

# Agenda Report

**TO:** CITY COUNCIL                      **DATE:** September 11, 2000

**FROM:** CITY MANAGER

**SUBJECT:** Applications for Federal Surface Transportation Program –  
Hazard Elimination Safety (HES) Program.

**RECOMMENDATION:**

It is recommended that the City Council adopt a resolution approving the filing of applications for funding under the HES Program as part of the Federal Surface Transportation Program (STP).

**BACKGROUND:**

The HES Program is a state set aside account of STP funds for highway safety construction activities. Eligible projects include highway safety improvement projects on the federal-aid system, including rural minor collectors and local roads, but excluding freeways. Projects must correct an existing identified hazardous condition.

A statewide HES list is established on a two-year cycle. The California Department of Transportation (Caltrans) solicits applications from all interested local agencies. Projects are evaluated from two types of safety improvements. One type of improvement corrects an identified safety problem at a specific location based on correctable accidents using a calculated Safety Index (SI). This project type accounts for about 25 percent of the available STP funding. The other 75 percent of the funds is allocated to projects prioritized by work type: i.e. signing, guardrail, etc. based on a Federal Highway Administration (FHWA) "Annual Safety Report," which rates work categories by a nationwide benefit/cost ratio.

The estimated annual program funding level for the State of California is \$9 million. The reimbursable federal share ranges between 90 to 100 percent of each project, with specific reimbursement ratios determined at award of project funds. Safety Index type of projects are

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generally funded at 90 percent of the original estimate of "Total Costs" as used to calculate the "SI", to a maximum project cost of \$500,000 in Federal funds. The 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) program work type projects to be reimbursed at 100 percent of project costs. The following types of work may be funded 100 percent: traffic control signalization, traffic signs, traffic lights, guardrails, impact attenuators, and concrete barrier end treatments. The deadline for submission of the application to Caltrans is September 15, 2000.

Proposed Traffic Safety Enhancement Projects:

Based on staff's review of the collision data, safety index calculations, and a review of projects funded during the last cycle, the following is a list of projects that have been identified to enhance traffic safety. These projects are anticipated to score competitively in the State evaluation process:

1. Vertical alignment reconstruction on Altadena Drive north of Walnut Street – A rise in the vertical alignment of Altadena Drive was necessitated by a railroad crossing that has since been removed. The roadway alignment causes sight distance constraints north of Walnut Street. The project to remove the rise is included in the streets and streetscapes component of the Capital Improvement Program (CIP) but not funded.
2. Traffic signal detection at Altadena Drive and Sierra Madre Boulevard – The proposed project would include the addition of inductive loop detectors for all approaches. The current fixed time operation of the traffic signal is very inefficient and the new loops would increase safety and efficiency at this major intersection. This is a new project.
3. Installation of left turn phases at Fair Oaks Avenue and California Boulevard – The traffic signal currently provides a leading left turn arrow for the westbound approach only. Long vehicle queues occur during peak travel hours for the left turn movements. This project would install separate left turn phases in all directions to facilitate the left turn movements and improve the safety of the intersection. This is a new project.
4. Left turn phases at Lake Avenue and Orange Grove Boulevard in the east-west direction and installation of center median – this project would improve safety of the left turning movements and control access to driveways on Orange Grove Boulevard. The project is included in the CIP and is partially funded for the traffic signal modifications. The funding can be used for local matching funds.
5. New traffic signal at Los Robles Avenue and Howard Street – This intersection meets traffic signal warrants and is in the CIP, but the project is not funded.

6. Installation of fluorescent yellow green signs and thermoplastic pavement markings in school zones – The project would fund the installation of thermoplastic pavement markings to improve the visibility of the crosswalks and reduce maintenance costs. The fluorescent yellow green school zone signs have recently been approved by the state, and they provide a very visible warning of school areas. Signs and crosswalks would be installed at all schools in the city. This is a new project; however, the CIP includes a demonstration project for the use of these signs and is partially funded. The CIP funds can be used for local matching funds.
  
7. Installation of guardrail – The project includes installation of guardrail at seven locations in the city (north of 1310 Inverness Drive, south of 1395 Inverness Drive, Arroyo Drive east of Arroyo Boulevard, Arroyo Drive south of Arroyo Boulevard, Arroyo Boulevard between Rose Bowl Drive and Everts Street, Seco Street between West Drive and Linda Vista Avenue, and south of 915 Glen Oaks Boulevard). This project is partially funded in the CIP. The grant funds will enable the installation of additional guardrail.
  
8. Installation of residential street lighting – The project involves the installation of street lighting on eight residential streets (Tierra Alta Drive, Loma Vista Street, Dolores Street, Wynn Road, Florecita Drive, Estado Street, Club Road and Lakewood Place). Installation of residential street lighting is an ongoing program and streetlights are installed as funding permits. The grant funds will enable the completion of new lighting on the current list.

The estimated cost of the improvements is as follows:

1. Reconstruction of Altadena Drive north of Walnut Street .....	\$ 300,000
2. Traffic Signal Upgrade at Altadena Drive and Sierra Madre Boulevard .....	\$ 74,500
3. Traffic Signal Upgrade at Fair Oaks Avenue and California Boulevard.....	\$ 35,000
4. Traffic Signal Upgrade and Center Median at Lake Avenue and Orange Grove Boulevard .....	\$ 200,000
5. New Traffic Signal at Los Robles Avenue and Howard Street .....	\$ 137,000
6. Fluorescent Yellow Green Signs and Thermoplastic Pavement Markings at School Zones .....	\$ 230,000
7. Guardrail Installation .....	\$ 80,000
8. Street Light Installation .....	\$ 450,000

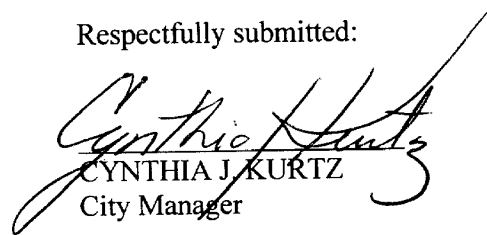
**ENVIRONMENTAL IMPACT:**


The Environmental Administrator has determined that the proposed resolution is categorically exempt from the California Environmental Quality Act (CEQA) under Section 15031 (c) Existing Facilities because the three projects all pertain to improving the existing street system and improve traffic flow and visibility of traffic controls.

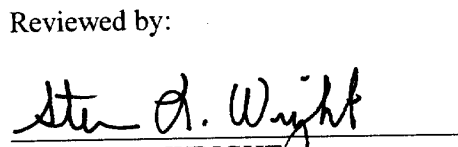
**FISCAL IMPACT:**

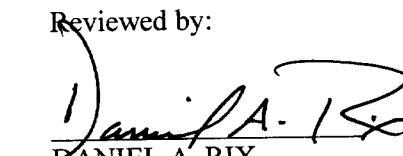
There is no fiscal impact associated with the approval of the recommended resolution to submit project requests. If the City is successful and funds are awarded, staff will return to the City Council for approval to appropriate revenue. The local matching funds needed for the entire program of projects will be \$44,600, if all are approved. There are existing funds programmed in the CIP, which can be used for the required match.


Respectfully submitted:

  
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