



City of Santa Clara

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Agenda Report

20-287

Agenda Date: 4/28/2020

REPORT TO COUNCIL

SUBJECT

Approval of a High Intensity Activated Crosswalk Beacon on Scott Boulevard at Harrison Street and Related Budget Amendment [Council Pillar: Deliver and Enhance High Quality Efficient Services and Infrastructure]

BACKGROUND

Natalie Guzzetti contacted the City to express concerns regarding pedestrians crossing Scott Boulevard at Harrison Street and requested that a pedestrian crossing light be installed. Ms. Guzzetti provided a letter to the City, dated July 22, 2019, and included a petition signed by an additional 66 individuals (Attachment 1). Staff contacted Ms. Guzzetti and indicated that the City would complete a traffic engineering study to analyze the situation and has also followed up with her on the status. Staff also let her know when the evaluation was completed and that the recommendation would be going to City Council during the April timeframe. Staff provided a verbal update to Council on this item during the presentation for the Pedestrian Masterplan.

On March 25, 2020, Ms. Guzzetti submitted a Written Petition to City Council to discuss safer options at the crosswalk at Scott Boulevard and Harrison Street, including “pedestrian lights and police presence/monitoring.” Included with this written petition is the original letter and a March 11, 2020 update (Attachment 2).

Scott Boulevard between El Camino Real and Benton Street, is a north/south four-lane arterial roadway with either a raised median island or two-way left-turn center turn lane in the middle. The posted speed limit is 35 miles per hour and there is parking on portions of the street. Harrison Street is a 25 miles per hour residential street with parking on both sides and intersects with Scott Boulevard from the east and west. At the northern leg of the intersection of Scott Boulevard and Harrison Street is a high-visibility uncontrolled crosswalk. Within the pavement are markings indicating that a pedestrian crossing is present and there is signage indicating the same. Vehicular traffic from Harrison Street approaching Scott Boulevard (from the east and west) is controlled with stop signs.

The intersection is surrounded by retail uses (i.e. Target Shopping Center), residential uses, and professional offices (i.e. dental offices, etc). Nearby is Wilson High School and Steve Carli Park, as shown in Attachment 3 (Location Map). Additionally, there is a traffic signal at El Camino Real, Anna Drive (650-feet north of Harrison Street), and at Benton Street.

DISCUSSION

City staff conducted a traffic operations study for the intersection of Scott Boulevard and Harrison Street to determine if a traffic signal was warranted per State and Federal requirements. Based on guidelines contained within the industry-standard California Manual on Uniform Traffic Control

Devices (CA MUTCD), staff analyzed factors such as: collision history at or near the intersection, vehicular volumes, delays for vehicular traffic, characteristics of the roadway and the number of pedestrians crossing the intersection.

Based on the analysis of these factors, staff determined that a traffic signal is not warranted at the intersection. However, the analysis did indicate that based on the number of pedestrians crossing Scott Boulevard, there is a projected shortage of adequate gaps in vehicular traffic to facilitate better pedestrian crossings. This finding prompted the consideration of a pedestrian crossing protective device. Staff then conducted a High-Intensity Activated Crosswalk (HAWK) beacon study per CA MUTCD and the National Cooperative Highway Research Program Report 562 - Improving Pedestrian Safety at Unsignalized Crossings guidelines. This additional study indicated that a HAWK is warranted to provide a better crossing experience at the crosswalk.

It is important to note that this project is not included in the current FY 2019/20 Operating or Capital Improvement Program (CIP) Budget. A budget amendment totaling \$750,000 is needed to fund the proposed HAWK installation. Should the Council proceed with the project, staff is proposing that funds be allocated from existing funds within Transportation Environmental Mitigation and Regional Traffic Mitigation Fee Deposits Funds. These Deposit Funds include traffic impact fees paid by development projects and included with the Traffic Impact Fee program are projects for a limited number of new signals within the City. If approved, staff estimates that this project would be completed during summer 2022. This will provide staff the time to absorb this project within the current workload and follow the necessary processes to hire a consultant, complete the design, bid the project and complete construction. Additionally, the new HAWK beacon will be coordinated with the adjacent existing traffic signals.

ENVIRONMENTAL REVIEW

The Project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Section 15031(c) Existing Facilities, as the activity consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities involving negligible or no expansion of the use beyond that existing at the time of the lead agency's determination.

FISCAL IMPACT

The total cost of the project is conceptually estimated to be \$750,000, which includes both design and construction. Because this project is currently not budgeted, a new project appropriation of \$750,000 is required, which staff is proposing to be funded by a transfer from unallocated funds within the Deposit Funds -Transportation Environmental Mitigation and Regional Traffic Mitigation Fee Deposits to the Streets and Highways Capital Fund.

Additionally, there will be a cost to maintain the HAWK beacon once it is operational in two years. This cost is currently estimated at approximately \$2,000. This cost, which is expected to be incurred starting in FY 2022/23, will be included as part of future budget development after construction is completed.

**Budget Amendment
FY 2019/20**

Fund 071 - Deposit Funds	Current	Increase/ (Decrease)	Revised
<u>Fund Balance</u>			
Transportation Environmental Mitigation and Regional Traffic Mitigation Fee Deposits	\$9,088,877	(\$750,000)	\$8,338,877
<u>Transfers Out</u>			
Transfer to the Streets and Capital Highways Fund	\$0	\$750,000	\$750,000

Fund 533 - Streets & Highways

Capital Fund

Transfers In

Transfer from the Transportation Environmental Mitigation and Regional Traffic Mitigation Fee	\$0	\$750,000	\$750,000
Deposit Funds			

Expenditures

High Intensity Activated Crosswalk Beacon on Scott Boulevard at Harrison Street (533-New Project)	\$0	\$750,000	\$750,000
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COORDINATION

This report has been coordinated with the Finance Department and City Attorney's Office.

PUBLIC CONTACT

Public contact was made by posting the Council agenda on the City's official-notice bulletin board outside City Hall Council Chambers. A complete agenda packet is available on the City's website and in the City Clerk's Office at least 72 hours prior to a Regular Meeting and 24 hours prior to a Special Meeting. A hard copy of any agenda report may be requested by contacting the City Clerk's Office at (408) 615-2220, email clerk@santaclaraca.gov <<mailto:clerk@santaclaraca.gov>>.

RECOMMENDATION

1. Approve the installation of a High-Intensity Activated Crosswalk (HAWK) beacon on Scott Boulevard at Harrison Street;
2. Approve the addition of the new CIP Project - High-Intensity Activated Crosswalk beacon on Scott Boulevard at Harrison Street; and
3. Approve the related budget amendment in the Deposit Funds to reduce the Transportation Environmental Mitigation and Regional Traffic Mitigation Fee Deposits fund balance by \$750,000 and transfer those funds to the Streets and Highways Capital Fund; in the Streets and Highways Capital Fund, establish a transfer from the Deposit Funds in the amount of \$750,000 and establish a new High-Intensity Activated Crosswalk Beacon on Scott Boulevard at Harrison Street Project.

Reviewed by: Craig Mobeck, Director of Public Works

Approved by: Deanna J. Santana, City Manager

ATTACHMENTS

1. July 22, 2019 letter from Natalie Guzzetti to the City
2. March 25, 2020 Written Petition from Natalie Guzzetti
3. Location Map