



CITY OF SALINAS COUNCIL STAFF REPORT

DATE: JANUARY 27, 2025

DEPARTMENT: PUBLIC WORKS, TRAFFIC & TRANSPORTATION DIVISION

FROM: DAVID JACOBS, PUBLIC WORKS DIRECTOR

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TITLE: WILLIAMS ROAD SAFE STREET CORRIDOR PROJECT GRANT
ACCEPTANCE FROM THE FEDERAL HIGHWAY
ADMINISTRATION (FHWA) SAFE STREETS AND ROADS FOR
ALL (SS4A) GRANT PROGRAM

RECOMMENDED MOTION:

A motion to approve a Resolution:

- 1) Accepting and receiving grant funds from the Safe Streets and Roads for All (SS4A) Grant Program for the Williams Road Safe Street Corridor Project; and
- 2) Authorizing the City Manager or designee to negotiate and execute grant agreements and all documents necessary to effectuate the grant with the Federal Highway Administration (FHWA) in an amount not to exceed \$16,000,000 with supplemental City funding of \$4,000,000; and
- 3) Authorizing the FY 24-25 Appropriation as follows:
 - a. Increase the estimated revenue from the Federal Highway Administration by \$16,000,000.

EXECUTIVE SUMMARY:

In September 2021, Salinas City Council adopted the Salinas Vision Zero Action Plan and in November 2019, the Alisal Vibrancy Plan was approved 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. In 2024, 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 safety improvements on Williams Road.

BACKGROUND:

On February 11, 2020, the City of Salinas adopted a Vision Zero Policy, and shortly thereafter developed the Salinas 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 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 for Williams Road 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 \$16 million 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.

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 wished 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. At its meeting on April 9, 2024, City Council approved Resolution No. 22937 for an agreement with Kimley-Horn Associates, Inc. for the PA&ED phase to get the project started utilizing existing CIP 9071 funds. Staff is coordinating with FHWA on allocation of the SS4A funds and recommends the acceptance of the \$16,000,000 grant for the Williams Road Safe Street Corridor Project from the Safe Streets and Roads For All (SS4A) Grant Program, and authorization to the City Manager to execute agreements with the Federal Highway Administration (FHWA) related to the Williams Road Safe Street Corridor Project Grant, and the authorizing the appropriation of leveraging funds through the annual budgeting process to CIP 9128 for the Williams Road Safe 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).

CALIFORNIA GOVERNMENT CODE §84308 APPLIES:

No

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:

There is no cost to the General Fund. This Council action authorizes the appropriation of \$16,000,000 to the 5201 Special Const Assist – Fed & St Fund for Williams Streetscape and Safety CIP 9128. The required City matching funds totaling \$4,000,000 will be requested, as needed, through the annual CIP budgeting process from Development Fees – Arterial (Fund 2306) and Measure X (Fund 2510).

Fund	Appropriation	Appropriation Name	Total Appropriation	Amount for recommendation	FY 24-25 CIP Budget Page	Last Budget Action (Date, Resolution)
5201	5800.50.9128	Williams Rd	\$308,371	\$16,000,000	N/A	N/A

ATTACHMENTS:

Resolution

Attachment 1: Resolution Number 22184

Attachment 2: Resolution Number 21731

Attachment 3: Williams Rd Narrative, Concept Plans, and ICE Analysis