



## **CITY OF SALINAS COUNCIL STAFF REPORT**

---

**DATE:** FEBRUARY 11, 2020

**DEPARTMENT:** PUBLIC WORKS, TRAFFIC AND TRANSPORTATION DIVISION

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

**BY:** ANDREW EASTERLING, TRAFFIC ENGINEER  
VICTOR GUTIERREZ, ASSISTANT ENGINEER

**TITLE:** ALVIN DRIVE AND LINWOOD DRIVE SAFE ROUTES TO SCHOOL PROJECT

**RECOMMENDED MOTION:**

A motion to adopt a Resolution with the following actions:

- 1) Approve plans and specifications for the Alvin Drive and Linwood Drive Safe Routes to School; Project Nos. 9219 & 9094; Federal Project ATPL-5045(030); and
- 2) Authorize the issuance of an Invitation to Bidders, with bids to be opened on March 24, 2020.

**RECOMMENDATION:**

Staff recommends that the City Council adopt a Resolution to accomplish the following actions:

- 1) Approve plans and specifications for the Alvin Drive and Linwood Drive Safe Routes to School Project; and
- 2) Authorize the issuance of an invitation to bidders, with bids to be opened on March 24, 2020.

**EXECUTIVE SUMMARY:**

At its August 2016 meeting, Council approved the Active Transportation Program (ATP) grant for the Alvin Drive and Linwood Drive Safe Routes to School project. This federally funded program aims to encourage active living through appropriate transportation systems design. The program also has a focus on improving routes to school in order to create safe streets that encourage active travel to school. The grant program supports complete streets concepts, which are being implemented along Alvin Drive and Linwood Drive with this project. This City project aims to specifically improve conditions of travel by students, their parents and others to schools, getting them “safely there and safely home”.

## BACKGROUND:

The United States 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 (Caltrans) 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 Alvin Drive and Linwood Drive Safe Routes to School project aims to enhance the safety of all users along the East Alvin Drive (between North Main Street and Natividad Road), Linwood Drive, Chaparral Street (between Linwood Drive and Maryal Drive), and Maryal Drive by implementing complete street elements. The benefits of complete streets include:

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

The design elements for the Alvin Drive and Linwood Drive Safe Routes project were discussed in various community meeting. Staff held these community meeting at Natividad Elementary School to inform members of the community about the project. Details of the Alvin Drive and Linwood Drive Safe Routes to School project are as follows:

- **Complete Streets:** Roadway restriping to reduce the number of vehicle travel lanes on East Alvin Drive from 4 lanes to 2 travel lanes and 1 center lane (turning lane) between North Main Street and Natividad Road.
- **Class II Bike Lanes:** Installation of buffered bike lanes to provide access to an alternative mode of transportation along East Alvin Drive and Linwood Drive.
- **Intersection Traffic Control Improvements:** The installation of two traffic signals, one at the intersection of El Dorado Drive at East Alvin Drive (grant funded) and one at the intersection of Linwood Drive at East Alvin Drive (Measure X funded).
- **Crosswalks:** This project will install high visibility crosswalks at all existing crosswalks throughout the project area.
- **ADA Compliance:** The existing pedestrian access ramps at selected locations will be upgraded with ADA compliant pedestrian access ramps.

By implementing complete streets design elements and adding the traffic signals, the safety for all road users will be enhanced.

**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.

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 supports the Council initiatives of Well-Planned City & Excellent Infrastructure and Quality of Life.

**DEPARTMENTAL COORDINATION:**

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. 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 California Department of Transportation (Caltrans).

**FISCAL AND SUSTAINABILITY IMPACT:**

Funding for this project comes from sources below:

<b>CIP NO.</b>	<b>Name</b>	<b>Funding Source</b>	<b>Appropriations</b>
9219	Alvin Drive and Linwood Drive Safe Routes to School	ATP Grant	\$ 2,959,000
9094	Priority Traffic Signals (Linwood Drive at East Alvin Drive)	Measure X	\$ 600,000
<b>Total</b>			<b>\$3,559,000</b>

The Engineer's Estimate for this project is \$2,519,882 including all the soft costs outlined below:

Construction Cost

PS&E	\$522,000
Base Bid (Engineer's Estimate)	\$2,519,882
Contingency	\$200,000
Construction Engineering	<u>\$307,000</u>
Total Estimated Construction Costs	<b>\$ 3,548,882</b>

Based on the total estimated construction costs, sufficient funds are available to proceed with the construction of this project. Staff will update the City Council of construction costs at the award of the project.

ATTACHMENTS:

Attachment 1: Resolution

Attachment 2: Project Enhancements

Attachment 3: Lane Reduction for Safer Streets

Attachment 4: Resolution Accepting Grant

Attachment 5: Project Location Map