



**CITY OF SALINAS
COUNCIL STAFF REPORT**

DATE: FEBRUARY 19, 2019

DEPARTMENT: PUBLIC WORKS, TRAFFIC AND TRANSPORTATION DIVISION

**FROM: DAVID JACOBS, PUBLIC WORKS DIRECTOR
VICTOR GUTIERREZ, ASSISTANT ENGINEER**

TITLE: DOWNTOWN COMPLETE STREETS PROJECT

RECOMMENDED MOTION:

A motion to approve a Resolution for the following actions:

- 1) Approve plans and specifications for the Downtown Complete Streets; Project No. 9090; Federal Project HSIPL-5045(032); and
- 2) Authorize the issuance of an Invitation to Bidders, with bids to be opened on March 19, 2019; and
- 3) Approve associated transfer request for \$1,607,000 as outlined in the Fiscal Impact section to consolidate funding for the Downtown Complete Streets project (CIP 9090).

RECOMMENDATION:

Staff recommends that the City Council approve the proposed Resolution to accomplish the following actions:

- 1) Approve plans and specifications for the Downtown Complete Streets; Project No. 9090; Federal Project HSIPL-5045(032); and
- 2) Authorize the issuance of an Invitation to Bidders, with bids to be opened on March 19, 2019; and
- 3) Approve associated transfer request for \$1,607,000 as outlined in the Fiscal Impact section to consolidate funding for the Downtown Complete Streets project (CIP 9090).

EXECUTIVE SUMMARY:

The Downtown Complete Streets Project's overall benefits are summarized in the message, "SAFE, EFFICIENT and COMPLETE". The Downtown Complete Streets project aims to reduce collisions, improve multi-modal mobility, and improve traffic efficiency along the West Alisal

Street corridor between Blanco Road and Front Street by implementing complete street design. The Downtown Complete Street Project, a critical element of both the Downtown Vibrancy Plan and the Marina to Salinas Multimodal Corridor Plan, has completed final design. The project which is partially-funded through federal and local grants has been authorized to proceed with construction by California Department of Transportation.

BACKGROUND:

At its March 2015 meeting, Council approved the Salinas Downtown Vibrancy Plan. An element of the Downtown Vibrancy Plan is the West Alisal Street segment. Additionally, at its June 2014 meeting, Council approved a Memorandum of Agreement with the Transportation Agency for Monterey County (TAMC) and other central coast agencies to support Complete Streets improvements along the Marina-Salinas Multi-modal Corridor, including West Alisal Street. Both plans support the implementation of a Complete Streets project along the West Alisal Street corridor.

What are Complete Streets?

The U.S. Department of Transportation defines Complete Streets as “streets designed and operated to enable safe use and support mobility for all users. Those include people of all ages, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders.”

The California Department of Transportation has a Complete Streets program, providing guidance for cities and counties to adopt Complete Streets principles when designing streets and roads. The State defines a complete street as “a transportation facility that is planned, designed and operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit riders, and motorists appropriate to the function and context of the facility.” Caltrans adopted Deputy Directive 64 in 2014 that incorporates the Complete Streets concept in all aspects of the State’s transportation functions from early planning, design, and construction; through operations and maintenance. The directive ensures the State’s Complete Streets policies are embedded in the agency’s function towards developing and maintaining California’s transportation system.

The regional transportation agency, TAMC has adopted policies for Complete Streets and published a guidebook to help member agencies in planning their transportation network. The West Alisal Corridor, being part of the region’s multi-modal corridor has been envisioned as a complete street corridor with benefits for all users. TAMC held several community-wide public meetings on the Marina-Salinas Corridor, two of which were held in Salinas.

The City General Plan’s Circulation element includes policies for providing a balanced transportation system that provides for a walkable community, safe bicycle travel, public transportation improvements, and safe travel for all modes of transportation.

Staff applied for and received two different grants, one Highway Safety Improvement Program (HSIP) and a Regional Surface Transportation Program (RSTP) to fund the Downtown Complete Streets project. The Downtown Complete Streets project includes improvements on the West Alisal Street corridor from Front Street to Blanco Road and on Lincoln Street from West Alisal

Street to Market Street. Council approved a resolution accepting grant funds on August 16, 2016, and December 5, 2017.

The Downtown Complete Streets Project's overall benefits are summarized in the message, "SAFE, EFFICIENT and COMPLETE". The Downtown Complete Streets project aims to reduce collisions, improve multi-modal mobility, and improve traffic efficiency along the West Alisal Street corridor between Blanco Road and Front Street by implementing complete street design. The final design implements Complete Streets elements and accommodates all road users, while improving safety. The benefits of Complete Streets include:

- Improved safety for all users;
- Improved transit access;
- Encourage more walking and bicycling, fostering a healthier, more active community;
- Support a dynamic economy and our downtown;
- Livable communities; and
- Reduce greenhouse gas production and improved air quality.

The design concept for the Downtown Complete Street project were included in the Downtown Vibrancy Plan community discussions. Staff held a community meeting at Hartnell College in January 2017 to inform members of the community about the project. Discussion of the Downtown Complete Streets project continues at meetings regarding the Vibrancy Plan. Details of the Downtown Complete Streets project are as follows:

- **Rightsizing:** Roadway restriping to reduce the number of vehicle travel lanes on Alisal St from 4 lanes to 3 lanes (one in each direction and a center two-way left turn lane) between Blanco Road and Front Street.
- **Class II Bike Lanes:** Installation of buffered bike lanes to provide a safe and comfortable way for cyclist to travel on W Alisal Street.
- **Traffic Signal Improvements:** The traffic signals along this segment will be enhanced to provide protected left turns to reduce the risk of broadside and head-on collisions. Traffic signals will be modernized to improve the operational efficiency and traffic signal communications.
- **Bulb-outs:** The construction of bulb-outs at selected locations will increase sight visibility and reduce crossing distances.
- **Crosswalks:** This project will install high visibility crosswalks at all existing crosswalks throughout the project area.
- **ADA Compliance:** The existing pedestrian access ramps at signalized intersections will be upgraded with ADA compliant pedestrian access ramps. The ADA compliance also includes significant retrofits of the traffic signals along West Alisal to comply with the latest standards for audible pedestrians systems that help those with visual disabilities use the traffic signals.

The safety for all road users will improve by installing the above-listed improvements, and through the implementation of a Complete Streets design.

Other Project Benefits

The timing and location of the project provided an opportunity for the City to implement other infrastructure improvements.

- **Broadband Access.** The City has been working on the implementation of the Salinas Broadband Plan that aims to provide commercial grade high-speed internet to attract new businesses and support growth of existing businesses, including in the downtown area. The Downtown Complete Streets project therefore includes installation of fiber lines that are an element of the downtown broadband network. In addition, the project includes the extension of this broadband fiber link to the new public safety building under construction on East Alisal to enable the Police Department to avail itself of this technology.
- **Main Street Streetscape Project.** While the Complete Streets project is separate from the Main Street Project, the project will be able to implement a portion of the improvements designated in the Main Street Project for the intersection of West Alisal and Main Street that includes traffic signal and pedestrian crossing upgrades.

CEQA CONSIDERATION:

The City of Salinas has determined that the project is exempt from the California Environmental Quality Act (CEQA) per Section 15301, Class 1(c). The proposed improvements constitute a minor modification to an existing facility as defined by the CEQA Guidelines to improve public safety. All work will be completed within the existing public right-of-way.

Additionally, it has been determined that the project is not located on a hazardous waste site, would not result in a significant impact due to unusual circumstances, damage scenic resources, affect a historic resource, or result in a cumulative impact. For these reasons and those stated above, the project is exempt from the provisions of CEQA. Furthermore, as a result of the federal grant, the project required compliance with the National Environmental Policy Act (NEPA). The State has determined that this project has no significant impacts on the environment as defined by the NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b).

STRATEGIC PLAN INITIATIVE:

The project implements several objectives of the Council's Strategic Plan. The project implements the Downtown Vibrancy Plan that is an objective of the City's strategic plan. As mentioned, the project supports elements of the Salinas Broadband Plan and the Public Safety Building. The project supports the Council goals of a Well Planned City and Excellent Infrastructure and Economic Diversity and Prosperity.

DEPARTMENTAL COORDINATION:

Multiple departments have been engaged at various stages of this project. Community Development and Public Works staff participated in the development of the Downtown Vibrancy Plan. The Public Works Department has worked with the Legal and Finance Departments in

administering contracts and funding for the design phase. This coordination will continue through project advertisement and construction. The City’s Administration Department developed the Salinas Broadband Plan, for which the project provides an opportunity to implement the downtown fiber network. The Police Department was engaged in the design to bring broadband to the new police station. Public Works staff has worked with the Fire Department to ensure hardware in the controller cabinets are compatible with future emergency response pre-emption equipment.

In addition to coordination amongst City departments, public works staff has had extensive coordination with partners at the County, TAMC, California Department of Transportation, Monterey-Salinas Transit and Union Pacific Railroad.

FISCAL AND SUSTAINABILITY IMPACT:

Funding for this project comes from sources below:

CIP NO.	Name	Funding Source	Appropriations
9090	Downtown Complete Streets	HISP Grant (FY 14-15)	\$2,340,090
9090	Downtown Complete Streets	RSTP Grant (FY 17-18)	\$2,604,000
9216	ADA Pedestrian Ramp	Measure X	\$100,000
9720	Sidewalk & Drainage Repairs	Gas Tax	\$200,000
9230	Vibrancy Plan Infrastructure	Measure X	\$600,000
9904	New Police Facility (fiber optic communication)	Measure G	\$707,000
Total			\$6,551,090

With approval of the Plans and Specifications, staff is also requesting the necessary transfers, totaling \$1,607,000, from the above sources to consolidate all funding into CIP 9090.

The Engineer’s Estimate for this project is \$ 7,071,810 including all the soft costs outlined below:

<u>Construction Cost</u>	
Base Bid (Engineer’s Estimate)	\$6,422,462
Contingencies (5%)	\$324,674
Construction Engineering (5%)	<u>\$324,674</u>
Total Estimated Construction Costs	\$ 7,071,810

Based on the total estimated construction costs, there is a projected shortfall is \$ 520,720. Staff requested \$520,720 from the mid-year budget allocation to cover the anticipated shortfall. Sufficient funds will be available to proceed with the construction of this project once the mid-year allocation is approved. Staff will update the City Council of construction costs at the award of the project.

ATTACHMENTS:

Attachment 1: Resolution

Attachment 2: HSIPL-5045(032) Construction Authorization
Attachment 2: Project Location Map