



Legislation Text

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Staff Report for a Resolution Authorizing the City Manager to Execute the Administering Agency-State Agreement No. 04-5041F15 and the Program Supplement Agreement No. 025-F to Provide \$37,655 in Grant Funds for the Design Phase of the Davis Street (State Route 112) and Carpentier Street High-intensity Activated crossWalk (HAWK) Signal Project.

RECOMMENDATIONS

Staff recommends approval of a resolution authorizing the City Manager to execute the Administering Agency-State Agreement and the Program Supplement Agreement that provides federal grant funding of \$37,655 and obligates the City to provide matching funds of \$6,645 for the design phase and to complete the Davis Street (State Route 112) and Carpentier Street High-intensity Activated crossWalk (HAWK) Signal Project.

BACKGROUND

The Fixing America's Surface Transportation Act (FAST), which was signed into law on December 4, 2015, established the Highway Safety Improvement Program (HSIP) as a core Federal-aid program. The previous Administering Agency-State Agreement No. 04-5041R approved on February 5, 2007, was updated to incorporate various changes in regulations and policies. The overall purpose of this Program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads through the implementation of infrastructure-related highway safety improvements.

The City was awarded \$254,405 in the 2015-16 HSIP cycle to install a HAWK signal at the Davis Street and Carpentier Street intersection. HAWK signals are considered a Pedestrian Hybrid Beacon as defined in Chapter 4F of the Manual on Uniform Traffic Control Devices, a nationally-adopted standard. Although this will be San Leandro's first HAWK installation, similar installations can be found in neighboring communities (e.g., Snell Avenue and the entrance to the Martial Cottle Park in San Jose, Alvarado-Niles Road between Decoto Road and Mann Avenue in Union City, and Sloat Boulevard and Forest View in San Francisco).

The Davis Street and Carpentier Street intersection ranked high on the City's High Collision Intersections list, which is regularly monitored and updated by City staff; seven collisions were reported between October 1, 2009 and September 30, 2014. Three pedestrian-related collisions were recorded in this five-year period, and one of the three collisions involved a severe pedestrian injury.

The non-signalized intersection of Davis Street and Carpentier Street is about 325 feet east of a major signalized intersection at Davis Street and San Leandro Boulevard. Given the proximity of St. Leander Church and School, a business complex, and a multi-unit residential building, pedestrians often cross at the non-signalized intersection rather than at the nearby signal. As such, the intersection of Davis Street and Carpentier Street was identified by both Caltrans District 4 Office of

Traffic Safety and the City as a top safety priority.

Analysis

Caltrans, through the HSIP, approved \$254,405 in federal funding for the design and construction of the Davis Street and Carpentier Street HAWK Signal Project. Adding the City's required local match in the amount of \$44,895 brings the total project budget to \$299,300. The City will design and install the new HAWK signal, while Caltrans will assume operation and maintenance once the project is complete as part of State Route 112.

Once the City Council authorizes the City Manager to execute the Administering Agency-State Agreement No. 04-5041F15 and the Program Supplement Agreement No. 025-F, staff will proceed with the design phase of the project. This phase is estimated to cost \$44,300. The HSIP grant will fund \$37,655, while the City's required local match for this phase is \$6,645. After completion of the design phase, the City must execute a second Program Supplement Agreement for the construction phase of the work.

Current Agency Policies

- Support and implement programs, activities and strengthen communication that enhances the quality of life and wellness, celebrates the arts and diversity and promotes civic pride
- Maintain and enhance San Leandro's infrastructure

Previous Actions

On February 5, 2007, by Resolution No. 2007-005, the City Council approved the previous Administering Agency-State Agreement No. 04-5041R

Applicable General Plan Policies

- Policy T-2.1: Complete Streets Serving All Users and Modes. Create and maintain "complete" streets that provide safe, comfortable, and convenient travel through a comprehensive, integrated transportation network that serves all users.
- Policy T-3.6: Pedestrian Environment. Improve the walkability of all streets in San Leandro through the planning, implementing, and maintaining of pedestrian supportive infrastructure.
- Policy T-7.2: Capital Improvements. Identify capital improvements and other measures which improves the safety of bicyclists, pedestrians, and motor vehicles on San Leandro Streets.
- Policy T-7.7: Funding. Pursue grants for the improvement of pedestrian, bicycle, and motor vehicle safety, including a greater focus on traffic law and speed enforcement.

Summary of Public Outreach Efforts

This project was presented to the Facilities and Transportation Committee on January 5, 2016. City staff discussed the project concept at the Bicycle and Pedestrian Advisory Committee (BPAC) meeting on April 27, 2016 and on November 9, 2016.

Fiscal Impacts

The total project cost for this signal improvement is \$299,300. Federal funds amount to \$254,405 and the City must provide matching funds from its Measure B Bicycle and Pedestrian Funds in the amount of \$44,895.

Budget Authority

Grant funds in the amount of \$254,405 were appropriated for fiscal year 2017-18 to this project in Account 150-38-388. Measure B Bicycle and Pedestrian Funds in the amount of \$44,895 were also appropriated in fiscal year 2017-18 to this project for the City's local match in Account 144-36-388.

Attachment(s) to Related Legislative Files

- Attached to Resolution:
 - Master Agreement 04-5041F15
 - PSA 025-F

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