

Application for Bicycle and
Pedestrian Funding Program

for the

Northeast Area Bicycle Lane and Pedestrian

Connection Project

- *E. Stockton Blvd. North
- * E. Stockton Blvd. South
- * Twin Cities Rd.
- * Marengo Rd.
- * Vintage Oak

Submitted by the City of Galt
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Project Summary Table

Project Title: Northeast Bicycle Lane and Pedestrian Connection Project

Applicant: City of Galt

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Grant Type: Capital Application

Funds Requested: \$526,510.00

Total Project Cost: \$586,900.00

Local Match: \$60,390.00

Minimum Amount to Conduct Project: \$183,275

Project Description:

The proposed project consists of five elements which when completed will result in a comprehensive bike lane and pedestrian network that will connect highly populated residential areas to schools, commercial areas, parks and Park and Ride facilities.

The five elements are:

- 1) E. Stockton Blvd. North – This element includes development of approximately 1150 linear feet of bike and pedestrian facilities;
- 2) E. Stockton Blvd. South – Consists of the development of approximately 1280 linear feet of bike and pedestrian facilities;
- 3) Twin Cities Road- Includes the development of approximately 450 linear feet of bike and pedestrian facilities;
- 4) Marengo Road – Consists of the development of approximately 1230 linear feet of bike and pedestrian facilities; and
- 5) Vintage Oak – Includes striping approximately 8000 linear feet of bike lane.

Narrative Project Description

The proposed project consists of developing five critical linkages that when completed will result in a comprehensive network of bicycle and pedestrian facilities that will afford densely populated residential areas access to schools, parks, commercial areas and a park and ride facility located at the intersection of Twin Cities Road and E. Stockton Blvd.

The project consists of five (5) elements that when completed will provide highly populated residential areas a safe transportation alternative that will access the entire northeast quadrant of the City of Galt.

The five (5) project elements include:

- 1) The East Stockton Blvd. North connection starts at the intersection of Twin Cities Road and East Stockton adjacent to Highway 99. This element comprises approximately 1150 linear feet. This link when completed will provide access to an existing park and ride and the only commercial area that serves the northeast quadrant of the city. The construction costs for this element have been estimated at \$149,432.00. Planning and design are estimated at \$16,508.00 for a total project of \$165,940.00.
- 2) The East Stockton Blvd. South connection starts at the intersection of East Stockton Blvd. and Walnut Avenue. It consists of approximately 1280 linear feet. The completion of this link will provide the continuity needed for bicycles and pedestrians to access downtown Galt (southwest quadrant) from the city's northeast quadrant residential and commercial areas. The estimated construction cost is \$164,417. Planning and design is estimated at \$18,858.00 for a total project cost of \$183,275.00.
- 3) The Twin Cities Road link is approximately 450 linear feet. When completed this link will provide bicycles and pedestrians access from the existing park and ride facility to the commercial area that serves the northeast quadrant of the city. In addition it will also connect to an existing pedestrian and bicycle corridor on Twin Cities Road that links to several residential neighborhoods. The construction cost estimate is \$56,614.00. Planning and design is estimated at \$6,493.00 for a total project cost of \$63,107.00.
- 4) The Marengo Road element is approximately 1230 linear feet. When complete this link will provide a continuous corridor for bicycle and pedestrian use along the easterly boundary of the City in the northeast quadrant. It will also provide linkage for county residents to access. This element provides residential neighborhoods the opportunity to walk or bicycle to adjoining neighborhoods, commercial areas and a future elementary school. The projected construction cost is \$144,914.00. Planning and design is estimated at \$16,621.00 for a total project cost of \$161,535.00.
- 5) Vintage Oak Avenue link consists of stripping approximately 8000 linear feet of bike lane at a projected cost of \$12,410.00. This will enable the neighborhoods both on and adjoining this street to have a designated safe route established for bicyclers. This link connects neighborhoods to an elementary school and other links through out the system.

The total cost to plan, design and construct all five links is projected at \$586,900.00. This includes the \$63,390.00 required match.

The proposed project appears on the SACOG adopted Regional, Bicycle, Pedestrian and Trails Master Plan and is ranked as high priority class II.

This project meets the program goals in the following manner:

- 1) It provides both bicycle and pedestrian connections within a small city and provides service for county residents;
- 2) It provides connections to an existing park and ride facility;
- 3) The project provides linkages to schools, parks, commercial areas, senior residences, employment centers, and highly populated residential areas.
- 4) The proposed project fills in existing gaps on the city's bicycle and pedestrian master plan.
- 5) The project will provide access across a major arterial (Lincoln) over highway 99 for access to the downtown business district and City Hall.
- 6) Time and convenience will be realized as a result of completing this project. The connections will provide a complete system for bicycles and pedestrians to access areas in a safe manner which they cannot currently do. Currently, if pedestrians or bicyclists wish to continue on the route through the proposed linkage project area they would have to enter the traffic lanes and compete with traffic to traverse the area.
- 7) Safety would be improved by eliminating the need for pedestrians and bicyclists to enter the traffic lanes to link with other improved sections of the system.
- 8) The project would provide a more aesthetic, pleasant, and comfortable walking and biking experience by developing sidewalk and providing bike lanes where none currently exist along areas of existing or soon to be developed landscape corridors.

The problems this project resolves and the benefits it offers include; Providing safe, improved linkages that will allow pedestrians and bicycles to access neighborhoods, commercial areas, schools parks, employment centers and downtown where they currently do not exist. The project when completed will provide a logical alternative to the automobile for access to local amenities, it will provide for the public health and well being offering walking and bicycling as alternate transportation choices, will contribute to air quality by promoting increased walking and bicycling over driving and provide locals economic benefits by having the opportunity to walk and bicycle decreasing the need to purchase high priced gasoline. When the linkages are complete a public education program can be launched. Programs offered will be those that focus on the health and economic benefits of walking and bicycling. In addition, how convenient, safe and accessible bicycling and walking has become in the northeast quadrant of the City of Galt.

Project Costs and Benefits

6) Total project cost is \$586,900.00. Concrete lifecycle is 30 years, stripping is 3 years asphalt concrete is 30 years. Asphalt – \$180,420 divided by 30 equals \$6014.00 per year. Stripping and markings \$30,000 divided by 3 equals \$10,000 per year. Amortization ratio

is \$16014 per year. Remainders of project costs do not require maintenance or replacement. (grading, clearing and grubbing, traffic control during construction, and adjusting manhole frames).

7) Every element of the project is a safety improvement in that the links, now currently a hazard between improved sections, will be eliminated. The number of decreased accidents cannot be calculated because all accidents are not reported to the police department for recording.

It is projected that approximately thirty (30) minutes can be saved for pedestrians and bicyclers during peak traffic times. This projection takes the entire route into consideration. This savings is accrued from not having to wait for traffic to subside before navigating the undeveloped links to access improved areas of the transportation network. It is projected that there will be a marginal impact on air quality for the first several years. The impact to air quality will have a positive effect and increase over time as a result of the public education programs that will result from the completion of this project. First people need to be informed that the routes have been completed and are now safe, the economic benefits of walking and biking over automobiles and the health benefits associated with alternative modes of transportation. The projection of increased bike and pedestrian users is calculated to be 63% over the life cycle of this project.

The benefits that are derived from this project far exceed the costs to develop. When you consider that an entire quadrant of the city's pedestrian bicycle network transportation system will be made functional and operational as a result of this grant and as a by product, an assertive programming effort be implemented within that section of the city advocating the benefits of walking and bicycling we can comfortably say peoples transportation habits will be changed for the better.

Environmental Justice

Outreach efforts will include media articles announcing the project and all details associated with it. The nature of this project is to provide connections to an already existing transportation network. The City has had several inquiries and requests for these connections to be completed. There are no identifiable burdens to low income or minority members of the community. The benefits are numerous. The project provides recreation and no cost transportation opportunities to low income and minority members of the community. These connections will complete the network providing safe no cost transportation access for pedestrians and bicycles to access parks, commercial areas, schools and residential areas within the northeast quadrant of the City.