

# City of Sacramento

## Legislation Text

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File #: 2019-01843, Version: 1

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**Title:**

**Establish Capital Improvement Projects and Related Budgetary Adjustments for Cycle 9 Highway Safety Improvement Projects (HSIP)**

File ID: 2019-01843

**Location:** Districts 1, 2, 5, 7, and 8.

**Recommendation:**

Adopt a Resolution: 1) establishing the HSIP-9 Duckhorn Drive Safety Improvement Project (T15205200) as a new Capital Improvement Project; 2) establishing the HSIP-9 Valley Hi Drive/La Mancha Way Safety Improvement Project (T15205300) as a new Capital Improvement Project; 3) establishing the HSIP-9 Florin Road Safety Improvement Project (T15205400) as a new Capital Improvement Project; 4) establishing the HSIP-9 Lampasas Avenue and Rio Linda Boulevard Intersection Improvement Project (T15205500) as a new Capital Improvement Project; 5) authorizing the City Manager or the City Manager's designee to increase the revenue and expenditure budgets in the HSIP-9 Duckhorn Drive Safety Improvement Project (T15205200) by \$135,270 (Federal Capital Grants, Fund 3703); 6) authorizing the City Manager or the City Manager's designee to increase the revenue and expenditure budgets in the HSIP-9 Valley Hi Drive/La Mancha Way Safety Improvement Project (T15205300) by \$258,210 (Federal Capital Grants, Fund 3703); 7) authorizing the City Manager or the City Manager's designee to increase the revenue and expenditure budgets in the HSIP-9 Florin Road Safety Improvement Project (T15205400) by \$219,240 (Federal Capital Grants, Fund 3703); 8) authorizing the City Manager or the City Manager's designee to increase the revenue and expenditure budgets in the HSIP-9 Lampasas Avenue and Rio Linda Boulevard Intersection Improvement Project (T15205500) by \$180,900 (Federal Capital Grants, Fund 3703); 9) authorizing the City Manager or the City Manager's designee to transfer \$133,800 (Major Street Construction, Fund 2007) from the expenditure budget in the State and Federal Grant Match Program (T15007200) to the expenditure budget in the HSIP-9 Duckhorn Drive Safety Improvement Project (T15205200); 10) authorizing the City Manager or the City Manager's designee to transfer \$216,800 (Major Street Construction, Fund 2007) from the expenditure budget in the State and Federal Grant Match Program (T15007200) to the expenditure budget in the HSIP-9 Valley Hi Drive/La Mancha Way Safety Improvement Project (T15205300); 11) authorizing the City Manager or the City Manager's designee to transfer \$197,600 (Major Street Construction, Fund 2007) from the expenditure budget in the State and Federal Grant Match Program (T15007200) to the expenditure budget in the HSIP-9 Florin Road Safety Improvement Project (T15205400); and 12) authorizing the City Manager or the City Manager's designee to transfer \$206,700 (Major Street Construction, Fund 2007) from the

expenditure budget in the State and Federal Grant Match Program (T15007200) to the expenditure budget in the HSIP-9 Lampasas Avenue and Rio Linda Boulevard Intersection Improvement Project (T15205500).

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**Presenter:** None

**Attachments:**

- 1-Description/Analysis
- 2-Resolution

**Description/Analysis**

**Issue Detail:** The establishment of Capital Improvement Projects (CIPs) and related budgetary adjustments are necessary to begin work on these projects. These projects will improve roadway safety for drivers, pedestrians, and cyclists, as well as potentially reduce collision frequency and severity.

Through the federal Highway Safety Improvement Program (HSIP), the City was awarded federal funding for four safety projects, including the HSIP-9 Duckhorn Drive Safety Improvement Project (T15205200), HSIP-9 Valley Hi Drive/La Mancha Way Safety Improvement Project (T15205300), HSIP-9 Florin Road Safety Improvement Project (T15205400), and HSIP-9 Lampasas Avenue and Rio Linda Boulevard Intersection Improvement Project (T15205500).

Staff must appropriate these funds and establish CIPs in order to begin the design of these projects. Federal funds have been programmed through construction. Local funds for match and federally non-participating expenses for preliminary engineering will be transferred from the State and Federal Grant Match Program (T15007200).

**Policy Considerations:** The actions requested herein are consistent with the City of Sacramento General Plan goals of promoting safety and enhancing livability and sustainability and achieving the Vision Zero Action Plan traffic safety goals

**Economic Impacts:** None

**Environmental Considerations:**

**California Environmental Quality Act (CEQA):** The establishment of a CIP, appropriation

and transfer of funds are not subject to the provisions of the CEQA. Under CEQA general rule 15061(B)(3), CEQA applies only to projects which have the potential for causing a significant effect on the environment. These actions will have no effect on the environment, thus are not subject to CEQA. Appropriate CEQA and National Environmental Policy Act (NEPA) review will take place as part of project development.

**Sustainability:** These projects are consistent with the City’s Sustainability goals to improve and optimize the City’s transportation infrastructure and to encourage the use of bicycle and pedestrian modes of transportation.

**Commission/Committee Action:** None

**Rationale for Recommendation:** The establishment of CIP projects and the appropriation and transfer of funds are necessary to deliver these projects.

**Financial Considerations:** The estimated project cost of Preliminary Engineering (PE) is summarized in the table below. With the approval of the amounts appropriated in the Federal Capital Grants Fund (Fund 3703) and transfers from the State and Federal Grant Match Program (T15007200) (Major Street Construction, Fund 2007), there will be sufficient funding to complete the PE phase.

CIP	Project Name	*Federal Funding Appropriation (Federal Capital Grant, Fund 3703)	Local Funding Transfer (Federal State Grant Match Program, T15007200 Major Street Construction, Fund 2007)	Total PE Cost
T15205200	HSIP-9 Duckhorn Drive Safety Improvements	\$135,270	\$133,800	\$269,070
T15205300	HSIP-9 Valley Hi Drive /La Mancha Way Safety Improvements	\$258,210	\$216,800	\$475,010
T15205400	HSIP-9 Florin Road Safety Improvements	\$219,240	\$197,600	\$416,840

T15205500	HSIP-9 Lampasas Avenue and Rio Linda Boulevard Intersection Improvements	\$180,900	\$206,700	\$387,600
	TOTAL	\$793,620	\$754,900	\$1,548,520
*Any remaining federal PE funds may be transferred to the right-of-way or construction phases.				

Sufficient funding is available in the State and Federal Grant Match Program (T15007200) (Major Street Construction, Fund 2007) to support the transfers to the above projects.

There are no General Funds planned or allocated for these projects.

**Local Business Enterprise (LBE):** Not applicable.

**Background:** Following is a description of each of the projects.

**HSIP-9 Duckhorn Drive Safety Improvements (T15205200):** This project proposes to install curve warning signs and construct raised medians on Duckhorn Drive between Arena Boulevard and Far Niente Way. A citywide safety analysis was performed to identify the locations most in need of safety improvements and rank the locations that experienced a high frequency and severity of crashes. Through this process, this segment of Duckhorn Drive was identified as a high priority location where specific improvements could most cost-effectively enhance safety outcomes. The addition of the raised median and new striping will clearly identify the edge of the travel lane and limit unsafe turning movements along the roadway. Also, the addition of curve warning signs will clearly delineate the curvature of the roadway.

**HSIP-9 Valley Hi Drive/La Mancha Way Safety Improvements (T15205300):** This project proposes to construct raised medians, install a new traffic signal, and install pedestrian fencing in the medians along Valley Hi Drive/La Mancha Way between Creek Centre Court and Wyndham Drive. A citywide safety analysis identified this segment as experiencing a high crash frequency and a high frequency of crashes resulting in injuries and fatalities. The new traffic signal will provide a safe crossing between shopping centers and an existing bus stop for pedestrians, while the new pedestrian fencing will encourage crossings at traffic signals. The proposed raised medians will reduce access conflicts by limiting the number of locations where vehicles can turn left into and out of driveways to the shopping centers and businesses.

**HSIP-9 Florin Road Safety Improvements (T15205400):** This project proposes to construct raised medians, install new pedestrian hybrid beacons, and install pedestrian fencing in the medians along

three segments of Florin Road:

- 1) 24<sup>th</sup> Street to Tamoshanter Way
- 2) Amherst Street to South Land Park Drive
- 3) Greenhaven Drive to Interstate 5 southbound on-ramp

A citywide safety analysis identified this segment as experiencing a high crash frequency and a high frequency of crashes resulting in injuries and fatalities. The new pedestrian hybrid beacons will provide a safe crossing for pedestrians who would like to access popular destinations, including shopping centers and apartments complexes, across the street from existing bus stops. The new pedestrian fencing in the medians will prevent midblock crossing near the interchange ramps and encourage crossings at the new pedestrian hybrid beacons. The proposed raised medians will add consistency to the roadway segment, which has gaps in the medians, and will control left turn access into and out of driveways to the shopping centers and businesses. It would also provide a pedestrian refuge island at the new pedestrian hybrid beacons.

**HSIP-9 Lampasas Avenue and Rio Linda Boulevard Intersection Improvements (T15205500):**

This project proposes to restripe and realign the approaches to the intersection, install a pedestrian refuge island at the uncontrolled pedestrian crossing, and install enhanced pedestrian crossings on across all legs at the intersection of Lampasas Avenue and Rio Linda Boulevard. From the citywide safety analysis, this intersection was identified as experiencing a high crash frequency and a high frequency of crashes resulting in injuries and fatalities. A review of the site conditions found that the existing intersection alignment did not provide pedestrian crossings between stores and neighborhoods. The intersection geometrics also contributed to high speed turns and undefined turning movements with limited sight distance of conflicting movements. The realignment of the intersection will improve sight distance, clarify turn movements and crossings, and address the broadside crashes that occur at the intersection. Additionally, the pedestrian refuge islands and enhanced crosswalks will provide safer crossings.