

C/CAG OF SAN MATEO COUNTY
 TRANSPORTATION DEVELOPMENT ACT ARTICLE 3
PEDESTRIAN AND BICYCLE PROGRAM
 FISCAL YEAR 2015/2016
PROJECT APPLICATION

I. Project Name and Funding Request

a. Applicant Agency:	City of South San Francisco
b. Funds Requested:	\$400,000
c. Project Title:	Linden Avenue Complete Streets, Pedestrian & Bike Safety Improvements
d. Project Summary (100 words):	<p>The purpose for this project is to improve safety of pedestrian amenities, encourage economic development and enhance access to transit stops along the corridor. The project will be designed as one project and constructed in two phases. The project includes installation of intersection bulb-outs with LID treatments & landscape, high visibility ladder crosswalks, ADA ramps & ped crossings, median ped refuge islands, active parklets areas, improve bus stops and installation of shared lane bicycle markings (sharrows) and signage (See Attachment 1).</p>
e. Project Type (select one):	<input type="checkbox"/> Comprehensive Pedestrian/Bicycle Plan <input type="checkbox"/> Bicycle Safety Education <input checked="" type="checkbox"/> Capital: Pedestrian and/or Bicycle facility <input type="checkbox"/> Capital: Bicycle facility only

II. Project Screening

Please complete section II.a. for all project types:

a. Is the project sponsor the County of San Mateo, a City in San Mateo County or a Joint powers agency operating in San Mateo County? Answer must be "Yes" to continue.

Yes No

Please complete section II.b. for Capital projects only:

b. Meets Caltrans Standards: Yes No

Brief description of project elements meeting Caltrans Standards:	This project will utilize Caltrans Standards (MUTCD) for materials and installation.
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c. Received California Environmental Quality Act (CEQA) approval?

Yes No

Date of CEQA Approval:

1/12/2015 (Attachment 2 –Notice of Exemption)

Note: CEQA document must be submitted as an attachment to the application.

f. Application Attachments: (See Attachments at the End of the Report)

ATTACHMENT 1 – 30 % Design Plans: Vicinity Map, Project Location Map, Concept Plan

ATTACHMENT 2 – Notice of Exemption

ATTACHMENT 3 – SSF Bicycle and Pedestrian Master Plan

ATTACHMENT 4 – Walking & Biking Map

ATTACHMENT 5 – Appendix B & Appendix C – San Mateo County Comprehensive Bicycle and Pedestrian Plan

ATTACHMENT 6 – December 10, 2014, Council Approval FY2015-16 TDA3 Grant Application.

ATTACHMENT 7 – SSF Downtown Strategy 2009 Linden Ave Plan

III. Clear and Complete Proposal

Please complete section III.a. for all project types:

- a. Describe the project elements. For capital projects indicate location, length, scope, size or extent.

The scope of the Linden Avenue Complete Streets, Pedestrian and Bike Safety Improvement Project (The Project), includes the design and installation of intersection bulb-outs with LID treatments & landscape, high visibility ladder crosswalks, ADA ramps & ped crossings, median ped refuge islands, active parklets areas, improve bus stops, bus shelter, installation of shared Lane Bicycle markings on state approved “green” color with “Sharrows” markings & signage, street resurfacing, striping, relocate drainage facilities, and new street trees. The project will be constructed in two phases, giving SSF the flexibility to implement as much of Phase I improvements with the alternate bid items within the project.

Please see ATACHEMENT 1 – Vicinity Map, Location Map, and 30% Design Plans which shows the Preliminary Engineering Design Improvements, project location, project limits, and project phasing.

Phase I: The limits of Phase I starts just north of California Avenue to just north of Juniper Avenue. The project will have a Base Bid and Bid Alternate, described in more detail bellow (See Attachment 1, Engineer’s estimate):

Base Bid:

- Intersection bulb-outs with LID treatments & landscape, high visibility ladder crosswalks, ADA ramps & ped crossings, median ped refuge islands, and bus shelter, and pavement restoration.
- Include installation of shared Lane Bicycle markings on state approved “green” color with “Sharrows” markings & signage from Miller Avenue to Airport Blvd.

Alternate Bid:

- Street resurfacing (2 inch AC overlay), concrete curb/gutter and sidewalk & driveway replacement.
- Tree Planting, and Irrigation

Phase II: The limits of Phase II start just south Miller Avenue to just north of California Avenue and will not part of this project application.

Anticipated Project Schedule:

MILESTONE	Completion Date
30% PS&E Submittal City	1/9/2014
Community Meeting 1	Summer 2015
90% PS&E Submittal City/Outside Agency	Autumn 2015
City Review/Outside Agency Review	Winter 2015
Community Meeting 2	Winter 2015
100% PS&E Submittal City/ Outside Agency	Winter 2015

City Review/Outside Agency Review	Spring 2016
Final Design	Spring 2016
Contract Preparation (City)	Spring 2016
Bidding Phase	Spring 2016
Award Construction Contract	Summer 2016
Notice to Proceed	Summer 2016
Construction Phase	Winter 2016

Please complete section III.b. for Comprehensive Plan projects only:

b. Check one: New Plan Update to existing plan

Date of previous plan: N/A.

IV. State of Readiness

Please complete section IV. a. – c. for Capital projects only:

a. Right-of-Way certification required? Yes No Not Applicable
(if "not applicable" eligible for full points.)

Right-of-Way Certification completed (if applicable)? Yes No

Comments (optional):

The proposed improvements will be constructed within the existing public right-of-way, and City's jurisdiction.

b. Permits/Agreements approved? Yes No Not Applicable
(if "not applicable" eligible for full points.)

List all permits and/or agreements approved/obtained to date:

Name of Permit/Agreement	Date approved/obtained
Notice of Exemption	Filed with County 1/12/15

Comments (optional):

The proposed project is within the City's jurisdiction and does not require special permitting or agreements. Staff filed a Notice of Exemption with the County for the project and improvements constitutes minor alteration to the existing roadway (Please see Attachment 2 for a copy of the Notice of Exemption)

<p>c. Describe the Design status of the project. Indicate percentage of the design completed:</p>	<p>The City has hired Mark Thomas & Company (MTCO) to prepare 30% PS&E. MTCO has completed the 30% PS&E (See Attachment 1). If project funding is received, the City is ready to move forward with final PS&E, and into construction in accordance with the project scheduled above.</p>
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V. Community Support

Please complete section V. for all project types:

- a. Bicycle Advisory Committee (BAC): Applicant agency has a designated BAC that meets the requirements established by the Metropolitan Transportation Commission. (Note: a BAC that includes members representing pedestrians is required prior to award of TDA3 funds)

Yes No, but in progress

If "No," explain status:

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- b. Project has been approved by the BAC:

Yes No

Project has been approved by other organized group(s) with demonstrated knowledge of walking and bicycling needs (see instructions):

Yes No

Names of other group(s): Type of support: (e.g., letters, resolutions, minutes)

City Council	December 10, 2014; Approved by motion in support for submission of TDA Article 3 Grant, and approved 20% Local Match to be provided through Measure A funds. See Attachment 5.
Letters of Support	Letters of support were submitted directly to C/CAG.

- c. Funding and Local Cash Match Enter total project cost, totaling funds from all sources, here: \$ 480,000

See instructions for match requirements for education and plan projects

Funds requested:	\$400,000.00
Local match provided:	\$ 80,000.00
Local match percentage:	20 %

To calculate local match percentage, divide Local match by Funds Requested e.g.:

$$\frac{\text{Local match provided}}{\text{Funds requested}} = \text{percentage match}$$

VI.

Meets Program Objectives

Please complete section VI. a. for all project types:

- a. Describe the need for the project and how the project addresses an identified problem. How was the need determined? Cite relevant data or observations regarding existing walking/bicycling demand, or results of similar projects in other communities. Include a vicinity map and a site map.

Project Purpose and Need: The Linden Avenue Complete Streets, Pedestrian and Bike Safety Improvement Project (The Project) will improve safety for pedestrians and bicyclists along the Linden Avenue corridor, helping to mitigate conflicts with motor vehicles. This will be accomplished by increasing driver awareness on the roadway by installing traffic calming treatments such as curb extensions/bulb-outs, advanced stop bars, high visibility ladder crosswalks, refuge island, advanced yield line, signage at uncontrolled crossings, add advanced stop bars on stop-controlled approaches, add state approved “green” color with “Sharrows,” and signage to increase awareness by vehicles for bicyclists. The safety concerns have been well documented in the SSF City’s Pedestrian Master Plan (SSF PMP), and have been added as “Attachment 3,” of this report. These safety issues include a 9 pedestrian collisions, and inadequate pedestrian crossings (See Figure 2-2, and Table II-2).

Installation of shared Lane Bicycle markings from Miller Avenue to Airport Blvd will improve safety access by bicyclists to the downtown and will provide a connection from the neighborhoods to the regional Countywide Bike Network. See Attachment 5 – “ Appendix B: Detailed Maps of Countywide Bikeway Network” from the County wide approved plan in 2011.

The Project was carefully chosen from the SSF PMP. It is a commercial corridor which connects to the busier Grand Avenue corridor. Linden Avenue is also a key transit corridor and presents opportunities to increased commercial activity and pedestrian connections to the nearby destinations including the Caltrain Station, small parks, schools, city buildings, local business and the walkable residential neighborhood of this part of the City. The Linden Avenue Improvements will also supplement the Downtown Station Area Plan in its quest to revitalize the downtown region. The Linden Avenue Project will improve pedestrian amenities, encourage economic development and enhance access to transit stops along the corridor. See Attachment 3, “Chapter 2, Existing Pedestrian Environment,” and “Figure 2-1 – Pedestrian Active Generators.”

This project is consistent with the “Statewide Complete Streets Policy,” and the California Department of Transportation Deputy Directive 64,” an initiative addressing the safety and mobility needs of bicyclist, pedestrians, and transit users.

For a project vicinity map and site map see “ATTACHMENT 1 – 30 % Design Plans: Vicinity Map, Project Location Map, Concept Plan”

- b. Please complete section VI. b. for Plan or Education projects only:
Describe the tasks, schedules, outreach methods, staff qualifications, deliverables and indicate partnerships or collaborations. For education projects, indicate innovative elements and how effectiveness will be measured.

N/A.

Please complete section VI. c. - h. for Capital projects only:

- c. Describe how the project reduces the risk of collision injury to people walking or cycling. Cite relevant data and sources such as crash history.

The project reduces risk of collision injury to people walking and bicyclists by increasing driver awareness on the roadway by installing traffic calming treatments such as curb extensions/bulb-outs, advanced stop bars, high visibility ladder crosswalks, refuge island, advanced yield line, signage at uncontrolled crossings, add advanced stop bars on stop-controlled approaches, add state approved "green" color with "Sharrows," and signage to increase awareness by vehicles for bicyclists.

From 2005 to 2010, 9 accidents occurred on Linden Avenue between Grand Avenue and Juniper Avenue. Of these accidents reported, several accidents involved 1-2 pedestrians, and multiple 2-3 pedestrian collisions. This information is shown in Attachment 3, Figure 2-2, and in "Table II-3 of the SSF PMP. This project is on the Top 12 Pedestrian-Involved Collision Corridors between 2005 to 2010" as shown in "Table II-4."

- d. Access to high-use activity centers: List the destinations the project serves and estimate the number and frequency of people accessing these locations. For projects that serve both walking and bicycling, identify the features that serve walking transportation. Estimate the proportion of the project cost going toward pedestrian facilities. (See *instructions*)

South San Francisco includes a variety of land uses and walking environments. From the commercial corridor along El Camino Real, to the industrial development east of US 101, the scale and pedestrian level of service vary greatly. Many of the residential streets in South San Francisco are located primarily to the west of U.S. 101, are well suited for walking, but some busy car-oriented streets such as El Camino Real, Junipero Serra, South Spruce, South Linden Avenue, Westborough Boulevard with streets east of U.S. 101 that have gaps in the sidewalk network including aged infrastructure with outdated street intersections, highways and some local arterials such as Junipero Serra Boulevard and Westborough Boulevard create pedestrian barriers between residential and employment destinations. This project is critical to serve as the linkage to promote multi modes of transportation to serve these high-use active centers. See Attachment 3, "Chapter 2, Existing Pedestrian Environment," and "Figure 2-1 – Pedestrian Active Generators," and "Figure 7-1 – Pedestrian Demand Prioritization." Also, see figures in Attachment 7, "SSF Downtown Strategy 2009 Linden Ave Plan."

"Let's get MOVING South San Francisco," was developed by the City and partnerships with the community and stake holders to promote a healthier, walkable and bicycle friendly community. The City has developed a walking and biking map to promote designated walkable and biking routes (See Attachment 4- Walking and Biking Map). Linden Avenue is within the core area of the transit corridor that serves SSF. This project will be a catalyst project in the downtown revitalization efforts.

This project will provide improvements for multi modes of transportation that include transit, pedestrians, bicyclists, and vehicles. 100% of the project funds will go towards improving pedestrian facilities, bicycling route, and transit facilities. See Attachment 1, Engineer's Estimate.

- e. This project includes facilities that serve walking trips (check one): Yes No

Describe parallel pedestrian facilities (if applicable) (optional):

This project will provide improvements for both pedestrians, bicyclists, and transit users. See ATTACHMENT 1 – 30% Design Plans.

This project will also be installing shared Lane Bicycle markings from Miller Avenue to Airport Blvd to improve safety access by bicyclists to the downtown and will provide a connection from the neighborhoods to the regional Countywide Bike Network. See Attachment 5 – “ Appendix B: Detailed Maps of Countywide Bikeway Network” from the County wide approved plan in 2011.

- f. Degree to which this project improves conditions for bicycling and/or walking for transportation purposes (as distinct from recreation):

- primarily transportation
 equally transportation and recreation
 primarily recreation

Estimate the typical distances of walking and/or bicycling trips that will use this facility and, if available, demographic characteristics:

The project is within 1 mile distance to reach most destinations that will use this facility. For South San Francisco that uses multi modes of transportation which includes walking, bicycling, and transit represents 15% of the total population of SSF, serving approximately 11,250 people. See Attachment 3, Chapter 2 of the PMP, “Figure 2-1 – Pedestrian Active Generators” and “Table II-2: Existing Journey to Work.”

- g. What is the relationship of the project to the existing or regional bicycle or pedestrian routes? Is the project in coordination with neighboring jurisdictions? Explain.

The Linden Avenue Complete Streets, Pedestrian and Bike Safety Improvement Project will improve the safety of pedestrians, and bicyclists, and transit users in this region. This project is a critical linkage connecting existing and regional bicycle and pedestrian routes as identified in the County Comprehensive Bicycle and Pedestrian Plan adopted by the C/CAG in September 2011.

- h. Project is consistent with local or regional plans (add lines, if necessary):

Type of Plan:	Name of Plan, page (if applicable)

i. County of City facilities plan	San Mateo County
ii. Circulation element of general plan	Chapter 4, Transportation – Section 4.3-G-1, Pg. 164; Section 4.3-I-2, Pg. 165-166.
iii. <i>San Mateo County Comprehensive Bicycle and Pedestrian Plan</i>	See Attachment 5 – San Mateo County Comprehensive Bicycle and Pedestrian Plan:
iv. Other bicycle, pedestrian, complete streets, or similar plan(s):	This project is consistent with the “Statewide Complete Streets Policy,” and the California Department of Transportation Deputy Directive 64,” an initiative addressing the safety and mobility needs of bicyclist, pedestrians, and transit users, Grand Boulevard Initiative. SSF Ped Master Plan, Attachment 3, Section “5.2 Neighborhood Retail Corridor,” for recommended Linden Avenue Improvements,” Page. V-4, and Concept Plan Two. Attachment 7 – SSF Downtown Strategy 2009 for Linden Avenue.
v.	
vi.	

VII. Project Phasing

Please complete section VII. for all project types:

a. Can the project be partially funded or divided into phases? Yes No

b. If “Yes,” describe the different parts or how the project could be phased, and the cost associated with each phase:

Please see ATACHEMENT 1 – Vicinity Map, Location Map, and 30% Design Plans which shows the Preliminary Engineering Design Improvements, project location, project limits, and project phasing.

Funds Requested: \$ 400,000.00
 Local Grant Match: \$ 80,000.00
 Other Project Funds (TBD)..... \$1,820,000.00

 Total Project Cost:..... \$2,300,000.00

Phase I: The limits of Phase I starts just north of California Avenue to just north of Juniper Avenue. The project will have a Base Bid and Bid Alternate, described in more detail below (See Attachment 1, Engineer's estimate):

Base Bid:

- Intersection bulb-outs with LID treatments & landscape, high visibility ladder crosswalks, ADA ramps & ped crossings, median ped refuge islands, and bus shelter, and pavement restoration.
- Include installation of shared Lane Bicycle markings on state approved "green" color with "Sharrows" markings & signage from Miller Avenue to Airport Blvd.
- \$319,000.00

Alternate Bid:

- Street resurfacing (2 inch AC overlay), concrete curb/gutter and sidewalk & driveway replacement.
- Tree Planting, and Irrigation
- \$738,240

Phase II: The limits of Phase II start just south Miller Avenue to just north of California Avenue and will not part of this project application.

- Phase II is estimated to cost (See Attachment 1)..... \$1,242,760.00

VIII. Project Contact Information

Please complete section VIII. for all project types:

Primary Contact Name and Title:	Lawrence Enriquez, Associate Civil Engineer
Applicant agency and address:	City of South San Francisco Department of Public Works P.O. Box 711, 315 Maple Avenue South San Francisco, CA 94080
Telephone:	(650)829-6663
e-mail address:	lawrence.henriquez@ssf.net

Secondary Contact Name and Title:	Sam Bautista, P.E., QSD/QSP Principal Engineer
Telephone:	(650)829-6668
e-mail:	Sam.Bautista@ssf.net