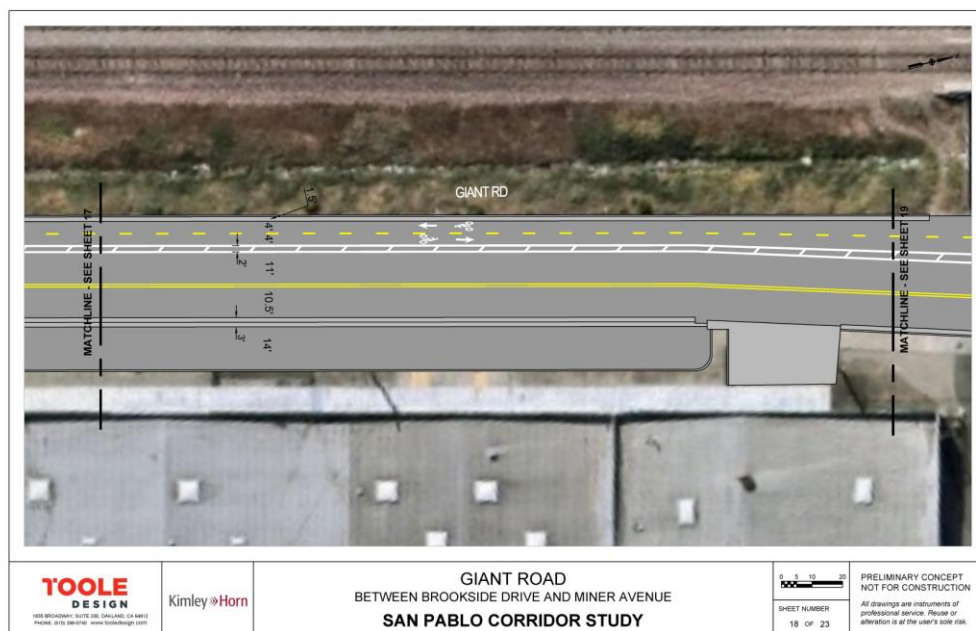
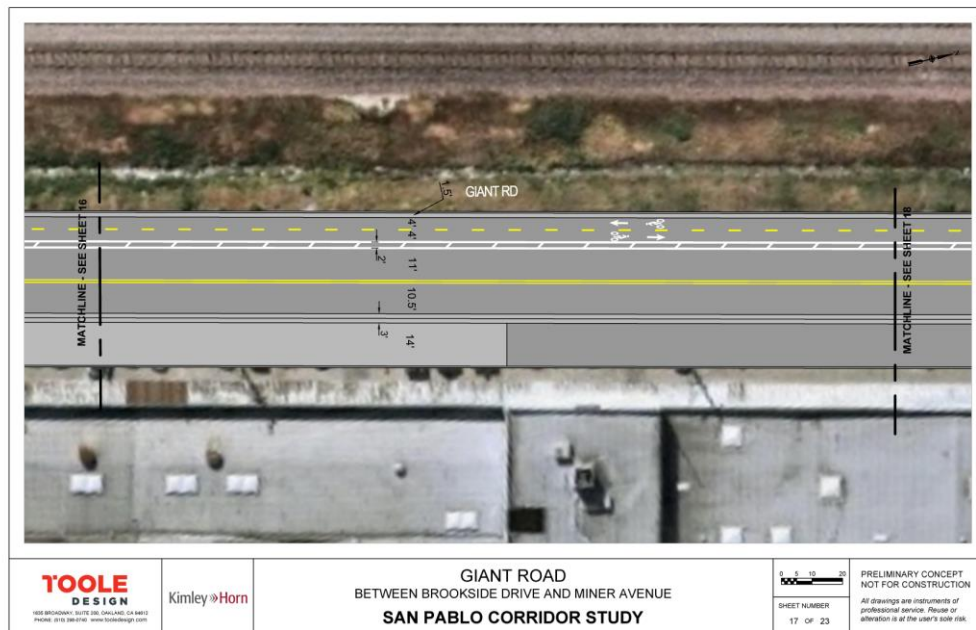
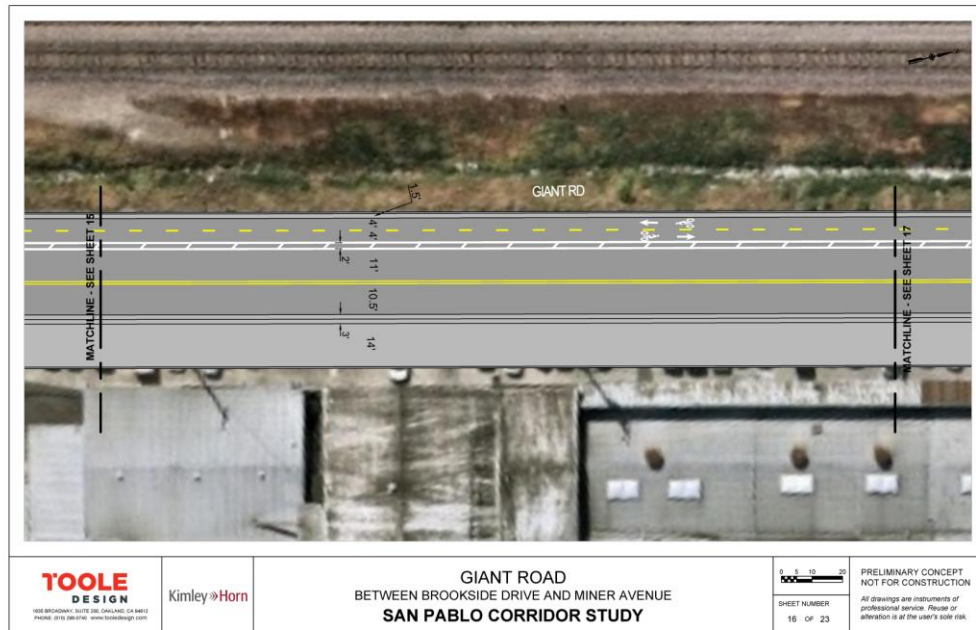
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