



City of Chula Vista

Legislation Details (With Text)

File #:	17-0396	Name:	
Type:	Public Hearing	Status:	Passed
		In control:	City Council
On agenda:	2/27/2018	Final action:	2/27/2018
Title:	<p>A. RESOLUTION NO. 2018-030 OF THE CITY COUNCIL OF THE CITY OF CHULA VISTA AMENDING CAPITAL IMPROVEMENT PROGRAM (CIP) PROJECT "BIKE LANES ON BROADWAY - PHASE II" (CIP# STM0392) TO INCLUDE THE SCOPE OF PHASE III (L STREET TO MAIN STREET), RENAMING CIP# STM0392 AS, "CLASS 2 BIKE LANES ON BROADWAY," AND APPROPRIATING \$103,728 FROM THE SB-1 ATPL GRANT PROGRAM OF THE STATE GRANTS FUND TO STM0392 (4/5 VOTE REQUIRED)</p> <p>B. RESOLUTION NO. 2018-031 OF THE CITY COUNCIL OF THE CITY OF CHULA VISTA ACCEPTING THE TRAFFIC IMPACT STUDY AND ENVIRONMENTAL ANALYSIS, APPROVING THE RECOMMENDATION TO INSTALL BIKE LANES ON BROADWAY FROM C STREET TO MAIN STREET, AND AMENDING SCHEDULE VI OF THE REGISTER MAINTAINED BY THE OFFICE OF THE CITY ENGINEER TO REFLECT THE REVISED TIME-LIMITED PARKING ZONES UPON COMPLETION OF THE PROJECT</p>		

Sponsors:

Indexes:

Code sections:

Attachments: 1. Attachment 1 - 2017 ATPL AUG Supplemental App and Resos, 2. Attachment 2 - Proposed Typical Sections, 3. Attachment 3 - Traffic Impact Study, 4. Attachment 4 - Proposed Intersection Geometrics, 5. Resolution A, 6. Resolution B, 7. Presentation

Date	Ver.	Action By	Action	Result
2/27/2018	1	City Council	adopt	Pass

A. RESOLUTION NO. 2018-030 OF THE CITY COUNCIL OF THE CITY OF CHULA VISTA AMENDING CAPITAL IMPROVEMENT PROGRAM (CIP) PROJECT "BIKE LANES ON BROADWAY - PHASE II" (CIP# STM0392) TO INCLUDE THE SCOPE OF PHASE III (L STREET TO MAIN STREET), RENAMING CIP# STM0392 AS, "CLASS 2 BIKE LANES ON BROADWAY," AND APPROPRIATING \$103,728 FROM THE SB-1 ATPL GRANT PROGRAM OF THE STATE GRANTS FUND TO STM0392 (4/5 VOTE REQUIRED)

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RECOMMENDED ACTION

Council conduct the public hearing and adopt the resolutions.

SUMMARY

The City was successful in receiving Statewide Active Transportation Program (ATPL) grant funding

for the “Bike Lanes on Broadway” project; therefore, staff recommends amending CIP Project “Bike Lanes on Broadway - Phase II” (CIP# STM0392) to include the remaining limits of the overall project, renaming the CIP project, and appropriating the preliminary engineering portion of the grant funding for the project. To complete preliminary engineering, staff also recommends accepting the Traffic Impact Study and Environmental Analysis report, and approving the recommendation to install Bike Lanes on Broadway from “C” Street to Main Street.

ENVIRONMENTAL REVIEW

Environmental Notice

The Project qualifies for a Categorical Exemption pursuant to the California Environmental Quality Act State Guidelines Section 15301 Class 1 (Existing Facilities) and/or Section 15304 Class 4 (Minor Alterations to Land).

Environmental Determination

The Director of Development Services has reviewed the proposed project for compliance with the California Environmental Quality Act (CEQA) and has determined that the project qualifies for a Categorical Exemption pursuant to State CEQA Guidelines Section 15301 Class 1 (Existing Facilities) and/or Section 15304 Class 4 (Minor Alterations to Land) because the proposed actions would not result in a significant effect on the environment, create a cumulative impact, damage a scenic highway, or cause a substantial adverse change in the significance of a historical resource. Thus, no further environmental review is required.

BOARD/COMMISSION RECOMMENDATION

The draft report of the Bike Lanes on Broadway Feasibility Study was presented to the Safety Commission on January 6, 2016. The vote was 4-0-3 to accept the staff report and recommend that City Council adopt the study and authorize implementation of study recommendations as funding allows. Per Resolution 2016-023, the City Council adopted the Bike Lanes on Broadway Feasibility Study and authorized implementation of the study recommendations as funding allows through future CIP projects.

DISCUSSION

RESOLUTION A:

On June 15, 2016, the City applied for the Statewide 2016 ATPL Cycle 3 grant for FY 2016-17. The “Class 2 Bike Lanes on Broadway” project from “C” Street to Main Street received a score of 80.00 by the California Transportation Commission (CTC), but the project was not selected for funding.

After the project was not selected for ATPL grant funding, the project was split into 3 project segments and programmed with TransNet funding for design and construction:

- Project 1) “C” Street to “G” Street - (CIP# STM0384) FY2016-17
- Project 2) “G” Street to “L” Street - (CIP# STM0392) FY2017-18
- Project 3) “L” Street to Main Street - (Not programmed)

On July 21, 2017, the SANDAG Transportation Committee listed the City’s project in the Regional ATPL Cycle 3 for fiscal year 2017-18, and the City submitted a supplemental application with the

revised limits of “G” Street to Main Street (Attachment 1). The supplemental application was approved and the project was listed to receive ATPL funding in the amount of \$850,944.

Staff recommends amending CIP# STM0392 project scope to include the scope of the Project 3 to match the limits of the grant, and appropriate \$103,728 of the ATPL funding for preliminary engineering. The remaining \$747,216 of the ATPL funding will be programmed as part of FY 2018-19 CIP Program, which will combine all phases into one construction contract for bidding and construction.

RESOLUTION B:

The overall limits of the “Class 2 Bike Lanes on Broadway” extend from “C” Street to Main Street in the City of Chula Vista. Currently, Broadway operates as a bike route facility. On February 16, 2016, per Resolution 2016-023, the City Council adopted the Bike Lanes on Broadway Feasibility Study and authorized the implementation of the study recommendations with future CIP projects. In order to accommodate the addition of Class 2 bike lanes along Broadway, the study recommended a travel lane reduction between “C” Street to “G” Street, revised striping from “G” Street to “L” Street, and a combination of revised striping and parking restrictions from “L” Street to Main Street (Attachment 2). When completed, the Broadway corridor will have added approximately 3.88 miles of bike lanes in each direction to augment the existing 0.27 miles south of Main Street for a total 4.15 miles (8.30 bike-lane-miles added) north/south through the city.

During the environmental determination stage of the project’s design, Kimley-Horn and Associates (KHA) was hired to perform a complete Traffic Impact Study as well as prepare Environmental documents for the project. The Traffic Impact Study includes the report findings, recommendations and conclusion of the Environmental Analysis (Attachment 3).

The Traffic Impact Study concludes that the northerly segment of Broadway (from “C” Street to “G” Street) will have one travel lane in each direction eliminated to provide for a buffered bike lane and retain on-street parking. At the approach to the “E” Street intersection, it is recommended to widen back to a four-travel lane configuration to retain an acceptable intersection Level of Service (Attachment 4). The transition back to a four-lane roadway will be at the intersection of “G” Street and continue south to Main Street. The segment of “G” Street to “L” Street generally will have all existing travel lanes narrowed by a few feet as needed for the addition of the bike lanes and retain on-street parking. The southerly segment from “L” Street to Main Street will have all on-street parking removed to accommodate the addition of bike lanes. It was noted that at certain intersections vehicular right-turn lanes, it will be necessary for bicyclists and motorists to share a through lane to continue straight through the intersection. Appropriate signage and pavement markings will be included at those locations.

Staff recommends that the City Council accept the Traffic Impact Study and Environmental documents, approving the recommendation to install class 2 bike lanes along Broadway from “C” Street to Main Street. Construction is planned for Fall 2018.

Should the City Council approve the project as described, staff recommends that the City Council amend Schedule VI of the register maintained in the office of the City Engineer to show the following upon completion of the project:

10.52.330 Schedule VI - Parking - Time Limited on Certain Streets				
Name of Street	Beginning At	Ending At	Side	Duration
Broadway	N. City Limit	L St.	West	2 Hour (8 AM - 6
Broadway	N. City Limit	L St.	East	2 Hour (8 AM - 6
Broadway	Main St.	S. City Limit	East	2 Hour (8 AM - 6

DECISION-MAKER CONFLICT

Staff has reviewed the property holdings of the City Council members and has found no property holdings within 500 feet of the boundaries of the property which is the subject of this action. Consequently, this item does not present a disqualifying real property-related financial conflict of interest under California Code of Regulations Title 2, section 18702.2(a)(11), for purposes of the Political Reform Act (Cal. Gov't Code §87100, et seq.).

Staff is not independently aware, and has not been informed by any City Council member, of any other fact that may constitute a basis for a decision maker conflict of interest in this matter.

LINK TO STRATEGIC GOALS

The City's Strategic Plan has five major goals: Operational Excellence, Economic Vitality, Healthy Community, Strong and Secure Neighborhoods and a Connected Community. The Bike Lanes on Broadway project supports the Healthy Community goal. This project is also consistent with the ATPL goals of increasing walking and biking in the community and increasing the safety and mobility of non-motorized users. An increase in bicycle use reduces greenhouse gases, enhances public health and promotes an active lifestyle.

CURRENT YEAR FISCAL IMPACT

Approval of Resolution A will appropriate \$103,728 in SB-1 ATPL Grant Program of the State Grants Fund to the CIP# STM0392 project.

Approval of Resolution B will not create a current year fiscal impact.

ONGOING FISCAL IMPACT

Upon the completion of the project, the improvements will require routine maintenance.

ATTACHMENTS

1. 2017 ATPL Augmentation Supplemental Submittal with Resolution 2016-193 & Resolution 2016-023
2. Typical Sections
3. Traffic Impact Study and Environmental Analysis - dated January 2017
4. Proposed Intersection Configurations

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