



CITY OF SALINAS COUNCIL STAFF REPORT

DATE: MAY 16, 2017

DEPARTMENT: PUBLIC WORKS

FROM: GARY E. PETERSEN, C.A.E., PUBLIC WORKS DIRECTOR

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TITLE: MEASURE X AND SENATE BILL-1 UPDATE AND ROUNDABOUT
CONCEPT FOR EAST BORONDA ROAD WIDENING PROJECT;
CIP NO. 9510

RECOMMENDED MOTION:

A motion to approve the roundabout concept along East Boronda Road at the following intersections: McKinnon Street, El Dorado Drive, Natividad Road, Independence Boulevard, and Hemingway Drive.

A motion to approve amendment #1 to the scope of work for Wallace Group to include engineering field survey work, and related services for the East Boronda Road Widening Project in the amount of \$139,800 in accordance with the Master Services Agreement between the City of Salinas and Wallace Group dated September 23, 2014.

RECOMMENDATION:

It is recommended that the City Council approve a Resolution approving the roundabout concept along East Boronda Road at the following intersections: McKinnon Street, El Dorado Drive, Natividad Road, Independence Boulevard, and Hemingway Drive.

It is further recommended that the City Council approve amendment #1 to the scope of work for Wallace Group to include engineering field survey work, and related services for the East Boronda Road Widening Project in the amount of \$139,800 in accordance with the Master Services Agreement between the City of Salinas and Wallace Group dated September 23, 2014.

EXECUTIVE SUMMARY:

Signalized intersections and roundabouts are the two choices of intersection controls that are being considered as part of the East Boronda Road Widening Project. Study results showed that the 2-lane roundabouts with 4-lane corridor would generally meet the future (Year 2064) traffic demands of East Boronda Road with a level of service (LOS) B. Other studies also indicated that roundabouts have the following advantages as compared to signalized intersections: fewer traffic fatalities; fewer injury crashes; less severity of collisions; less number of person-hours delayed in traffic; less traffic-related pollutants; short pedestrian crossing distance; less operation and

maintenance cost; create a calmer corridor; and has a positive effect on property values. Thus, it is recommended that the City Council approve a Resolution approving the roundabout concept along East Boronda Road at the following intersections: McKinnon Street, El Dorado Drive, Natividad Road, Independence Boulevard, and Hemingway Drive.

Engineering field survey work and related services are needed for the Boronda Road Widening Project regardless of the option selected for the intersection controls. Thus, to expedite the project schedule as much as possible, it is recommended that City Council adopt a Resolution approving amendment #1 to the scope of work for Wallace Group to include engineering field survey work, and related services for the East Boronda Road Widening Project in the amount of \$139,800 in accordance with the Master Services Agreement between the City of Salinas and Wallace Group dated September 23, 2014.

BACKGROUND:

The East Boronda Road Widening Project is one of the projects listed in the current Capital Improvement Program (CIP) approved by Council. The project limits are from Dartmouth Way to Independence Boulevard with an additive alternative to include intersection improvements at Hemingway Drive. The General Plan calls to widen East Boronda Road to a six (6) lane facility to accommodate current traffic volumes and additional traffic volumes that will be generated as the north of Boronda Future Growth Area (FGA) is developed. Current level of service (LOS) for this segment of East Boronda Road is generally E.

In December 2015, City Council authorized the preparation of an Intersection Control Evaluation (ICE) Study by Wallace Group to evaluate the feasibility of 2-lane roundabouts with 4-lane corridor versus signalized intersections with 6-lane corridor. The ICE Study results showed that the 2-lane roundabouts with 4-lane corridor would generally meet the future (Year 2064) traffic demands of East Boronda Road with a level of service (LOS) of B.

In addition, a Study of roundabout safety for pedestrians and bicycles with considerations for roundabouts near schools was also conducted by Wallace Group and Kittelson Associates Inc (the Safety Study). The Safety Study concludes that roundabouts are safer for pedestrians when compared to signalized intersections. In a roundabout, pedestrians have shorter crossing distances, and the splitter islands on each approach provides a refuge for pedestrians. Bicyclist have the flexibility to navigate the roundabout as a pedestrian, giving them the same benefits. The Study recommended that a form of pedestrian crosswalk beacon be provided for roundabout near schools. This crossing device is known as the HAWK or High-intensity Activated cross-Walk beacon. It is referred to as beacon rather than a signal because it is only lit when activated by a pedestrian pushing the crosswalk button.

Other studies indicated that roundabouts have the following advantages as compared to signalized intersections: fewer traffic fatalities; fewer injury crashes; less severity of collisions; less number of person-hours delayed in traffic; less traffic-related pollutants; and less operation and maintenance cost. Roundabouts create a calmer corridor, versus creating a speedway (on a six-lane corridor), thus also reducing the noise level, and a positive effect on property values.

Staff held meetings with the FGA developers regarding the roundabout concept, and the developers are in support of the concept. One developer requested that Hemingway Drive be included in the East Boronda Road Widening Project with the roundabout configuration. The request will be accommodated by adding the Hemingway Drive roundabout as an additive alternative to the project, contingent on the availability of funds, and Council's approval of the roundabout concept for the Boronda Road corridor.

Meetings with the Santa Rita Union School District and the Salinas Union High School District were also held last month, and the responses were favorable for the roundabout concept.

On May 3, 2017, a Public Meeting was held for the project, and majority of the attendees' response to the roundabout concept were in favor of the concept. Attached to this report are the attendees' thoughts and concerns regarding the roundabout concept, and other concerns. The roundabout concept was also presented to the Traffic and Transportation Commission at its meeting on May 11, 2017.

The engineering field survey and related services are needed for the Boronda Road Widening Project regardless of the option selected for the intersection controls. The work will include topographic mapping, right-of-way, property line and easement survey base mapping, and other related work. To expedite the project schedule as much as possible, it is recommended that this portion of work be authorized and approved. A proposal from Wallace Group to complete the detailed design, which includes the development of project plans, specifications, estimates, and assist in the bidding process will be presented to the City Council for approval at a later date.

CEQA CONSIDERATION:

Environmental studies are currently underway for the project. Results from the studies, and any findings and determination will be presented to the City Council when the study is completed.

STRATEGIC PLAN INITIATIVE:

The East Boronda Road Widening Project addresses the current City Council's goals of Economic Diversity and Prosperity, Well Planned City and Excellent Infrastructure, and Quality of Life, and the project supports Council's strategy to Entitle and Develop the Future Growth Area (FGA). If approve, the roundabout concept will be stated in the Environmental Impact Report (EIR) for the FGA. Currently, the draft EIR states the General Plan's reference to widen Boronda Road to a six-lane facility with signalized intersections.

FISCAL AND SUSTAINABILITY IMPACT:

This project, in either configuration is expected to cost \$20 Million +/- and will be completed with a combination of funding from the Traffic Fee Ordinance, Measure X, and Senate Bill -1. Funding for the engineering work to develop final design and costs will be funded from Measure X.

ATTACHMENTS:

Resolution

Location Map

East Boronda Road Public Meeting Report

Wallace Group's Proposal for the Field Survey Work and Related Services

Roundabout Simulations at the following East Boronda Road Intersections:

- McKinnon Street
- El Dorado Drive
- Natividad Road
- Independence Boulevard
- Hemingway Drive