# CITY OF MERCED Development Services

TO: Bicycle Advisory Commission FROM: Bill King, Principal Planner

DATE: December 11, 2012

SUBJECT: Bicycle Transportation Account Projects

### **ACTION REQUIRED:**

Information Only

### BICYCLE TRANSPORTATION ACCOUNT (BTA) GRANT STATS (2003-2012)

Caltrans' Bicycle Transportation Account is one of several funding mechanisms the City uses to pay for bike-related projects. Each year, through this program, the state awards over 7 million dollars to cities and counties throughout the state. During the last 10 years, grant awards have ranged in size from \$5,000 to \$1.2 million. The City of Merced is located in Caltrans District 10, which consists of eight counties and 29 cities in the northern San Joaquin Valley. According to Caltrans online records, since FY 2003/4, District 10 has only awarded 2 grants for local projects: 1) Bellevue Road bike lanes; and, 2) reconstructed Lake Road bike path. Additionally, the City was awarded a BTA grant in FY 02/03 for the Cottonwood Creek Bike Path Project, as well as an overlay of the Bear Creek Path between McKee Road and "G" Street. BTA applications were also submitted in 2008 and 2009 for bike path and bike lane projects (Campus Parkway - Class I, Canal Street - Class I, and Downtown - Class II), but no awards were granted.

In order to assist City Staff, the general public and the Bicycle Advisory Commission (BAC) will be asked in February 2013, to identify and include appropriate bike-related projects for inclusion in the 2013 Bicycle Transportation Plan, Planning Staff conducted research of the past 10 years of BTA grant projects in the Caltrans District 10. To qualify for funding, bike projects must be directly connected to needs of the bike commuter. While "bike lanes" comprised the majority of project, there were many other awards in these categories (details are provided below). Aligning the projects in the bike plan with those listed below, will help to maximize future grant applications.

- Facility Preparation Activities (7)
- Backbone Commuting Facilities (305)
- Parking Facilities (39)
- Education/Safety (22)
- Intermodal Connections (13)

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ROW/Engineering 4
Project Feasibility Study 1
Safety Study 2

## **Backbone Commuting Facilities** (305)

Linear Features (269)
Class I (pathways) 76
Bike Boulevard 4
Class II (lanes) 140
Class III (route) 30
Sharrow 5
Rehab Pavement and Markings 14

## Point Features (36)

Bridges [widened road bridge, pedestrian/bike over roads, under-crossing]

Drainage Grates

Bike Detection Loops/Video/Push-Button

Intersection Redesign

Lighting

13

2

## Parking Facilities (39)

Bike Racks 18 Lockers 11

# Education/Safety (22)

Bike Rodeo 6
Fund Bike to Work Week 1
Bike Commuter Map 3
Signs [directional; way-finding; safety] 10
Traffic Calming 2

# **Intermodal Connections (13)**

Bus Racks 5
Bike Transit Station/Facility 6
Bike Repair Site 2

#### OTHER FUNDING SOURCES

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Recently, the City of Merced has obtained over \$3 million for bike-related projects from other sources, which include:

## Federal Safe Routes to School (SRTS) Program

Crosswalks, safety lighting, flashing beacons, sidewalks, curb & gutter, curb ramps \$ 980,900. FFY 12/13.

## Congestion Mitigation Air Quality (CMAQ)

\$2.4 million for FY 10/11 to 13/14 (time range includes both engineering and construction) for:

- Construct (Bear Creek) / Class I Bike Path
- Construct (Black Rascal Creek) / Class I Bike Path
- Install Class II Bike Lanes in Merced
- Fifty New Bike Racks
- 3 New Bike Shelters

#### <u>IMPLEMENTATION STRATEGY</u>

Planning Staff has crafted a draft implementation strategy of the Bicycle Transportation Plan for consideration by the BAC. As a preliminary draft, it is meant to foster discussion and ideas; the final implementation approach could look much different. Anticipating a large and varied bike-project list, the draft implementation strategy is based on a phased approach to:

1) first, correct major deficiencies of existing "backbone" system; then, 2) enhance the existing system; and finally, to 3) expand/grow the backbone system. An oversimplified model is presented below:

#### Step 1:

Correct Major Deficiencies of Existing "Backbone" System:

- Fill In gaps
- Improve/Rehab existing constraint sites.
- Provide support facilities for bike node sites
- User Education

#### Step 2:

Enhance Existing System

- Additional Parking
- Enhanced Intermodal Connections
- Focused Projects near high-bike usage sites (schools, transit stations)

#### Step 3:

Expand/Grow Backbone System

- New Development (may occur at any time)
- Construct interior and peripheral "backbone" segments

Draft Implementation Schedule of the 2013 Bike Plan										
	YR 1	YR 2	YR 3	YR 4	YR 5	YR 6	YR 7	YR 8	YR 9	YR 10
Step	STEP 1									
1										
Step	STEP 2									
2										
Step				STEP 3						
3										

# **ACTION**

While this report is for information only, it will come in handy during the prioritization process of the bike project list of the 2013 City of Merced Bicycle Transportation Plan.