TO: HONORABLE CITY COUNCIL

FROM: CITY MANAGER

DEPARTMENT: PLANNING AND COMMUNITY ENVIRONMENT

DATE: MARCH 6, 2006

CMR: 153:06

SUBJECT: APPROVAL OF AGREEMENT WITH STATE OF CALIFORNIA FOR $229,725 IN BICYCLE TRANSPORTATION ACCOUNT FUNDING FOR THE BIKE LANE IMPROVEMENTS ON HANOVER STREET AND PORTER AVENUE

RECOMMENDATION
Staff recommends that Council approve and authorize the City Manager or his designee to sign the attached agreement (Attachment B) between the State of California and City of Palo Alto to construct bicycle lanes on Hanover Street and Porter Avenue with $229,725 in grant funds from the State Bicycle Transportation Account (BTA) and $36,275 as local match funding from the City.

BACKGROUND
The California Department of Transportation Office of Local Assistance issued a call for projects in December 2004 for the FY2005/06 annual grants from the Bicycle Transportation Account for bicycle improvement projects. This is a competitive statewide process. Only public agencies that have approved bicycle plans may apply. Palo Alto’s Bicycle Transportation Plan was approved by the Caltrans Local Assistance office in April 2004.

In response to the call for projects, staff reviewed the list of high priority projects in the Palo Alto Bicycle Transportation Plan (Attachment C) to identify those projects that would be competitive projects measured against the evaluation criteria for the BTA grants. The BTA evaluation criteria focus on the functional needs of bicycle commuters. One of the Bicycle Transportation Plan high priority projects for skilled and commuter bicyclists is the restoration of bike lanes on Hanover Street and Porter Avenue in the Stanford Research Park. Hanover Street from Page Mill to Hillview and Porter Avenue from Page Mill to Hillview are busy, skilled cyclist and adult cyclist commuter routes. Both streets once had substandard bike lanes that were removed during a last major overlay project over a decade ago because they did not conform to Caltrans bikeway design standards. The streets are currently categorized as Class 3 bike routes and simply
are signed with “bike route” signs, without bike lane lines or pavement markings. This project will restore the Class 2 bike lanes on these streets.

**DISCUSSION**

In January 2005, staff submitted an application to Caltrans for funding (Attachment D) in the amount of $233,000 from the BTA for the bike lane improvements on both Hanover and Porter, and for a spot improvement at the intersection of Hanover with the bike path from Bol Park to facilitate turns to and from the bike path. The roadway is 40’ wide with two 15’ travel lanes and one 10’ center turn lane. The road will be restriped with three 10’ wide lanes and two 5’ bike lanes. The project also requires reconfiguration of the gutter to bring the new bike lanes into conformity with Caltrans standards. The existing concrete gutters will be narrowed from 3’ to 2’ (the current City standard design) and a wider 3’ section of asphalt riding surface will be created for bicyclists in the bike lanes. The total cost of the project was estimated at $266,000 with $33,000 in local match funding coming from the Street Maintenance CIP project.

In December 2005, the City received notification that the project had been approved for funding through the BTA program. The allocation of BTA funds was reduced to $229,725, and the local fund match was increased to $36,275. The signed agreement must be returned to Caltrans within 90 days.

**RESOURCE IMPACT**

The total cost of resurfacing the two streets is estimated to be $266,000. The $229,725 in BTA funds will cover 86% of the project cost. Palo Alto’s local match contribution of $36,275 will be provided from the annual Street Maintenance Program budget of approximately $1.9 million/year. Public Works will integrate this project into the 2006 Street Maintenance Program, and will include a Budget Amendment Ordinance with the report on the award of contract to add this grant funding into the CIP budget.

Since the BTA grant funds are disbursed on a reimbursement basis, City funds must be expended first and then they will be reimbursed by the grant funds. BTA funds are state funds, which will require that the City coordinate with the Caltrans Local Assistance office policies and procedures. The Public Works Department has implemented several projects in recent years using state and federal grant funds and staff is familiar with the procedures, schedule, timing and reporting requirements.

**POLICY IMPLICATIONS**

This project is consistent with existing 1998-2010 Palo Alto Comprehensive Plan transportation policies and with the adopted Palo Alto Bicycle Transportation Plan.

**ENVIRONMENTAL ASSESSMENT**

The Bicycle Transportation Plan (BTP) adopted by the City Council in November 2003 included the proposed bike lanes on Hanover Street and Porter Avenue. The BTP was
analyzed pursuant to CEQA by the Comprehensive Plan Update Final Environmental Impact Report (“EIR”) and Addendum to the EIR which were certified by the City Council as the environmental document for the BTP on November 24, 2003 in Council Resolution No. 8372.

Further, this project to reintroduce bike lanes on these two streets is a minor alteration to existing facilities and is categorically exempt under the California Environmental Quality Act section 15301(c) of the CEQA guidelines.

ATTACHMENTS
A. Letter from Caltrans dated 12/21/05
B. Agreement with State of California for Bicycle Transportation Account Project
C. List of High Priority Projects from Palo Alto Bicycle Transportation Plan
D. Palo Alto’s BTA Project Grant Application

COURTESY COPIES
Palo Alto Bicycle Advisory Committee
Jean Snider, Stanford Management Company

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