

"Placerville, a Unique Historical Past Forging into a Golden Future"



City Manager's Report
March 26, 2019 City Council Meeting
Prepared by: Rebecca Neves, City Engineer

Item #: 12.2

Subject: Adopt a Resolution:

1. Directing staff to proceed with the Spring Street and Pleasant Street Intersection Safety Project (CIP # 41926) funded through the Highway Safety Improvement Program; and
2. Authorizing the City Manager or his designee to execute the Program Supplement Agreement with the State of California Department of Transportation to Administering Agency for the said project; and
3. Approving a budget appropriation in the amount of \$19,000 in Highway Safety Improvement Program funds for the said project.

Purpose: Approve the Program Supplement Agreement that defines the City's Spring Street and Pleasant Street Intersection Safety Project and direct staff to proceed with the project.

Background:

The intersection of Spring Street and Pleasant Street has been identified by staff, Placerville residents, and community stakeholders as an unsafe intersection for pedestrians. Currently there is an unmarked and unprotected pedestrian crossing that supports the parking lot near the Spring Street and Pleasant Street intersection and the Placerville Shakespeare Club is located nearby on the corner of the Spring Street/Pleasant Street intersection. Spring Street is a narrow two-lane, major collector roadway with a 30 mph speed limit, limited shoulders, and no sidewalk. Just west of Pleasant Street, there is a steep vertical grade on Spring Street along with sharp horizontal curves. Pedestrians routinely cross Spring Street at this uncontrolled crossing and it is difficult for approaching vehicles to see pedestrians crossing Spring Street due to the steep vertical grade to the west, and limited horizontal sight distance from both directions. Given these unsafe conditions, the City has been identifying potential solutions to improve pedestrian safety at the intersection crossing.

The Highway Safety Improvement Program (HSIP) released a call for projects through their Cycle 9 round of funding in July of 2018. This particular funding source is geared towards safety projects specific to pedestrian and bicycle use on existing facilities. Staff met and discussed potential projects to apply for this funding source at the bi-weekly CSD/Public Works/DSD/Engineering coordination meeting held on 7/31/18. Several projects were suggested and discussed. The recommendation from staff at that meeting was to proceed with submitting an application for installation of a crosswalk with a Rapid Flashing Beacon system, along with curb, gutter, sidewalk, and ADA compliant curb ramps at the intersection of Spring Street and Pleasant Street as the City's only application for this cycle of funding.

Discussion:

This project was one of several that were brainstormed, considered, and discussed by staff for this funding source. Ultimately, the primary reason this project was recommended above others was simply due to immediate public safety concerns. Pedestrian activity across Spring Street at the project location is a near daily occurrence and the roadway grade and adjacent terrain makes it difficult to see crossing pedestrians, further making the crossing unsafe. Presently, the warning to drivers of pedestrians at the crossing location at the intersection of Pleasant Street is inadequate and non-existent. However, no local money was available to fund a potential safety project.

When the HSIP application Cycle 9 guidelines were released, it was discovered this cycle could fund a project without the use of local money, 100% fully funded with federal money. Typical local match requirement for this funding source is 10%, or in this case, that would equate to \$11,360. Staff felt comfortable supporting federal funding as the sole means for implementing such an improvement. HSIP requires the development of a complete estimate that covers not only construction hard costs, but overhead time to deliver the project (soft costs - staff time, plans, etc.). When that estimate is less than \$250,000 (and in the case of this project, it is) it qualifies for "no local match required". The type of project also helps determine if there will be a local match. This project is classified as a safety project through "pedestrian crossing enhancements" where none currently exist, further making it eligible for no match requirement.

Another reason why this project became a good candidate is it met the criteria of the funding source. In order for a project to score favorably, it has to meet the criteria of the grant, including road classification, Average Daily Traffic (ADT), HSIP defined challenge areas, and how the project need was first identified. In this particular case, the need has been identified by the community for many years with a history of documented public concerns and complaints received. The Shakespeare Club is considered, by many, to be a community facility, hosting an array of events for the greater Placerville area. In addition to its use as a community venue, it's also used by both the County and City as a location for local agency training services. For example, both City and County employees attended training at the Shakespeare Club on 12/13/18, hosted by the County Human Resources Department.

With support of the Community Services Department, Public Works Division, and Development Services Department, and City Engineering Division, now Department, staff prepared an application for the Spring Street and Pleasant Street Intersection Safety Project and submitted it to the program for consideration. The City was notified on December 28, 2018 that the application was successful and awarded the full asking amount of \$113,600.

The primary purpose for this crossing is to access the Shakespeare Club from the Parking lot. Although this may be considered primarily a private use, the facility is used for some public events such as the training referenced above.

If the Council should determine that this project not move forward, HSIP would be notified and the funds would be returned to the program for use elsewhere outside of the City of Placerville.

Options:

1. Approve item as recommended by Staff.
2. Direct staff to reevaluate the project and bring back additional information.
3. Reject award of funding and do not proceed with the project.

Cost: All costs associated with this action item are included in the \$19,000 appropriation request to process the Program Supplement Agreements and initiate project approval, environmental documentation, and final design of the project by City staff.

Budget Impact:

The sole funding source for this project is HSIP. To date, the City has received an authorization (E-76) for \$19,000 for environmental documentation and design costs. Therefore, staff recommends a budget appropriation of \$19,000 for the project.

Recommendation: Adopt a Resolution:

1. Directing staff to proceed with the Spring Street and Pleasant Street Intersection Safety Project (CIP # 41926) fully funded through the Highway Safety Improvement Program; and
2. Authorizing the City Manager or his designee to execute the Program Supplement Agreement with the State of California Department of Transportation to Administering Agency for the said project; and
3. Approving a budget appropriation in the amount of \$19,000 in Highway Safety Improvement Program funds for the said project.



Rebecca Neves, City Engineer



M. Cleve Morris, City Manager

Attachment:

1. *Resolution*
2. *Safety Improvements*
3. *Project Photos and Existing Condition*