



DATE: January 16, 2018

CATEGORY: Consent

DEPT.: Public Works

TITLE: **Modifications to Grant/Phyllis/Martens Intersection, CIP Project 15-31 - Approval of Plans and Specifications and Removal and Mitigation for one Heritage Tree**

RECOMMENDATION

1. Approve the removal of and mitigation for one Heritage tree and a 1 to 1 replacement with a 24" box tree.
2. Approve plans and specifications for Modifications to Grant/Phyllis/Martens Intersection, CIP Project 15-31, and authorize staff to advertise the project for bids.

BACKGROUND

The existing signal at this intersection was installed in approximately 1979. The flexibility of the controller is limited and currently pedestrians cross each side of Grant Road during separate phases which creates delays at the intersection, including for traffic along Grant Road. Free right turn lanes with large radii and "pork chop" islands exist at both the corners of Grant Road and Phyllis Avenue creating conflicts between pedestrians and relatively fast-moving right turning vehicles. No sidewalk exists on the north side of Martens Avenue, which results in pedestrians walking in the street and on the unpaved shoulder into the neighborhood, especially a large number of parents and children heading to and from Huff School.

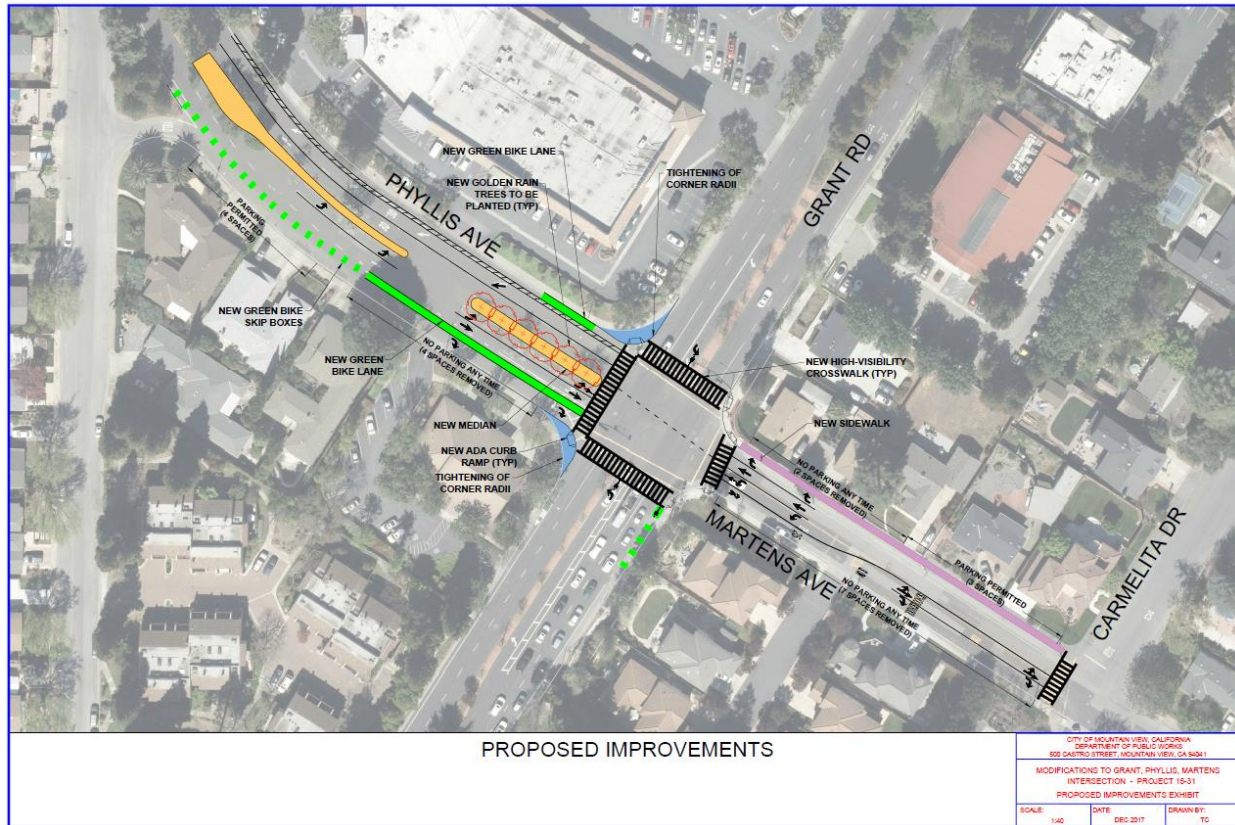
As part of the 2014-15 Capital Improvement Program, City Council approved CIP Project 15-31, Modifications to Grant/Phyllis/Martens Intersection, to address pedestrian and bicycle access to Huff School and enhance safety at the intersection and reduce delays on Grant Road and Phyllis/Martens.

ANALYSIS

The project includes the following improvements:

1. Installation of a new eight-phase traffic signal (protected left turns and pedestrian signal) replacing the existing aging six-phase traffic signal which creates unnecessary delays.
2. Removal of free right-turn lanes with pork chop islands and tightening the curb radii at both the corners of Grant Road and Phyllis Avenue.
3. Construction of a new sidewalk on the north side of Martens Avenue from Grant Road to Carmelita Drive. Construction of the sidewalk requires acquiring right-of-way from two property owners.
4. Related signing, striping and Americans with Disabilities Act (ADA) compliant access ramps.
5. Restriping Martens close to Grant to add an exclusive right-turn lane, a through lane and an exclusive left turn lane to accommodate new eight phase signal movements.
6. Restriping Martens close to Carmelita Drive to add an exclusive right-turn lane into the Huff School entrance and a through lane.
7. Removing the existing median on Phyllis and constructing new median (thus removing one Heritage tree) to add an exclusive left lane to accommodate new eight phase signal movements and add a bike lane to improve bicycle safety and bicycle access to Huff School.

These improvements will help reduce delay and congestion, enhance pedestrian and bicycle safety, and provide a safe route to Huff School.



Heritage Tree Removal

Adding an exclusive left turn lane and a bike lane on Phyllis requires relocation of the median on Phyllis and removal of six trees, including one Heritage tree.

On December 13, 2017, staff presented the project to the Parks and Recreation Commission and Urban Forestry Board (PRC), requesting a recommendation for Heritage tree removal mitigation. Due to limited space for replacement trees within the new median, the PRC recommended a mitigation ratio of 1 to 1 with a 24" box tree for the Heritage tree. Non-Heritage trees are proposed to be replaced at a 1 to 1 ratio with 15 gallon trees.

Parking Removal

Currently five parking spaces exist on the north side of Martens between Grant and Carmelita. Parking is not allowed between 7:30 am to 3 pm on school days. The project will remove two of the five spaces. The remaining three spaces will not have time restrictions. Seven parking spaces exist on the south side of Martens between Grant

and the entrance to Huff School and parking is allowed all day. The project proposes to eliminate parking due to the need to shift the eastbound through lane to the south. This will result in the loss of seven spaces. The homes on the south side of Martens front onto a shared driveway.

Eight parking spaces exist on the south side of Phyllis (four in front of the US bank and four in front of the houses). The project proposes to remove the four spaces in front of the US bank to accommodate the lane layout in this area.

Parking is prohibited on the north side of Phyllis due to an existing bike lane and no changes are proposed.

In accordance with the California Environmental Quality Act (CEQA) this project has been determined to be categorically exempt as minor alterations to existing public facilities.

Plans and specifications for the project are complete and available for viewing in the Public Works Department.

FISCAL IMPACT

The estimated project costs for the project are as follows:

Design	\$ 99,000
Construction	\$1,126,000
Construction Contingency (10%)	\$ 112,600
City Inspection	\$ 99,000
Project Management	\$ 74,000
Right-of Way Acquisition	\$ <u>350,000</u>
Subtotal	\$1,860,600
City Administration (6.5%)	\$ <u>120,939</u>
TOTAL PROJECT COST	\$1,982,000 (rounded)

The project is funded with \$597,000 from the Construction/Conveyance (C/C) Tax Fund, \$300,079 from Google for pedestrian/bicycle projects, and \$52,400 from El

Camino Hospital as mitigation for traffic impacts, for total funding of \$949,000. Based on the current cost estimate, the current funding gap is \$1,033,000.

The total estimated project cost is higher due to a number of factors. The first is that in order to make the new sidewalk, curb and gutter grading and drainage function properly it will be necessary to reconstruct the northern half of Martens Avenue between Grant Road and Carmelita. The second is that the cost for right of way is significantly higher than originally budgeted. Finally, construction costs have risen at a faster rate than anticipated when the original project estimate was prepared in 2013.

If Council approves the recommended actions, staff will return to Council after receipt of the bids requesting additional funding and authorization for the City Manager to execute the construction contract.

ALTERNATIVES

1. Do not proceed with project.
2. Provide other direction.

PUBLIC NOTICING

In addition to standard Agenda posting, notices regarding the construction of this project were mailed to property owners and tenants on Martens Avenue, Carmelita Drive, Marianne Court and Phyllis Avenue, and the principal of Huff School. Staff also posted a notice for tree removal and information about the PRC meeting on the Heritage tree on November 28.

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