



CITY OF MARYSVILLE

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CITY SERVICES DEPARTMENT
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August 19, 2013

Sacramento Area Council of Governments
1415 L Street, Suite 300
Sacramento, CA 95814

ATTN: Victoria S. Cacciatore, Transportation Planner

RE: 2014 Bicycle & Pedestrian Funding Program

Dear Ms. Cacciatore:

The City of Marysville is pleased to submit the attached application for an update of the Marysville Bicycle-Pedestrian Master Plan under the 2014 Bicycle & Pedestrian Funding Program. We are requesting funding of \$88,530 against a total project cost of \$100,000.

We have also included 12 copies of the complete application and PDF file on CD as requested.

If you have any questions, please contact me at 530-749-3902.

Sincerely,

David B. Lamon, P.E.
City Services Director

SACOG 2014 Bicycle & Pedestrian Funding Program

City of Marysville

**Part K
Project Application**

K. Project Application

The below information should serve as a summary of the proposed project.

Project Title	City of Marysville Bicycle and Pedestrian Master Plan
SACOG ID number (if available) (Bike/Ped/Trails Master Plan, MTP, MTIP/SACTrak)	60078 (Regional Bike/Ped/Trails Master Plan)
PPNO and/or EA number (if applicable) Federal ID number (if applicable)	
Responsible Project Manager/Contact Name, Position: Role: Address: Phone: E-mail:	David Lamon, City Services Director Contact 526 C street Marysville, CA 95901 530-749-3902 dlamon@marysville.ca.us
Co-sponsor/Partner Agencies (if applicable)	N/A

<p>Project Location (Also attach a map)</p>	<p>The project covers the entire city within the city limits of Marysville, CA</p>
<p>Project Scope/ Description (250 word limit)</p>	<p>Project scope includes the development of an updated master plan for bicycle and pedestrian access routes within the City of Marysville. These routes will also integrate with current and proposed bicycle and pedestrian routes included in the current Yuba City and Yuba County Bike/Ped Master Plans. This master plan will also establish specific City standards for wayfinding, signage and markings, and accessibility to encourage the utilization of the current and proposed bicycle and pedestrian routes. This Master Plan will also integrate the bicycle, pedestrian, and transit accessibility elements of the Bounce Back Study for the 5 specific zones in Marysville.</p>
<p>What planning documents or other sources describe the need for your project?</p>	<p>The 1995 Yuba-Sutter Bikeway Master Plan and the 1985 Marysville General Plan laid the groundwork for the bike/ped master planning within the area, as well as the 2013 Regional Bicycle, Pedestrian, and Trails Master Plan.</p>
<p>Summarize the need for the project based on these documents.</p>	<p>The Regional Master Plan provides the framework for bicycle and pedestrian accessible routes throughout the region, but relies on the city and county plans for the detail planning. The Yuba-Sutter Master Plan is now 15 years old, and with Yuba City, Sutter County and Yuba County each completing their own separate updates, it is important that Marysville complete a current study to connect those separate area routes outside the area as well as updating accessible routes within the City.</p>
<p>Describe the project area's current transportation facilities, by mode.</p>	<p>Currently the City of Marysville is one of the primary hubs for bus transportation routes within the area, and is the local stop for the Amtrak bus providing a link to the Amtrak rail system. Marysville is also the connecting hub for State Highways 70 and 20, both of which transit the community.</p>

<p>Once your project is built, how will users benefit from your project?</p>	<p>The updated Bicycle/Pedestrian Master Plan will provide the basis for projects to enhance and expand bicycle and pedestrian routes. The updated Master Plan will also identify points of needed access at the State Highways and needed improvements to achieve this access.</p>
<p>Project Schedule (estimated month and year):</p> <ol style="list-style-type: none"> 1. Start environmental/preliminary engineering 2. Final ED approved - Start engineering/design 3. Start R/W acquisition & utilities 4. Complete plans, R/W, & permits – Ready to advertise for construction/procurement 	<p>Procurement of a consultant to prepare the Master Plan will start as soon as funding is available (estimated to be February 2014). Completion of the Master Plan, including public workshops and public review, is estimated to take a total of 18 months, with completion July 2015.</p>
<p>Total Project Cost (Part L)</p>	<p>\$100,000</p>
<p>Total Funding Request</p>	<p>\$88,530</p>
<p>Funding committed from other sources</p> <ol style="list-style-type: none"> 1. Environmental/preliminary engineering 2. Engineering/design 3. R/W acquisition & utilities 4. <u>Construction/procurement</u> <p>TOTAL Describe any other potential funding sources</p>	<p>Local share will be provided through the general fund, \$11,470.</p> <p>Local CDBG funds may also be available for the local match.</p>
<p>Can you build a usable partial stage of this project? If so, please describe the phases and costs.</p>	<p>No. To be effective, the master plan must be fully completed.</p>
<p>Have you identified any significant and reasonably likely risks to the project? Describe: (150 words maximum total)</p> <ul style="list-style-type: none"> ▪ Risks that would change scope ▪ Risks that would change schedule ▪ Risks that would change cost 	<p>No risk identified</p>
<p>Project Study Report or equivalent completion date (if PSR completed, attach electronic file to CD of application packet)</p>	<p>N/A</p>
<p>Does project include quantitative project evaluation? If yes, please describe (250 word maximum)</p>	<p>Project evaluation would be reflected in the implementation of specific measures and projects over the life of the master plan.</p>
<p>Does this project have any prior Regional Funding from SACOG? If so, please describe history of regional funding and reason for</p>	<p>No</p>

additional funding request.	
<p>Environmental Justice: Please discuss the key benefits or burdens of this project for any low income and/or minority members of the community, and include a brief response to the following (150 word limit):</p> <p><u>Pre-Construction Phase Projects:</u> What kind of outreach to the community, low-income and/or minority residents of the project area, and/or to other stakeholders do you plan to undertake?</p> <p><u>Construction Projects:</u> What kind of outreach have you conducted with community, low-income or minority residents of the project area, or other stakeholders in the process of planning this project?</p>	N/A
<p>TAP Eligible Projects: Will you be working with a community conservation corps or the California Conservation Corps (yes/no)? Please explain (50 word limit).</p>	N/A

SACOG 2014 Bicycle & Pedestrian Funding Program

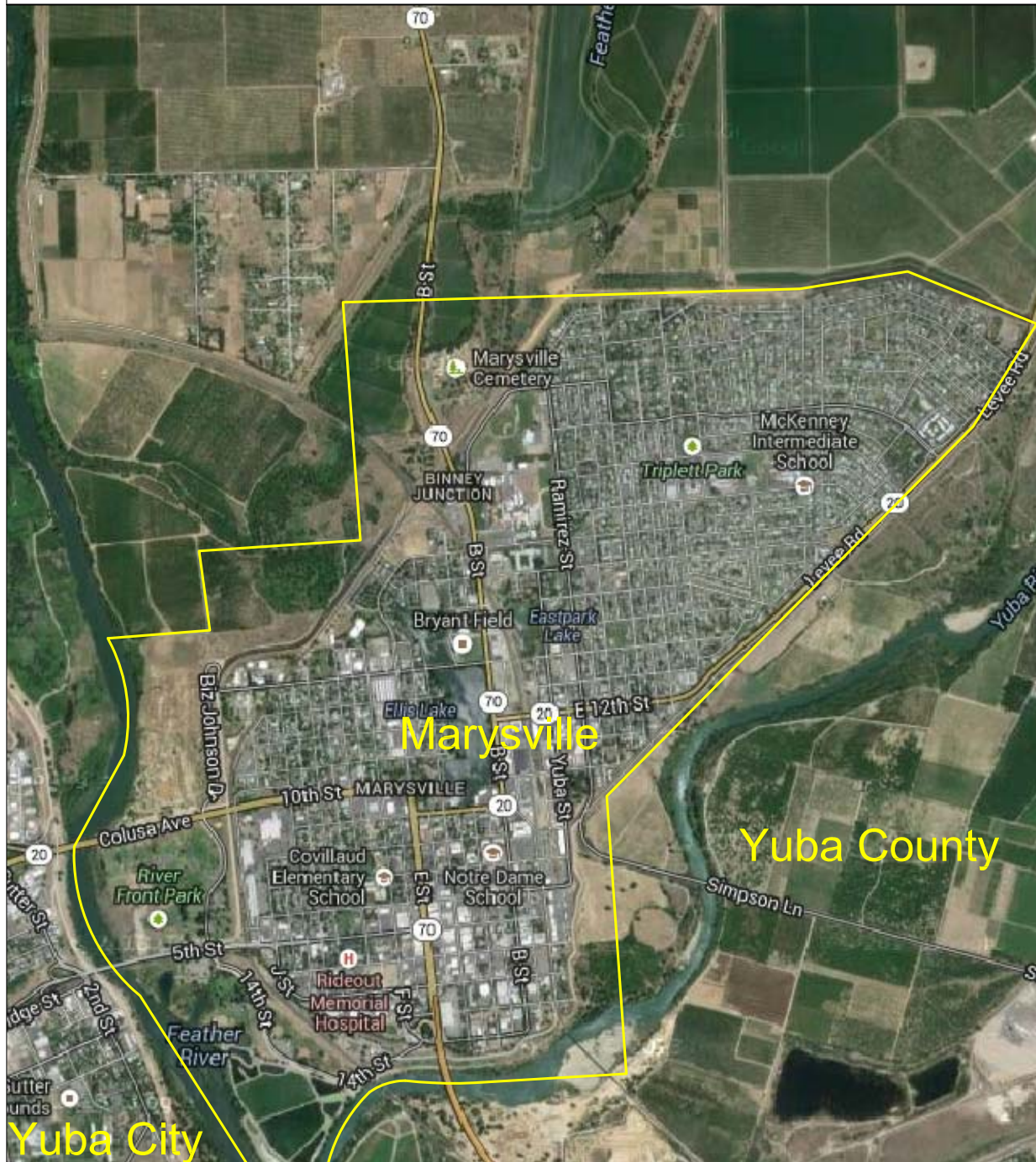
City of Marysville

Vicinity Map

2014 Bicycle and Pedestrian Funding Program

City of Marysville

Project will encompass all of the City as shown
below.



SACOG 2014 Bicycle & Pedestrian Funding Program

City of Marysville

Part L

Cost and Schedule Summary

Basic Tool: Cost and Schedule Summary

For use with 2013 Funding Round Community Design & Bike/Ped applicants only

Fill in **BLUE SECTIONS** where appropriate. Edit the formula cells at your own risk.

Project Sponsor

City of Marysville

Project Title

City of Marysville Bicycle and Pedestrian Master Plan

Project Description (scope and limits)

The creation of an updated and complete Bicycle and Pedestrian Master Plan for the City of Marysville. Plan will outline current public routes and provide an analysis of potential projects and benefits.

SUMMARY	Start	End	Costs	Requests	Applicant Comment Summary
Non-capital Activities	Feb-14	Jul-15	\$ 100,000	\$ 88,530	Planning document and studies
Environmental & Design	Jan-00	Jan-00	\$ -	\$ -	n/a
Right-of-Way	Jan-00	Jan-00	\$ -	\$ -	n/a
Construction	Jan-00	Jan-00	\$ -	\$ -	n/a
TOTAL	Feb-14	Jul-15	\$ 100,000	\$ 88,530 88.53%	

TASKS	Begin	End	Cost Estimate	Requested Funding	Applicant Comments
NON-CAPITAL ACTIVITIES					
Authorization to Proceed	NA		NA	NA	
Planning Studies	Feb-14	Jul-15	\$ 83,000	\$ 73,480	Consulting services
Non-capital staff activities	Feb-14	Jul-15	\$ 7,500	\$ 6,640	Contract work, Data and mapping assistance
Non-capital materials	Feb-14	Jul-15	\$ 4,500	\$ 3,984	Outreach supplies and printing
Miscellaneous	Feb-14	Jul-15	\$ 5,000	\$ 4,426	Studies and outreach events
Totals	Feb-14	Jul-15	\$ 100,000	\$ 88,530	

ENVIRONMENTAL & DESIGN					
Authorization to Proceed	N/A	N/A			
	NEPA	CEQA			
Environmental Document Type					
Environmental Decision Type					
For more information, visit the Caltrans Standard Environmental Reference webpage					
Environmental Clearance					
Final Design (Plans, Specs, & Est)					
Totals	Jan-00	Jan-00			

RIGHT-OF-WAY					
Authorization to Proceed	N/A	N/A			
Need ROW Acquisition?	N/A				
Need Utilities Relocation?	N/A				
Totals					

CONSTRUCTION					
Authorization to Proceed	N/A	N/A			
Totals	Jan-00	Jan-00			

SACOG 2014 Bicycle & Pedestrian Funding Program

City of Marysville

**Part N
Program Specific Questions**

2014 Community Design Bike/Pedestrian Funding

Item N: Bicycle and Pedestrian Program Specific Questions

Project:

City of Marysville Bicycle and Pedestrian Master Plan

1. Project Screening Conditions

- a. Yes - Project is included in the Master Plan as a planned project.
- b. Yes - The project is ready for inclusion in the MTIP with scope and cost.
- c. Yes - Project is eligible for appropriate funding sources.
- d. No - Project is below project size minimum of \$167,205, but is a non-capital project and qualifies for reduced minimum project size.

2. Project Funding Priorities and Goals - Non-Capital

- a. In order to truly encourage biking and walking and to expect an increase in such activities, the City needs to have a cohesive framework that covers several areas, including:
 - Identifying appropriate routes for bicycle and pedestrian use that meet the recreational and non-recreational needs of the residents of the area.
 - Identifying structural impediments that inhibit the use of these routes.
 - Set standards for the implementation of these routes, including signage and striping, for City public works to follow.
 - A plan to develop and distribute appropriate public information to identify and encourage use by bicyclists and pedestrians.

The Master Plan update will also be able to integrate bicycle and pedestrian planning issues with two other studies already underway. This includes the City's Bounce Back Initiative that will focus on five specific districts within the City of Marysville. This program will look at the planning needed for the economic revitalization of these areas, including the specifics of bicycle, pedestrian and transit access through and within these districts.

The second study is the Safe Routes to Schools study that is developing a safe routes to schools plan for the Anna McKenney and Kynoch Schools in East Marysville. The results of this plan and the surveys that are part of the study will be incorporated into the Bike/Ped Master Plan. A key part of the SR2S plans is the development of the Safe Routes program at the school level.

- b. With the previous master plan, some of the basic bicycle routes through the City were identified, and improvements were implemented. The purpose of this update will be to identify, with greater specificity, the impediments to the complete routes and

where capital improvements are needed to deal with some of these barriers. The principal barriers to the current routes include unimproved railroad crossings, crossings of the State highways, and access across streets without traffic controls. The need for appropriate crossings will be developed, or alternative routes that avoid these conflicts will be identified.

- c. There are a number of options for identifying and constructing routes for both pedestrians and bicycles, as well as integrating designated routes with parking options. With the significantly reduced staffing of recent years, it has been difficult to develop, within the staff, a cohesive program for designing and designating these routes. In addition, the presence of the state highway routes creates an additional problem of coordinating the selected routes between the two systems. It will be a specific task for the consultant to develop a set of standards for the city staff to implement in future projects. These standards will first be used when Caltrans re-stripes a number of streets that have been used for detours in the current Highways 20/70 Rehabilitation project. The re-striping would be scheduled for spring of 2015.

3. Project Need and Analysis of Community Benefits

With the completion of the Yuba County and Yuba City Bicycle/Pedestrian Master Plans, the City of Marysville is the key link between those two plans. The traffic counts of 65,000 VPD over the Highway 70 bridge and 77,000 VPD over the 5th Street and 10th Street Bridges (Highway 20) show the substantial traffic movement between the urban development areas of Yuba County, Marysville, and Yuba City. Therein lies a substantial opportunity for increased bicycle activity, and to a lesser extent increased pedestrian movement. Marysville is the home to the main County offices, the County jail and courthouse, Caltrans District 3 headquarters, and the new Rideout Regional Medical Center. A substantial portion of the county population lies to the south of Marysville, and the Rideout Regional Medical Center serves both the Yuba County area and Yuba City.

In addition to the linkage between Yuba City and Yuba County, the increase accessibility for bicycles and pedestrians within the City will also encourage the increased utilization of existing buildings within the City core for residential uses. Residents in the City core will also have easy access to the two main hub locations for Yuba Sutter Transit and Amtrak. Detailed plans for bicycle and pedestrian access will also be addressed within the five districts of the Bounce Back Initiative.

4. Project Design and Readiness

This project is ready to move forward with funding approval. City staff has sufficient experience to implement the project, procure the consultant, and initiate the contract. It will be extremely beneficial for the master plan update to proceed while the Safe Routes to Schools Plan is being developed and in coordination with the Bounce Back Initiative.

The master plan update is the important next step in the process of identifying and implementing improvements to bicycle and pedestrian accessibility.

5. Project Evaluation

Because the master plan update is a non-capital project, we do not expect to see any significant change in the bicycle and pedestrian counts pre- and post-project. The true changes will occur when the provisions of the master plan are implemented. The City is willing to include in the project a task to gather counts at the links between Marysville and Yuba County and Yuba City, as well as at key locations within the City. This would provide a benchmark for the future evaluation of overall program changes.

6. Other Selection Considerations

Most of the issues were addressed elsewhere within the application. It is important to note that updating the bicycle/pedestrian master plan at this time will benefit greatly from coordinating with the Kynock/McKenney Safe Routes to Schools Plan development and the development of the Marysville Bounce Back Initiative. Both of these plans will increase accessibility around the schools, within the key commercial zones, and to the primary transit hubs within the City.

Staff has significant experience with delivering both State and federally funding projects. We have worked frequently with Caltrans staff have been successfully audited on projects before. We do not anticipate any problems in complying with the grant and funding requirements.