



CITY COUNCIL STAFF REPORT

DATE: June 19, 2013

UNFINISHED BUSINESS

SUBJECT: UPTOWN CROSSWALKS PROJECT DIRECTION

FROM: David H. Ready, City Manager

BY: Assistant City Manager, City Engineer

SUMMARY

The proposed action is a request for City Council direction on the specifics of the design for the Uptown Crosswalk Project and to provide authority to the City Manager to contract for the construction document development for the project.

RECOMMENDATION:

1. Provide direction to Staff on the specific elements of the project design as related to the flashing beacon signage, sidewalk pop-outs and incorporation of a bicycle lane; and
2. Authorize the City Manager to approve an amendment to the RBF Engineering Design Contract for the development of construction bid documents for the project in an amount not to exceed \$75,000 and to execute all required documentation for the project to proceed.

STAFF ANALYSIS:

Four (4) intersections in the Uptown area were selected by City Council for the installation of marked crosswalks with flashing warning signs. At the time of the selection of these intersections there was also discussion that the flashing beacon signage should be a special aesthetic design and that the incorporation of pop-outs as well as a bicycle path/lane should included.

Following an unsuccessful attempt to receive proposals from interested design firms to take on this multi-faceted project, staff, under provisions of the Procurement Ordinance, negotiated a feasibility/preliminary design with RBF Consulting Engineers, a local firm with extensive crosswalk/bike path expertise. The firm has completed its review of the four intersections evaluating such things as sight distances for proper vision of flashing

beacon signage, lane configurations for incorporation of bike lanes, and drainage issues related to sidewalk pop-outs. A summary of some of the study findings are as follows (full report attached):

1. Bicycle Path Issues: The City General Plan calls for a class II bike route on Palm Canyon which would require the designated marked bike route in the right-of-way. That would mean the loss of a traffic lane or a parking lane which is not seen as desirable. Therefore it is recommended that the General Plan be amended to designate these areas as class III bike routes which would allow for shared lane ("sharrow") use of the roadway by motorists and bicyclists. Special sharrow markings would be installed in the roadway. Currently bicyclists and motorists share the number two lane.
2. Sidewalk Pop-outs: The city currently successfully utilizes sidewalk pop-outs at numerous locations in the downtown. The pop-out reduces the distance between curbs that a pedestrian must walk when crossing the street. The pop-out also serves as a traffic calming device. The drawbacks of the pop-outs have to do with how they interface with drainage needs and the need to remove some parking to accommodate the installation. The study supports the installation of pop-outs on the three intersections on Palm Canyon but recommends not installing on Indian Canyon due to the current configuration of lanes which does not include any parking lanes to pop-out into. Specific drainage issues will be considered when the actual design of the pop-outs occurs.
3. Flashing Beacon Signage: The study provides that the new technology "rectangular rapid flashing beacons" (RRFB) have provided a high level of protection to pedestrians as they catch the eye of the motorists sooner. The engineers preferred solution is to mount the RRFB's on a mast arm for greatest visibility, however the side mounted pole solutions can also work only with a lesser degree of visibility. In the engineers recommended scenario additional intersection light could also be incorporated.

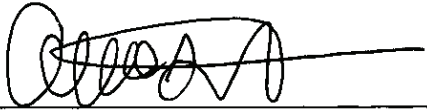
The study developed a series of rough cost estimates for five different alternates summarized as follows:

1. Striped Crosswalk, Two Pole RRFB signage, no pop-outs: \$50,000 each
2. Striped Crosswalk, Standard Pole RRFB, no pop-outs: \$48,000 each
3. Striped Crosswalk, Two Pole RRFB, pop-out included: \$70,000 each
4. Striped Crosswalk, Two Pole RRFB, pop-out and sharrow: \$75,000 each
5. Striped Crosswalk, Mast arm RRFB, pop-out, sharrow & lighting: 120,000 each

As noted above, the consultant recommends for the greatest visibility that the mast arm approach (#5) be utilized. Staff recommends that on Indian Ave, because pop-outs can not be installed, that the mast arm approach #5 (See Exhibit 14 in the report for mast arm illustration), be installed, but on the three Palm Canyon intersections that the alternate #4 (See Exhibit 8 in the Report) be installed.

FISCAL IMPACT:

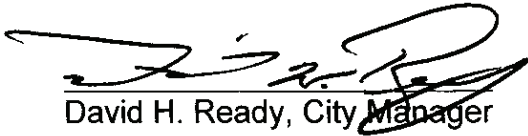
Measure "J" funds were budgeted at \$150,000 for this project with a current account balance of \$124,516 (administration and preliminary design costs have been charged to the project). If City Council accepts the staff recommendation the construction cost for the four intersections will be \$345,000 plus a design cost estimate of \$75,000. It is recommended that the Measure J Committee be approached for supplemental funding in the amount of \$300,000 so that this project may proceed to completion.



Allen Smoot, Project Coordinator



David J. Barakian, PW Director/City Engineer



David H. Ready, City Manager

Attachment: Consultant Report (On file Office of City Clerk)