



**CITY OF SALINAS
FINANCE COMMITTEE**

DATE: DECEMBER 7, 2021

DEPARTMENT: PUBLIC WORKS DEPARTMENT

FROM: DAVID JACOBS, DIRECTOR

TITLE: \$750,000 ARPA TRAFFIC SAFETY ALLOCATION FOR WILLIAMS ROAD CROSSWALK IMPROVEMENTS

RECOMMENDED MOTION:

Option 1: Recommend to Council not to allocate the \$750,000 of ARPA money.

Option 2: Recommend to Council to allocate \$750,000 of ARPA Traffic Safety money to the Williams Road crosswalk improvements

DISCUSSION:

At the October 26, 2021 Council meeting, the Council opted to take no action on the removal of the midblock crosswalk on Williams Road between Del Monte Avenue and Monte Bella Boulevard. Staff received direction to discuss this topic with the Salinas Union High School District and to see if the district would be interested in partnering. Staff met with Superintendent Dan Burns on November 1, 2021 to discuss the restriping project and the crosswalk. At the meeting the school district made no commitments to help fund the improvements, but wanted to continue considering options. At the time of this report the school district has not made any commitments to help fund the improvements.

Without the crosswalk enhancements, the uncontrolled, marked midblock crosswalk on Williams Road does not meet City policy, which is the basis for staff's recommendation for removal. However, if funding is available the City's crosswalk policy indicates the crosswalk is warranted, but only with appropriate pedestrian crossing enhancements. Without the necessary enhancements there is a possible increase in pedestrian crash risk. The City's crosswalk policy indicates a pedestrian hybrid beacon is an appropriate treatment. Additionally, the crosswalk meets engineering warrants for a pedestrian hybrid beacon as prescribed in Chapter 4F of the Manual of Uniform Traffic Control Devices. Lower level treatments such as flashing beacons would not be sufficient to meet the City's standards, and could increase collision potential. This is why lower level treatments are not recommended or appropriate at this location. Based on these two adopted policies, a pedestrian hybrid beacon is the appropriate treatment if the crosswalk is to remain. Staff estimates the pedestrian hybrid beacon would cost \$750,000 to plan, design and construct.

The only money currently available for this project is American Rescue Plan Act (ARPA) which Council authorized \$6,000,000 for Street Repair/ Traffic Safety projects. Council directed that expenditure of this portion of ARPA would go through the Finance Committee. Although Staff does not recommend that the sidewalk remain, it is recommended to the Finance Committee that should the full Council move forward with the sidewalk, the expenditure should come from the ARPA Street Repair/Traffic safety designated amount. This expenditure would require appropriating \$750,000 of ARPA funds towards improving the crosswalk and directing staff to proceed with the implementation to fully effectuate the intent of the Resolution.