



CITY OF SALINAS COUNCIL STAFF REPORT

DATE: MAY 2, 2023

DEPARTMENT: PUBLIC WORKS DEPARTMENT

FROM: DAVID JACOBS P.E., L.S., PUBLIC WORKS DIRECTOR

BY: ANDREW EASTERLING, TRAFFIC ENGINEER

TITLE: MAIN STREET AT LAMAR STREET PEDESTRIAN
ENHANCEMENTS

RECOMMENDED MOTION:

A motion to:

- 1) Authorize the establishment of a new CIP account named, "Main Street at Lamar Street Pedestrian Enhancements Project" with an appropriation of \$275,000;
- 2) Authorize the acceptance of Highway Safety Improvement Program Grant funds in the amount of \$247,500;
- 3) Authorize a transfer of \$247,500 from the Special Construction Assistance - Federal & State Fund (5201) to the CIP Fund (5800) for the Project and corresponding revenue budget;
- 4) Authorize a transfer of \$27,500 from the Measure X (2510) Fund to the CIP Fund (5800) for the Project and use of Measure X (2510) fund balance as matching funds for Main Street at Lamar Street Pedestrian Enhancements Project; and
- 5) Authorize the Public Works Director to execute all agreements and any required paperwork with Caltrans for the Highway Safety Improvement Program Grant Program.

EXECUTIVE SUMMARY:

On September 15, 2021, the City Council adopted the City of Salinas Vision Zero Action Plan. The Vision Zero Action Plan identified the intersection of North Main Street at Lamar Street as having the highest number of pedestrian-involved collisions for any unsignalized intersections in the City. The City submitted an application for grant funding to enhance the crosswalk, and the project was selected to receive \$247,500.00 with a 10% local match.

BACKGROUND:

"Vision Zero" is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. It is a movement that began in Europe and spread to American cities, rooted in the philosophy that no loss of life due to road crashes is acceptable or inevitable and therefore sets the goal of reducing fatalities and severe injuries to zero. Nearby cities such as Monterey, Watsonville and San Jose have all adopted a Vision Zero Policy. Vision

Zero is a multidisciplinary approach, bringing together diverse and necessary stakeholders to address this complex problem. Vision Zero acknowledges that many factors contribute to safe mobility not just roadway design, but also speeds, behaviors, technology, and policies, and sets clear goals to achieve the shared goal of zero fatalities and severe injuries. At the February 11, 2020, meeting, City Council passed Resolution No. 21790 (Attachment 1) adopting a Vision Zero Policy and directing staff to develop a Vision Zero Action Plan.

On September 15, 2021, the City Council adopted the City of Salinas Vision Zero Action Plan (Attachment 2) through Resolution No. 22184 (Attachment 3). The Action Plan was developed through a data-driven process. City staff compiled 10 years of collision data from 2009 to 2018 and created maps using geographic information systems (GIS) technology to display and filter collision data to help illustrate spatial patterns and trends. This data-driven analysis help reveal collision trends and patterns in collision type, driver factors, roadway features, vehicle factors or environmental conditions. Trends in the data help reveal emphasis areas where a higher frequency of collisions can be evaluated to achieve the goal of zero fatalities and serious injuries most effectively.

One of the emphasis areas the plan focused on were intersections with high rates of pedestrian involved collisions. The plan identified the three intersections with the highest number of pedestrian collisions which include North Sanborn Road at Garner Avenue, East Alisal Street at Griffin Street, and North Main Street at Lamar Street. North Sanborn Road at Garner Avenue, and East Alisal Street at Griffin Street are both signalized intersections, whereas Main Street at Lamar Street is uncontrolled. Because the North Main Street at Lamar Street intersection has a high pedestrian collision rate and lacks controls it was considered a good candidate for improvement in the Highway Safety Improvement Program (HSIP), and staff submitted an application for grant funding to enhance the crosswalk.

The crosswalk crossing North Main Street is approximately 80 feet long and it spans five (5) lanes of traffic. There is an existing rectangular rapid flashing beacon (RRFB) system mounted on signposts on either side of the crossing. However, due to the number of lanes, this system may not always be visible to drivers, especially when traveling at higher speeds. The City's Crosswalk Policy (Attachment 4) refers to this as a multiple-threat condition. Multiple-threat collisions occur as one vehicle slows down to allow pedestrians to cross, but a second vehicle approaching from behind in the adjacent lane may not see the pedestrian or flashing beacon. The slowing vehicle blocks the sight line of both the pedestrian and the second motorist, leading to possible pedestrian-vehicle collisions. Grant funds would be awarded to improve the crosswalk to upgrade the existing RRFB system to include overhead signs and flashing beacons. Overhead flashing beacons would mitigate the multiple-threat condition and improve the crosswalk to meet City policy.

Following the acceptance of grant funding, City staff would begin to develop plans and specifications. The project would come back to City Council to approve plans and specifications before going to construction. Additionally, Caltrans will review the project documents before authorizing the use of grant funds for construction.

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:

This item supports the City Council's goals of "Public Safety" and "Infrastructure and Environmental Sustainability".

DEPARTMENTAL COORDINATION:

The Public Works Department and Finance Department manage the project accounting. The Public Works Department manages construction contract, inspection, and final acceptance of construction projects.

FISCAL AND SUSTAINABILITY IMPACT:

There is no impact to the General Fund. The total project cost is estimated to be \$275,000. The Highway Safety Improvement Program requires a 10% match. If accepted, the grant amount would be \$247,500, and the City would be required to contribute \$27,500 as a local match. Staff requests the appropriation of up to \$27,500 and use of Measure X (2510) fund balance as matching funds for Main Street at Lamar Street Pedestrian Enhancements Project.

ATTACHMENTS:

Resolution

Attachment 1: Resolution 21790

Attachment 2: Vision Zero Action Plan

Attachment 3: Resolution 22184

Attachment 4: City of Salinas Crosswalk Policy