

Sonoma County Transportation Authority

One Bay Area Grant Application

Project Sponsor: City of Sonoma

Single Point of Contact: Dan Takasugi, P.E., Public Works Director/City Engineer

Email/Phone: dtakasugi@sonomacity.org / 707-933-2230

Project Title: Fryer Creek Pedestrian and Bicycle Bridge Project

Project Location/Description: (1-5 points)

Project Location

The Project is located in the City of Sonoma over Fryer Creek at Newcomb Street. The Project limits also extend east along Newcomb Street to the intersection of Newcomb Street and Fryer Creek Drive (see Attachment 4, Project Maps).

Project Description

The Project consists of the construction of a new bicycle and pedestrian bridge and path as well as circulation and accessibility improvements to Newcomb Street and Fryer Creek Drive. Refer to Attachment 4, Figure 2, for a plan view of the proposed Project.

Fryer Creek Bridge

A new bridge will be constructed over Fryer Creek to connect Newcomb Street on the east and the existing multi-use paths and Manor Drive on the west. The Fryer Creek Pedestrian and Bicycle Bridge will be a green-painted, prefabricated steel truss bridge, and will be approximately 48 feet long and 8 feet wide. The bridge will be placed on newly constructed concrete abutments approximately 13 feet long, 3 feet wide, and 3 feet deep. The abutments will be located adjacent to Fryer Creek and will be excavated vertically and cast-in-place to avoid disturbance to the creek bank during installation. The bridge will be designed such that the bridge and abutments will be located above the 100-year flood water surface elevation. Horizontal safety rails approximately 4.5 feet in height will be placed on the side trusses for safety.

Bicycle and Pedestrian Path

The Project also includes construction of a new 8-foot wide, 60-foot long paved bicycle and pedestrian path. The new path will extend from the eastern bridge approach to the existing residential driveway on the north side of Newcomb Street. Approximately 30 feet of the path will fork into two 4-foot paths in order to preserve two existing trees along the route. City bike trail signage, directional striping, and bollards will be installed along the path to guide users and encourage safe travel. The bicycle and pedestrian path will be located within the City right-of-way.

Circulation and Accessibility Improvements

A new sidewalk and associated curb and gutter will be constructed along Newcomb Street. The sidewalk will begin at the end of the new pedestrian path and end at the intersection of Fryer Creek Drive and Newcomb Street. The sidewalk will range from 8 feet wide near the new path



SONOMA COUNTY TRANSPORTATION AUTHORITY

Sonoma County Transportation Authority

One Bay Area Grant Application

and narrow to 4 feet wide at the intersection. In order to accommodate the construction of the new sidewalk, one row of existing grape vines and a portion of a privately-owned rock wall within the City right-of-way will be removed to the limits of the new sidewalk (which corresponds with the City right-of-way). Additionally, an existing residential driveway will be repaired following construction of the new sidewalk.

A new buried electrical line will be installed to provide electricity to the new street light for future lighting on the bridge. Installation will require an 80-foot long and 4-inch wide trench. The trench will be 12 inches deep from the street light to the bridge conduit stub, and 24 inches deep between the street light and the existing PG&E vault. Bridge lighting is not proposed at this time. In addition, an existing storm water inlet at the corner of Newcomb Street and Fryer Creek Drive will be relocated and connected to the storm drain system. This is required to accommodate the new sidewalk in the area.

A new 6-inch curb and Type C Americans with Disabilities Act (ADA) compliant curb ramp will be constructed on the northwestern corner of Newcomb Street and Fryer Creek Drive, and a new detectable warning surface and/or reconstruction of the existing curb ramp will be installed at the eastern corner. On Fryer Creek Drive, an existing stop sign will be relocated and new striping and crosswalk will be added. A new stop sign and accompanying striping will be installed heading east on Newcomb Street. The Project will also remove the existing barricade and fencing at the dead-end of Newcomb Street and replace it with a new City-standard barricade and gate. Additionally, a new driveway with curb and gutter will be constructed for the Sonoma County Water Agency access at the dead-end of Newcomb Street.

Expected Emission Reduction Benefits

The Project will advance the policies of the Bay Area Air Quality Management District (BAAQMD) and will have a beneficial impact on greenhouse gas emissions (GHG) by providing a means for alternative modes of transportation and increasing connectivity with existing bicycle and pedestrian paths. The Project will serve residential areas and allow for school aged children as well as others to walk or bike to their destination, likely reducing automobile use and emissions.

Safe Routes to School Component

One of the goals of the Project is to provide the school aged children from the Community of Concern as defined by Sonoma County Transportation Authority (SCTA) on the west side of Fryer Creek a safe route to schools within the area (see Attachment 4, Figure 3). The bridge will facilitate a safe route to Adele Harrison Middle School and the Sonoma Valley High School (both are located on Broadway) as well as Prestwood Elementary (located on East MacArthur Street), and it will create new options for accessing the existing Class I bike paths. Currently, children wanting or needing to bike or walk to school have to travel down West MacArthur Street or come from an even longer route. These routes risk the children's safety as they are traveling next to vehicles. Many students and residents in the City have expressed their support of the Project.



Sonoma County Transportation Authority

One Bay Area Grant Application

Project Type: Check all that apply; indicate percentage of each if there is more than one element

<input type="checkbox"/>	Transit Improvements	%	
<input checked="" type="checkbox"/>	Bicycle and Pedestrian Improvements ¹	100%	
<input type="checkbox"/>	Local Streets and Roads Preservation ²	%	
<input type="checkbox"/>	Safe Routes to Schools or Transit ¹	%	
<input type="checkbox"/>	Transportation for Livable Communities ¹	%	
<input type="checkbox"/>	Priority Conservation Areas	%	
¹	Is project within the Bay Area Air Quality Management District (BAAQMD)?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>

² Roads must be eligible for federal aid.

See Attachment A of Metropolitan Transportation Commission (MTC) Resolution 4035 Cycle 2 Program Project Selection Criteria and Programming Policy for details on the above. **(Not Applicable to the Project).**

RTP ID#:

- Transportation for Livable Communities: 21011
- Regional Bicycle Program: 22247
- Local Streets and Roads Maintenance: 230700
- Other: **240651**

RTP Goals: Please describe the relationship of project to meeting goals of the MTC Regional Transportation Plan (RTP):

Check which goals apply: (0-2 points)

- Climate Protection
- Reduce Premature Death from Particulate Matter
- Increase Average Daily Walking and Biking for Transportation by 60%
- Equitable Access
- Decrease Average Per Trip Travel Time
- Adequate Housing
- Reduce # of Injuries and Fatalities from Collisions
- Open Space and Agricultural Preservation
- Economic Vitality
- Maintain the Transportation System in a State of Good Repair

Response: The Project will consist of the construction of a new bicycle and pedestrian bridge and path over Fryer Creek, providing a connection between existing Class 1 bike paths and Newcomb Street. This will result in the residents on both sides of the creek having better access to several amenities including local schools, a senior center, housing areas, a medical center, restaurants, parks, and other destinations through alternative means of travel other than by automobile.

Commuters that will access their destination by walking or biking along the new path will assist the Bay Area in achieving its target of reducing CO2 emissions from cars and light duty trucks, as well as increase the average daily walking and biking for transportation. This Project is also expected to decrease the amount of automobile vehicle miles traveled per capita due to its nature in encouraging residents in the area to walk or bike to their destination. Alternative pathways targeted for bicycling or walking, whether for commuting or recreation, serve these environmental goals.



Sonoma County Transportation Authority

One Bay Area Grant Application

The Project will serve a Community of Concern as defined by the SCTA on the west side of Fryer Creek. One of the goals of the project is to provide a safer route to the schools, places of employment, and other destinations to the lower income residents in that area. This will contribute to MTC’s goal of “Equitable Access.”

The Project will enhance the safety and comfort of cyclists and pedestrians in the area by providing an alternative pathway connection in a less traveled area than the current parallel route along West MacArthur Street, which is a busy street with Class II bike lanes. This could result in a reduction of the number of injuries and fatalities from collisions and provide a safer route to schools and other destinations in the area.

Please answer the following questions regarding the proposed project:

1. Has the sponsor failed to comply with regional or state delivery milestones in the past 3 years? (0-5 pts) Y N
2. Is there a Project Map attached to the current application? Y N
3. Is the proposed project inside the boundaries of an approved Priority Development Area (PDA), Rural Investment Area (RIA) or Employment Center? (0-1 pt) Y N
4. Does the Project serve a PDA? (0-1 pt) Y N
5. If the project serves a PDA, please explain how: (0-2pts) N/A
6. Did sponsor do public outreach to develop this project specifically? (0-2 pts) Y N

Please provide documentation of the public outreach process including dates and times of meetings held, number of participants and notification process: **See Attachment 5, Public Outreach Documentation.**

7. Funding Estimates: Round to nearest thousand for programming purposes

Grant Request: \$501,000 of CMAQ Funds (\$566,000 total with \$65,000 match as required) Total Project Cost: \$640,000 (\$566,000 for construction/construction engineering costs)

Phase	FFY 18/19		FFY 19/20 (Construction Phase)		FFY 20/21		FFY21/22	
	Federal Fund	Local Match	Federal Fund	Local Match	Federal Fund	Local Match	Federal Fund	Local Match
Preliminary Engineering	\$	\$	\$501,000	\$65,000	\$	\$	\$	\$
Construction	\$	\$	\$	\$	\$	\$	\$	\$

Indicate source(s) of matching funds here:

Source	City's General Fund					
Amount	\$139,000	\$	\$	\$	\$	\$



Sonoma County Transportation Authority

One Bay Area Grant Application

8. Establishing Connections to Land Use:

8a. Is the project located in high impact area? (0-1 point)

Response: No, the Project is not located in a high impact area.

8b. Is the project located in Community of Concern as defined by MTC?

www.scta.ca.gov/pdf/transportation/coc-map.pdf (0-1 point)

Response: The Project is not located in a Community of Concern, and it will serve a Community of Concern as defined by the SCTA. The Project is also located in a disadvantaged community (see Attachment 4, Figure 3, Disadvantaged Communities Map).

8c. Is the project in a PDA? (0-1 point)

Response: No, the Project is not located in a PDA.

8d. Does the project represent an investment that is consistent with the Air District's Planning Healthy Places guidelines? (0-1 point)

Response: Yes, the Project will contribute to the reduction of greenhouse gas emissions by providing an additional pathway for walking and/or bicycling as an alternative to traveling by automobile.

The Project limits are not located in the blue or purple areas defined in the guidelines. However, best management practices will be implemented to reduce the amount of emissions during construction (page 25 and 26 of the guidelines).

8e. Is the project located in PDAs that overlap or are co-located with 1) populations exposed to outdoor toxic air contaminants, as identified in the Air District's Community Air Risk Evaluation (CARE) Program and / or 2) freight transport infrastructure? (0-1 point)

Response: No, the Project is not located in PDAs that overlap or are co-located within the areas identified above.

8f. Does the sponsor employ any of the anti-displacement land use policies and regulations?: (1 point for each three policies checked)

Condominium Conversion Regulations Y

Mobile Home Conversion Regulations Y

Living Wage Ordinance Y

Inclusionary Policy: Housing Element Y

In Lieu Fee for Affordable Housing Y

Commercial Linkage Fee Y

Preservation of Affordable Housing Y

Projects Y

Rent Control or Stabilization Y

Single Room Occupancy Preservation Y



SONOMA COUNTY TRANSPORTATION AUTHORITY

Sonoma County Transportation Authority

One Bay Area Grant Application

Policies

Other

Y

If "Other" is chosen above please explain (1 point): N/A

NOTE: The City of Sonoma is currently developing an In Lieu Fee for Affordable Housing and a Commercial Linkage Fee.

9. Complete Streets Components: Please indicate all the complete streets elements proposed as part of this project:

9a. sidewalks	9b. ADA ramps
9c. bike lanes	9d. signage
9e. signals	9f. crosswalks
9g. street furniture	9h. Choose an item.
9i. Choose an item.	9j.

10. Schedule: Please provide project development schedule: (0-5 points)

Phase	Begin MO/YR	End MO/YR
Scoping	08/2017	09/2017
ENV	09/2017	12/2018
PSE	09/2017	01/2019
R/W	12/2017	12/2018
CON*	02/2020	12/2020
*Construction in the creek area will be limited to the dry season.		

Please indicate the dates sponsor anticipates achieving the following milestones. Base schedule on 11/14/2016 SCTA board grant award date and add justification and narrative where appropriate (**NOTE: The Project schedule is based on a May 8, 2017 Program of Projects approval date as detailed in the Call for Projects supplied by SCTA**):

10a. Resolution of Local Support for project: June 2017

10b. FMS Application: July 2017

10c. Field Review: November 2017

10d. Cultural Resources record search: January 2018

10e. Disadvantaged Business Enterprise Local Assistance Procedures Manual Form 9-B: August-September 2017, 2018, 2019, 2020 (Form 9-B due by September 30th annually)



SONOMA COUNTY TRANSPORTATION AUTHORITY

Sonoma County Transportation Authority

One Bay Area Grant Application

10f. Request for Authorization: *(Please indicate both PE and CON phases if seeking funding for both):*

Request for Authorization for CON Phase: Request before November 1, 2019

10g. Receipt of Authorization (E-76): January 2020

11. If a Local Streets and Roads Preservation (LSRP) project, please indicate the federal aid classification of each road proposed: **(0-1 point) Not Applicable.**

12. If a LSRP, please indicate the number of lane miles to be improved (include street name, length and Pavement Condition Index [PCI] of each segment): **(0-1 point) Not Applicable.**

13. If LSRP project, what type? **(0-1 point) Not Applicable.**

- Pavement Rehabilitation (<70 PCI),
- Preventative Maintenance(≥70 PCI),
- Non-Pavement

14. Does sponsor have a current, certified Pavement Management Program? Y N

14a. Please indicate the date of last certification: February 25, 2016

15. Is this a bicycle/ pedestrian and/or non-infrastructure project only? **(3 points)** | Y | N

Required Attachments: FOR INTERNAL SCTA USE ONLY

- General Plan (GP) Circulation Element Amendment or Complete Streets Policy Resolution
- Housing & Community Development (HCD) Certification for General Plan Housing Element
- Complete Streets Checklist
- Project Map (including Priority Development Area (PDA) boundaries)
- Transit District: GP and HCD Exempt
- Project on Tribal Lands: GP and HCD Exempt
- Current Certified Pavement Management Program?
- Complete Streets Act Compliant GP (Post 2010) or Resolution for Complete Streets Policy?



SONOMA COUNTY TRANSPORTATION AUTHORITY

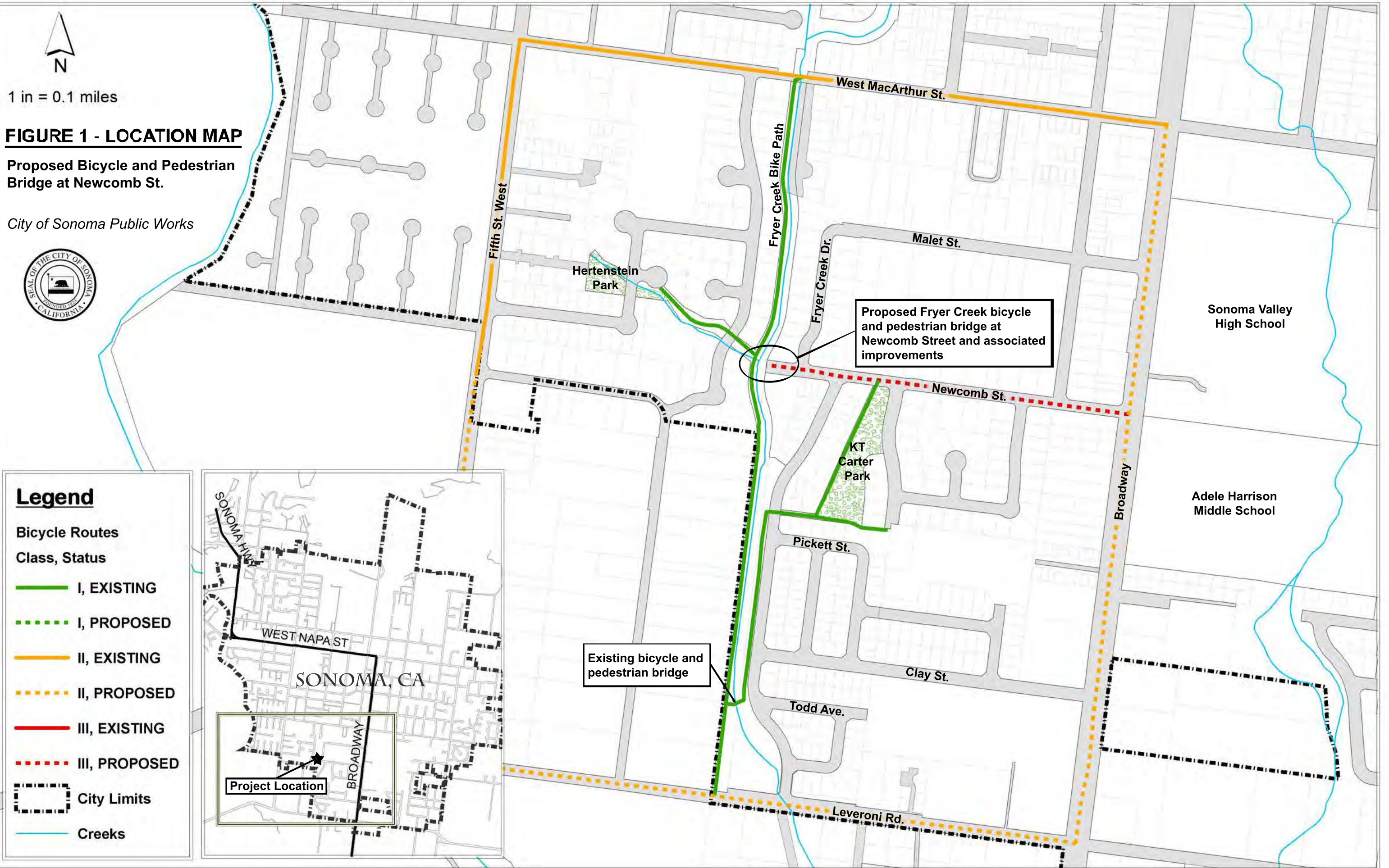


1 in = 0.1 miles

FIGURE 1 - LOCATION MAP

Proposed Bicycle and Pedestrian Bridge at Newcomb St.

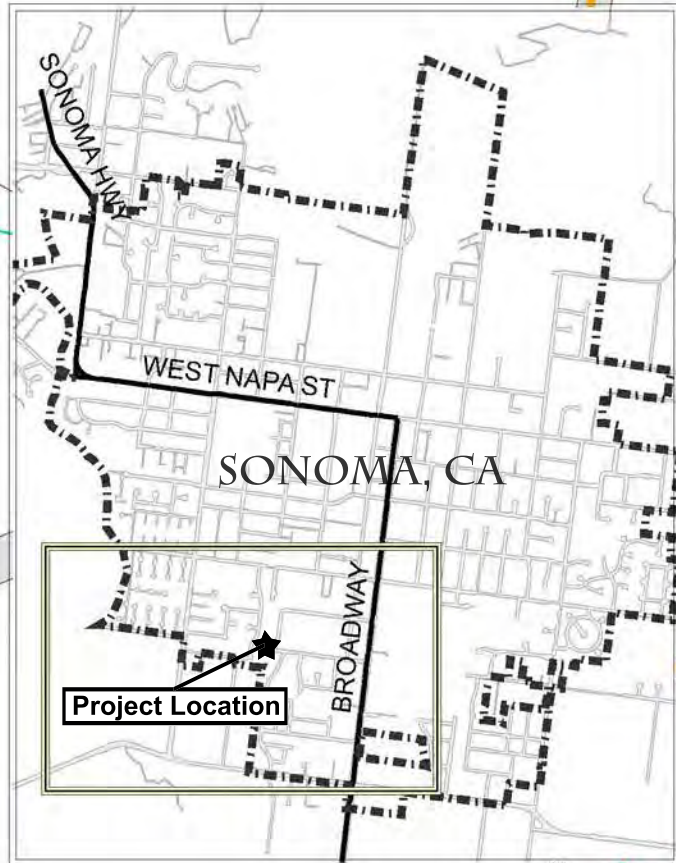
City of Sonoma Public Works



Legend

Bicycle Routes
Class, Status

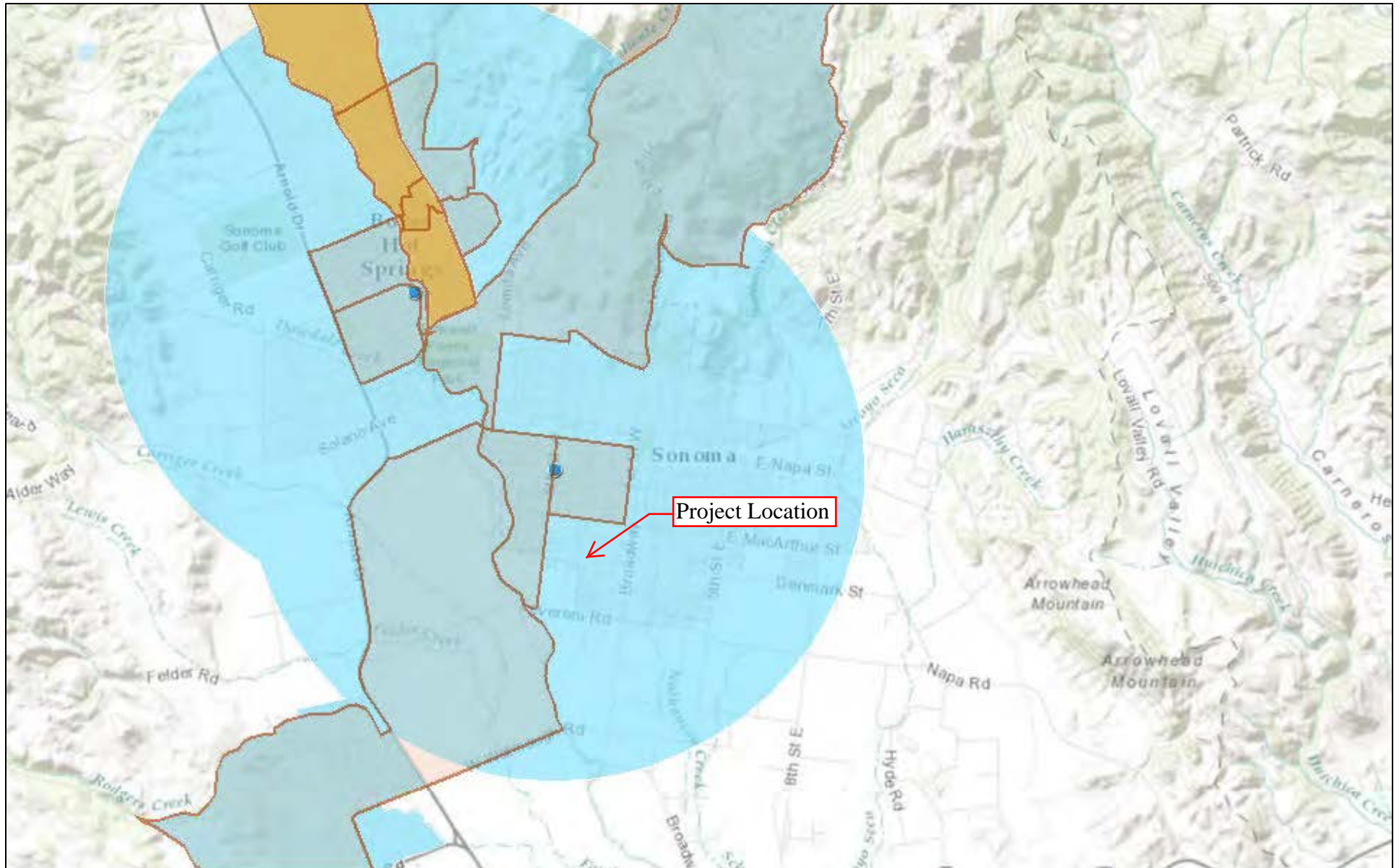
- I, EXISTING
- I, PROPOSED
- II, EXISTING
- II, PROPOSED
- III, EXISTING
- III, PROPOSED
- City Limits
- Creeks







Existing bicycle and pedestrian bridge

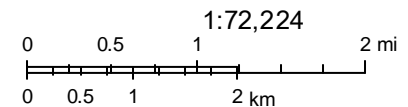
Proposed Fryer Creek bicycle and pedestrian bridge at Newcomb Street and associated improvements

Figure 3: City of Sonoma Disadvantaged Communities Map



Legend

-  = Communities of Concern - SCTA Defined
-  = 2017 ATP - Disadvantaged Communities
-  = 2017 ATP - Disadvantaged Schools
-  = Portrait of Sonoma County Priority Places



Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey,

December 30, 2016