



**CITY OF SALINAS
COUNCIL STAFF REPORT**

DATE: OCTOBER 22, 2019
DEPARTMENT: PUBLIC WORKS
FROM: DAVID JACOBS, PUBLIC WORKS DIRECTOR
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TITLE: PURCHASE OF TRAFFIC ADAPTIVE SYSTEM EQUIPMENT

RECOMMENDED MOTION:

A motion to approve the direct purchase of Rhythm’s InSync traffic signal adaptive system equipment for the N. Main Street/Northridge Mall Driveway-Santa Rita Plaza Driveway and the N. Main Street/Northridge Mall Main Entrance Driveway signalized intersections.

RECOMMENDATION:

It is recommended that the City Council approve the direct purchase of Rhythm’s InSync traffic signal adaptive system to connect and communicate with the City’s existing traffic adaptive system currently running at the North Main Street and Boronda Road signalized intersection.

EXECUTIVE SUMMARY:

The City has a traffic adaptive signal system that serves the North Main Street and Boronda Road corridors. The 2014 Northridge Mall Expansion Traffic Impact Analysis (Attachment 1) prescribed mitigation measures to maintain an acceptable level of service for traffic along North Main Street which includes extending the adaptive signal system to signals along the mall’s frontage. Staff is preparing to implement these improvements to meet the anticipated traffic increase along the corridor. The direct purchase of Rhythm’s system is necessary to extend service to these other signals. The existing adaptive system, Rhythm’s InSync, uses proprietary algorithms to adapt to traffic conditions. There are no other providers that will be compatible with the Rhythm system currently operating on the North Main Street corridor.

BACKGROUND:

On April 14, 2015, the City Council approved Resolution No. 20828 adopting the proposed Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program and approving the Amendment to Planned Unit Development Permit 78-8 to authorize phased improvements at Northridge Mall. Project mitigations prescribed in this report included the extension of adaptive signal controls along North Main Street from Alvin Drive to Boronda Road. The development project paid

development impact fees to the City for the City to implement project mitigation measures. Traffic impact fees are therefore allocated to CIP No. 9278: N Main St/Boronda Rd Improvements.

Furthermore, the City of Salinas currently has Rhythm's InSync traffic signal adaptive system installed along two arterials. The first is along the North Main Street corridor from Bernal Drive to Alvin Drive (5 intersections) and then along Boronda Road from North Main Street to Independence Boulevard (7 intersections). To link the North Main Street and Boronda Road corridors together four intersections along North Main Street need to be upgraded with the InSync adaptive system. Three of the four traffic signals needed to make the connection between the North Main Street and Boronda Road corridors are along Northridge Mall's frontage.

These improvements will improve the traffic operations along the corridor, the benefits of which support the significant commercial and retail operations along the corridor. InSync's adaptive system will be added to the signalized intersections of N. Main Street at Bank of America Driveway/Santa Rita Plaza Driveway and at the North Main Street at the Northridge Mall's main entrance. These intersections are located approximately 600 feet and 1,200 feet respectively south of the intersection of North Main Street at Boronda Road.

Linking the intersections together and extending the coordination between these closely spaced intersection would reduce stops and provide improved traffic flow on N Main Street. The installation of the adaptive system will result in coordination of the signals to move platoons of traffic through the North Main Street Corridor and may include coordinating movements together such as the left turning movements from Northridge Mall's Bank of America driveway to the northbound left turn movement at the N. Main Street and Boronda Road intersection. These movements have historically been restricted by congested traffic especially during the holiday season.

These improvements can only be accomplished if the same system is used throughout the corridor. Staff therefore recommends the direct purchase of Rhythm's InSync traffic signal adaptive system for the signalized intersections described above for an estimated cost of approximately \$85,600. The fiscal year 2019-20 budget for CIP 9278 includes funding to extend the traffic adaptive system to the locations described.

CEQA CONSIDERATION:

The City of Salinas has determined that the project is exempt from the California Environmental Quality Act (CEQA) Guidelines (Section 15301, Class 1(c)) because the actions consists of operation and minor alteration of an existing City street. Furthermore, these improvements provide mitigation of traffic impacts considered in accordance with CEQA with the approval of the Northridge Mall expansion.

STRATEGIC PLAN INITIATIVE:

This agenda item relates to the City Council's Strategic Plans of a "Well Planned City and Excellent Infrastructure". The purchase of the adaptive system will reduce congestion enhance traffic flow and improve safety along N. Main Street.

DEPARTMENTAL COORDINATION:

The 2014 approval of the Planned Unit Development was coordinated by the City's community Development Department. The Public Works Department is responsible for implementing some of the development project's mitigation measures. Additionally, the Finance department reviews and approves the Sole Source Justification for the purchase of Rhythm's InSync adaptive system.

FISCAL AND SUSTAINABILITY IMPACT:

The Northridge Mall Expansion Project paid development impact fees for the required mitigation as prescribed in the Mitigated Negative Declaration. The City traffic impact fees fund these corridor signal upgrades designed to provide traffic mitigation associated with the Northridge Mall expansion. There are enough funds for the \$85,600 traffic signal adaptive system upgrades in CIP No. 9278.

ATTACHMENTS:

Attachment 1: Resolution

Attachment 2: Northridge Mall Expansion Traffic Impact Analysis

Attachment 3: Sole Source Justification Form

Attachment 4: Rhythm Estimate