



REPORT TO MAYOR AND CITY COUNCIL

AGENDA ITEM

TO: THE HONORABLE MAYOR
AND CITY COUNCIL

DATE: November 6, 2007

SUBJECT: Project Status Update for Main St. Bikeway, Project No. 05-15

Report in Brief

This project is the initial phase of a multi-phased, 2002 Bicycle Transportation Plan concept for constructing a Class I bike path and landscaping improvements along the north side of Main Street, from Pioneer Ave. to East Street. Improvements include bike path, curb, gutter, landscaping and storm drainage. This initial project proposes to construct the bike path from Pioneer to Matmor at an approximate cost of \$1.1 M. We have ~20% of that amount programmed, and anticipate seeking the remaining through future grant cycles (optimistically ~\$800k in grant funding and ~\$100k in match funding from the road development fund) over the next five years. While this project cost is excessive when only considering the benefits of this bicycle/pedestrian path, the project might be worthwhile when considering the aesthetic benefits to a main entrance corridor to the City and the fact that a considerable amount of the project funding could likely come from grant funding that we likely would not otherwise be as competitive for.

Staff recommends City Council receive this update and provide direction for the project.

Background

The purpose of this project, in accordance with the City's 2002 Bicycle Transportation Plan, is to enhance safety and further encourage bicycle and pedestrian traffic along the north side of Main Street (a major arterial), ultimately from Pioneer Avenue to East Street. There currently is an on-street bike lane from Pioneer to west of Matmor, and an on-street bike route designation from there to East Street. Because of the heavy vehicular traffic on this road segment (29,000 average daily vehicle traffic), the Bicycle Master Plan proposes a Class I bike path, which is off-street on the north side of East Main Street. This initial project proposes to construct improvements along the north side of Main St between Pioneer Ave and Matmor Rd. A follow-on project would extend the path from Matmor Road to East Street. The Matmor to East portion would likely not occur until a currently active spur railroad track is otherwise relocated (likely as a part of a future development or improvement project in the area). Construction of the ultimate phase of the project is estimated to

cost at least \$2 million. Depending on the future plans for the redevelopment of the Armfield area, the path may head north through the Armfield area and connect with Lemen Avenue.

In July 2004, the City received a grant of \$170,897 of Bicycle Transportation Account (BTA) funds for the project (none of which has been spent). In November 2006, City Council approved Resolution No. 4792 to approve the request to Caltrans for an extension of unspent encumbered BTA funds. Caltrans granted the City an extension until April 2012 for expending funds.

This project is identified in the City of Woodland 2002 Bicycle Transportation Plan and included in the SACOG (Sacramento Area Council of Governments) Master Projects List as a high-priority project. The City doesn't currently have any other highly-ranked future projects that qualify for SACOG Bike/Ped funding. The City applied for SACOG Bike/Ped funding in the fall of 2005 and didn't receive funding, but staff is planning to reapply this fall if Council wishes to continue to pursue the project. The only currently identified funding is the \$170,897 BTA grant (for construction only) and the matching \$60,000 from the road development fund. During the funding cycle from 2005-2007 SACOG issued \$4.9 million in Bike/Ped funding throughout the SACOG region. Funding for the current cycle has not been announced. If Council chooses to abandon this project, then the City will not have a highly ranked project in this SACOG funding program which means that Woodland could miss potential funding opportunity. While SACOG attempts to achieve regional equity across all of their funding programs, staff believes it is advantageous to have a quality project in each SACOG funding category.

Discussion

A two-way, Class I bike path is an 8 ft wide path exclusively for the use of bikes and pedestrians. The minimum path width (per the Caltrans Highway Design Manual) is 8 feet of pavement (concrete or asphalt) plus 2 foot wide shoulders (of gravel or decomposed granite). A 3 foot wide landscaping strip would be placed between the path shoulder and the curb and gutter (see Fig 1). Landscaping would also be placed on the fence.

This segment of Main Street has an average daily traffic volume of 29,000 vehicles. The bike path would provide a safe route for cyclists and pedestrians along the north side of Main Street traveling to and from the east side of town and downtown. The bike path would also provide a landscaped corridor along one of the major freeway entrances into the city. However, in order to construct the bike path, right of way must be acquired from the adjacent railroad land owner.

Sierra Northern Railway operates on the proposed site and has reviewed preliminary bike path layouts and provided comments (see attached letter). Based on the correspondence from Sierra Northern Railroad, they appear to hold a permanent easement over the railroad right of way. Right of way or easement acquisition can be a long and expensive process. We would expect this process to take a minimum of 6 months and possibly up to 12 months or longer.

It should be noted that the City has not yet completed the Preliminary Engineering Report for this project. Staff will update Council as to any changes in cost or project challenges when this report is

finished. It is possible that this project could be deemed infeasible at the end of preliminary engineering or during the right of way acquisition process. Staff had intended to update the Council when preliminary engineering was completed; however, interest in the status of the project has been expressed by individual Council members and staff believes it is appropriate to provide an update in response to this interest.

Fiscal Impact

The total cost estimate for this phase of the project is approximately 1.1 million dollars. This includes \$200,000 for design, inspection and project management, \$300,000 for right of way and \$600,000 for construction. The cost for the right of way is based on a rough estimate since at this point the City has not initiated discussions with Sierra Northern Railroad regarding right of way costs. A more detailed cost estimate will be developed if Council decides to continue with this project.

This project is expected to be funded with BTA funds (awarded), SACOG Bike/Ped grant funds (not awarded) and road development funds as the required match. It is anticipated that road development funds will be used for the design phase of the project, while BTA and SACOG Bike/Ped funds will be used for construction and right-of-way costs associated with this project. Redevelopment funding could also be used for the portion of the project that is within the redevelopment area (west of Industrial Way). The Road Development fund is in the negative and expenditures programmed expenditures are offset by positive fund balances in other funds. Due to the cost associated with the project and the limited funds available, success and completion of this project will dependant on obtaining additional grants.

Public Contact

Posting of the City Council Agenda

Alternative Courses of Action

The following alternatives are offered for consideration by the City Council and are not listed in any particular order of preference.

1. Proceed with conclusion of the preliminary engineering work as approved and envisioned. Commencement of design, right of way and construction will require approval of a revised PPSS.
2. Abandon the grant but direct staff to evaluate alternative landscape only projects; possibly something similar to the landscaping along East Street. Funding would need to come from other sources such as the general fund or redevelopment funds.
3. Stop any further work and abandon the project (depend on Redevelopment of the area to provide frontage improvements). Remove this project out of the Bike Master Plan.

Recommendation for Action

Staff recommends that the City Council receive this project update and provide direction.

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- Attachments:
1. PPSS 05-15
 2. Letter from Sierra Northern Railway
 3. Figure 1 - Detail of bike path showing typical cross-section
 4. Bikeway Master Plan