



City of Grass Valley City Council Agenda Action Sheet

Title: Main St Sealing And Striping - Authorize Bidding and Approve Design

CEQA: Categorically Exempt - Section 15301 “Existing Facilities”

Recommendation: That Council 1) approve the findings that the project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA); 2) provide direction to Staff on several design proposals; and 3) authorize the advertisement for bids.

Prepared by: Bjorn P. Jones, PE, City Engineer

Council Meeting Date: 09/10/2024

Date Prepared: 09/5/2024

Agenda: Administrative

Background Information: The Main Street Sealing and Striping Project primarily involves the pavement replacement, microsurfacing and restriping of Main Street between Bennett Street and Church St. Also included are associated roadway improvements such as utility cover adjustments, signage and curb painting.

A number of design concepts and Engineering proposals are incorporated into the project that Staff would like to bring to Council’s attention and gain direction on how to proceed. These proposals are discussed individually in the sections to follow.

Mill @ Main Intersection: Since the Mill St Pedestrian Plaza was completed the number of pedestrians in the downtown area has increased significantly and it is apparent that additional safety measures for pedestrians crossing the stop controlled intersection of Mill and Main Streets would be advantageous. Engineering Staff worked with design consultant Coastland Engineering to evaluate different treatments for the intersection, including options of enhanced signage and striping, eliminating one of the crossings, or eliminating both crossings and creating a single centralized crossing.

At prior meetings, Council was first presented with a proposal to leave the primary layout of the Mill/Main intersection unchanged and increase pedestrian safety through added signage, enhanced striping and the construction of median islands (Option #1). Subsequently a revised design was discussed to eliminate the downhill (easterly) pedestrian crossing and focus safety improvements on the uphill side which would have the benefit of consolidating crossings to a single area and reducing conflict and decision points (Option #2).

Based on feedback from the last Council meeting Staff has further explored a preliminary design and prepared a cost estimate for a revised intersection layout that would remove both the existing crosswalks and construct a single, 20 foot wide crossing aligned with the center aisle of the Mill Street Pedestrian Plaza (Option #3). This would

have similar benefits to Option #2 in the consolidation of pedestrian crossings and reduction in conflict points. It could also be deemed more aesthetically pleasing as a continuation of the Plaza across Main St. However, it would necessitate relocation of the Clocktower and other monuments on the central, northern end of the “T” and move them uphill, out of the direct line of sight of the Mill St corridor. An intersection exhibit is attached that shows the proposed centralized crossing concept. Also included are prior exhibits showing a dual crossing configuration and the single crossing layout with removal of the downhill crossing only.

Evaluating Engineering cost estimates of the various options; the overall project cost for leaving a dual crossing and enacting safety improvements is approximated at \$300,000. Using this Option #1 as a base number it is estimated that removing the downhill crosswalk, as proposed in Option #2, adds \$25,000 to the contract for the associated demolition and reconstruction costs. Removing both crossings and completing all the associated work; demolition, relocations (Clocktower, monuments, signs), concrete and pavement reconstruction, hardscaping and landscaping, adds an estimated \$225-\$245,000 to the base contract cost for this Option #3.

South Auburn @ Main Intersection Crosswalk: Engineering Staff and consultant Coastland Engineering also evaluated the S Auburn and Main Street intersection due to safety concerns of the westerly crossing of Main Street. As the left/through lane coming from S Auburn St is signalized and does not have any oncoming traffic to contend with, motorists are not always acutely alert for pedestrians using the westerly crossing, leading to potential conflicts.

Coastland’s recommendation was to eliminate this crosswalk in entirety and Engineering Staff agrees that this is the preferred alternative. Pedestrians may have slightly increased crossing times/distances depending on their destination, but this is a small tradeoff for the enhanced pedestrian safety, as well as increased efficiency for S Auburn St traffic turning onto Main St.

Parking Space Adjustments: After pavement rehabilitation, the roadway will be restriped and parking marking “L’s” and “T’s” placed to define parking spaces, as well as painting curbs. As discussed at prior meetings modified dimensions and layouts are proposed for parking spaces up and down the Main St corridor. Primarily by relocating and shortening loading zones and adjusting the minimum length for some parallel parking spaces, a design has been developed that would gain ten additional defined parking spaces over what exists today.

Staff requests that Council provide any direction on the described proposals at the Council meeting for the Main St Sealing And Striping Project. After consideration, Engineering will finalize the design and contract documents in order to release the project for bidding. The award of a construction contract is anticipated to occur in Fall 2024, with construction in early 2025, depending on weather.

The street improvements associated with this project are exempt from environmental review pursuant to Section 15301 “Existing Facilities” of the CEQA Guidelines. The requested Council motion is to approve the findings that the project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA) and authorize the advertisement for bids.

Council Goals/Objectives: The Main St Sealing And Striping executes portions of work tasks towards achieving/maintaining Strategic Plan Goal - City Infrastructure Investment

Fiscal Impact: The base project is fully funded in the 2024/25 CIP Budget with Measure E funding. No funding is currently identified for increases in the project scope due to modified configurations of the Mill and Main intersection.

Funds Available: Yes

Account #: 300-406-63850

Reviewed by: City Manager

Attachments: Main St @ Mill Exhibits