



**CITY OF SALINAS
COUNCIL STAFF REPORT**

DATE: APRIL 9, 2024

DEPARTMENT: PUBLIC WORKS, TRANSPORTATION & TRAFFIC DIVISION

FROM: DAVID JACOBS, PUBLIC WORKS DIRECTOR

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TITLE: PROFESSIONAL SERVICE AGREEMENT BETWEEN THE CITY OF SALINAS AND KIMLEY-HORN AND ASSOCIATES, INC. FOR THE WILLIAMS ROAD SAFE STREET CORRIDOR PROJECT

RECOMMENDED MOTION:

A motion to approve a Resolution:

- 1) Approving the agreement for Professional Services between the City of Salinas and Kimley-Horn and Associates, Inc. for the Williams Road Safe Street Corridor Project and authorizing the Interim City Manager to enter into the agreement on behalf of the City; and
- 2) Authorizing the use of up to \$378,865 of Williams Rd UD/Street/Streetscape & Median Island funds (CIP 9071) for the agreement with Kimley-Horn and Associates, Inc. for the Williams Road Safe Street Corridor Project.

EXECUTIVE SUMMARY:

The Salinas City Council approved Resolution No. 22184 on September 14, 2021, adopting the Salinas Vision Zero Action Plan and Resolution No. 21731 on November 5, 2019, accepting the Alisal Vibrancy Plan (AVP) as a key strategic planning document. Both planning documents contain clear support from the community to improve traffic safety, reduce vehicle speeds, and to improve bicycle and pedestrian safety. The City of Salinas applied for and was awarded \$16,000,000 of Safe Streets and Roads for All (SS4A) grant funds to construct three roundabouts and corridor improvements on Williams Road. Kimley-Horn and Associates, Inc. assisted the city with the grant application and is being tasked with preparation of the Project Approval and Environmental Document (PA/ED).

BACKGROUND:

On February 11, 2020, the City of Salinas adopted a Vision Zero Policy (Resolution No. 21791), and shortly after developed a Vision Zero Action Plan approved by Council on September 14,

2021 (Resolution No. 21791 and 22184, respectively). The Vision Zero Action Plan (Action Plan) is rooted in the understanding that traffic deaths are preventable. The Action Plan used a systems-based approach and the application data to identify emphasis areas, priorities, and actionable strategies with the goal of eliminating severe injury and fatal crashes.

Identification of the High Injury Networks (HIN) was a critical first step in order to focus City efforts on roadway segments where high frequency of fatal or severe injury collisions occur. GIS technology was used to define the Salinas HIN. Traffic data for the HIN was collected from the Transportation Injury Mapping System (TIMS), Statewide Integrated Traffic Records System (SWITRS) and local police records between the years 2009-2018. The Action Plan illustrates that the Salinas HIN consists of only 12% of the city's roadway network.

The Williams Road corridor was identified as the second highest corridor for killed or severely injured collisions (KSI) on the Salinas HIN in the Action Plan. Collisions along Williams Road were found to be spatially distributed throughout the corridor and typically located near an intersection or driveway. Notable collision types include broadside and head-on collisions. The most frequent primary collision factors include auto right-of-way violations, unsafe speeds, and improper turning. The corridor currently is five lanes wide with two lanes in each direction, a two-way left turn lane at the center and on street parking on either side. The corridor has a high driveway density and no bike facilities. The countermeasures developed through the community-driven Vision Zero Action Plan were tailored to specifically address the notable collision types and primary collision factors. The City evaluated different conceptual options to meet the needs of the community and contemplated the trade-offs between parking, safe bicycle facilities and traffic operations throughout the process. Ultimately, access management strategies were identified to help mitigate the collision trends.

In September 2023, with the approval of the City Manager, staff applied for the Safe Streets and Roads for All (SS4A) grant program. The SS4A is a federal grant program established to support the U.S Department of Transportation's National Roadway Safety Strategy and their goal of zero roadway death using a Safe System Approach. Williams Road was identified as the primary candidate for the grant program and the City was awarded \$16M¹ to implement the recommended safety improvements.

The Williams Road Safe Street Corridor Project concept strongly follows the countermeasures identified in the Vision Zero Action Plan and the vision of the SS4A grant with multimodal improvements along Williams Road between East Alisal Road and Freedom Parkway. The design will include modifications to the roadway and upgrades of the pedestrian, bicycle, and transit facilities with the primary focus of improving safety along the corridor. An Intersection Control Evaluation (ICE) for key corridor intersections was performed to ensure the proper safety and cost-effective strategies were utilized. Three roundabouts are proposed at Williams Rd and East Alisal St, Williams Road and East Market St and Williams Road and Freedom Parkway.

¹ Formal acceptance of the grant has not been presented to City Council as staff is awaiting authorization to proceed from the Federal Government.

Kimley-Horn and Associates, Inc. assisted the City with the SS4A grant program application and developed the concept plans. After announcement of award of the SS4A grant, the City wishes to continued working with Kimley-horn and Associates, Inc. per Master Services Agreement (Resolution No. 22563) for the Project Approval and Environment Document (PA/ED) phase. The PA/ED scope of services includes, but are not limited to, intersection concept refinements for the roundabouts, coordinating with a AVP Streetscape consultant, and CEQA/NEPA environmental documentation. Staff recommends the approval of an agreement with Kimley-Horn and Associates for the Williams Road Safe Street Corridor Project and authorizing the use of Williams Rd UD/Street/Streetscape & Median Island funds (CIP 9071) up to \$378,865 for the agreement with Kimley-Horn and Associates, Inc. for the Williams Road Safe Street Corridor Project.

CEQA CONSIDERATION:

Not a Project. The City of Salinas has determined that the proposed action is not a project as defined by the California Environmental Quality Act (CEQA) (CEQA Guidelines Section 15378).

STRATEGIC PLAN INITIATIVE:

The Williams Road Safe Street Corridor Concept Project supports the City Council goals of “Infrastructure and Environmental Sustainability”, “Public Safety” and “Effective and Culturally Responsive Government”.

DEPARTMENTAL COORDINATION:

The Williams Road Safe Streets Corridor Project will be overseen by Public Works. The Finance Department provides fiscal monitoring and reporting information for the grant agreement.

FISCAL AND SUSTAINABILITY IMPACT:

Funds are appropriated and available in account 5800.50.9071 (CIP 9071).

ATTACHMENTS:

Resolution

Attachment 1: Professional Services between the City of Salinas and Kimley-Horn and Associates, Inc.