



## Legislation Details (With Text)

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<b>Title:</b>	Staff Report for City of San Leandro City Council Resolutions to Approve a Reduction in the Number of Vehicle Travel Lanes from Three to Two and to Install Class IV Bicycle Lanes on Fairmont Drive from Hesperian Boulevard to East 14th Street, Approve a Funding Agreement with the Bay Area Air Quality Management District for Class IV Bike Lanes on Fairmont Drive, and Approve the Appropriation of \$220,000 from the Transportation Fund for Clean Air Grant to Partially Pay for the Improvements				
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<b>Attachments:</b>	1. Fairmont Drive Bike Installation Technical Memorandum, 2. Memo Additions to Staff Report for item 8D				

Date	Ver.	Action By	Action	Result
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Staff Report for City of San Leandro City Council Resolutions to Approve a Reduction in the Number of Vehicle Travel Lanes from Three to Two and to Install Class IV Bicycle Lanes on Fairmont Drive from Hesperian Boulevard to East 14<sup>th</sup> Street, Approve a Funding Agreement with the Bay Area Air Quality Management District for Class IV Bike Lanes on Fairmont Drive, and Approve the Appropriation of \$220,000 from the Transportation Fund for Clean Air Grant to Partially Pay for the Improvements

### SUMMARY AND RECOMMENDATIONS

Staff studied reducing the number of vehicle travel lanes from three to two and installing Class IV bike lanes on Fairmont Drive from Hesperian Boulevard to East 14<sup>th</sup> Street and determined that the traffic impacts were within the City's General Plan goals for level of service. Class IV bike lanes are on-street bicycle facilities that are physically separated from vehicle traffic by a buffer zone with a vertical element such as delineator posts and are a desired feature for Fairmont Drive as identified in the City's 2018 Bicycle and Pedestrian Master Plan.

This Bay Area Air Quality Management District (BAAQMD) agreement provides funding and commits the City to the construction of Class IV bike lanes on Fairmont Drive from East 14<sup>th</sup> Street to Hesperian Boulevard.

Staff recommends approval of restriping Fairmont Drive from Hesperian Boulevard to East 14<sup>th</sup> Street such that there are two vehicle travel lanes and one class IV bicycle lane in each direction, and approval of a funding agreement and appropriation of Transportation Fund for Clean Air (TFCA) grant funds of \$220,000 for construction of the improvements.

## BACKGROUND

In 2013, the City Council adopted a complete streets policy. “Complete Streets” describes a comprehensive, integrated transportation network with infrastructure that allows for safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, public transportation, seniors, youth and families.

Fairmont Drive between Hesperian Boulevard and East 14<sup>th</sup> Street is listed in the City’s 2018 Bicycle and Pedestrian Master Plan as recommended for the implementation of Class IV protected bicycle lanes. To corroborate the validity of the Master Plan recommendation, staff identified that additional analysis was needed to determine how they should be built, their impact on traffic and whether they will fit within the existing roadway.

Fairmont Drive is currently configured with three travel lanes in each direction, a concrete median from Hesperian Boulevard to East 14<sup>th</sup> Street and it has a 35 mph speed limit. East of the project limit at East 14<sup>th</sup> Street, and outside City limits, Fairmont Drive is configured with two travel lanes in each direction and bike lanes. West of the project limit at Hesperian Boulevard, the road is named Halcyon Drive and is configured with two travel lanes in each direction and intermittent bike lanes. The Alameda County Transportation Commission designated pedestrians as the highest priority user of Fairmont Drive followed by bicycles, transit, trucks, and finally autos.

With the help of a transportation consultant, a potential road diet or reduction of vehicle travel lanes to make room for improved bicycle facilities, was evaluated. A public meeting was held at Bay Fair Mall where the results of the evaluation were discussed, and the attendees were asked to vote on preferred alternatives. The public was also asked to vote on preferred alternatives at the 2018 Cherry Festival and given the opportunity to vote online. In total, approximately 250 responses were received. 38% of respondents preferred to leave Fairmont Drive in its current configuration and 62% preferred the road diet option with protected bicycle lanes.

In 2019, staff submitted an application to the Bay Area Air Quality Management District (BAAQMD) for a Transportation Fund for Clean Air (TFCA) grant to fund Class IV bike lanes on Fairmont. In 2020, BAAQMD proposed an agreement that would fund 90% of the project costs, up to \$220,000. The terms of the agreement include a requirement that the facilities remain in service for at least 10 years.

## Analysis

Implementation of a road diet on the Fairmont Drive segment will not reduce the level of service to unacceptable levels. The intersection of Fairmont Drive with Hesperian Boulevard receives the most impact. The existing peak demand level of service at this intersection is D. The City’s General Plan sets a goal of D or better for intersection level of service (scale is rated from A to F). Implementing a road diet will not significantly increase the delay at the Hesperian intersection. Increases in traffic, such as are expected due to the Bay Fair Transit-Oriented Development Plan when combined with a road diet, will increase delay by 100% over the existing condition and the expected level of service will drop to E. However, a similar reduction in level of service is expected with or without the project, as projects accumulate over time.

The highest priority uses of Fairmont Drive are pedestrians and then bicycles. Implementing a road diet on the subject segment of Fairmont Drive such that the travel lanes are reduced from 3 to 2 in each direction will make it safer for pedestrians to cross the street and improve bicyclists' safety. Staff recommends implementation of a road diet on this road segment. This work can be combined with already planned sealing of the pavement on Fairmont to deliver the work in an efficient manner.

The terms of the agreement with BAAQMD are typical and reasonable; the City can comply with the terms without hardship. Staff recommends entering into the funding agreement and appropriating grant funds for the construction of the improvements.

### **Current Agency Policies**

- Maintain and enhance San Leandro's infrastructure

### **Previous Actions**

- On February 4, 2013, by Resolution No. 2013-018, the City Council approved a Complete Street Policy to be in compliance with future regional and County funding requirements.
- On March 19, 2018, by Resolution No. 2018-021, the City Council Approved and Adopted the 2018 Update to the Bicycle and Pedestrian Master Plan

### **Applicable General Plan Policies**

- Land Use: LU-2.1.A Retrofitting Neighborhood Form  
Identify opportunities and pursue grants to "retrofit" neighborhoods that were originally designed for auto access and convenience in a manner that facilitates walking and bicycling and reduces dependence on motorized vehicles for short trips.

### **Environmental Review**

Roadway alterations that add bicycle facilities and do not create additional automobile lanes are categorically exempt from environmental impact analysis per CEQA Guidelines section 15301(c).

### **Board/Commission Review and Actions**

The Planning Commission voted at its September 3, 2020 regular meeting to recommend implementation of a road diet on Fairmont Drive.

### **Summary of Public Outreach Efforts**

A survey was administered to 250 respondents at the Cherry Festival on June 2, 2018 and a community meeting was held at the Bay Fair Center on July 10, 2018.

### **Fiscal Impacts**

Installation of Class IV bicycle lanes will cost \$250,000 which is partially offset by \$220,000 in grant funds.

The estimated cost of the seal project that will treat approximately 40 street segments and include the recommended road diet on Fairmont drive is described below:

Design	\$100,000
Construction contract	\$1,870,000
Contingencies	\$600,000
<u>Construction management and inspection</u>	<u>\$150,000</u>
<b>Total</b>	<b>\$2,720,000</b>

### **Budget Authority**

This work will be done as part of the street sealing project, which is funded as follows:

<u>Account No.</u>	<u>Reso., Appropriation Dates &amp; Source</u>	<u>Amount</u>
210-38-418	FY 2020-21 Budget, General Funds	\$600,000
144-38-418	FY 2020-21 Budget, Measure B LSR	\$1,500,000
<u>143-38-418</u>	<u>FY 2020-21 Budget, Vehicle Registration Fees</u>	<u>\$400,000</u>
	<b>Sub Total</b>	<b>\$2,500,000</b>

Appropriations requested by this action:

<u>Account No.</u>	<u>Source</u>	<u>Amount</u>
150-38-451	TFCA Grant Funds	\$220,000
	<b>Total</b>	<b>\$2,720,000</b>

### **ATTACHMENTS**

#### **Attachments to Staff Report**

- Fairmont Drive Bike Installation Technical Memorandum

#### **Attachment to Related Legislative File**

- Attached to Resolution for Grant funds:  
TFCA grant agreement project 20R15

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