

RESOLUTION NO. 2025-02

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MARINA
APPROVING THE ALLOCATION AND APPROPRIATION OF \$80,000
FROM UNALLOCATED GENERAL FUNDS TO CAPITAL IMPROVEMENT
PROGRAM ADDING THE RESERVATION ROAD CORRIDOR
OPERATIONS STUDY HSR2501 AND AUTHORIZING THE FINANCE
DIRECTOR TO MAKE NECESSARY ACCOUNTING AND BUDGETARY
ENTRIES.

WHEREAS, the City of Marina is seeking to redevelop Downtown Marina into a unique, vibrant, and pedestrian friendly environment per the Downtown Vitalization Specific Plan (DVSP) and improve multimodal access and safety for vulnerable populations and users along Del Monte Boulevard and Reservation Road, and;

WHEREAS, at the regular meeting of October 15, 2024, the City Council adopted Resolution No.2024-116, approving the Downtown Specific Plan. Part of the adopted motion included direction to staff to conduct a study to evaluate if a road diet is feasible for Reservation Road within the downtown corridor, and;

WHEREAS, since 2019, Kimley Horn has been retained to provide traffic engineering support to analyze the transportation effects of implementing the Downtown Specific Plan on the City's roadway network. Staff has tasked their team through their on-call professional services contract to study the impacts and benefits of improving Reservation Road as a two-lane versus a four-lane arterial roadway, and;

WHEREAS, the Study will evaluate existing right-of-way dimensions, driveways, and intersections with records and aerial information. New cross-sections will be provided for a four-lane arterial roadway with a Class 4 (protected, on-road) bikeway along with a two-lane roadway diet cross-section. Both configurations will consider multimodal components for pedestrians, bicycles, and bus transit with a focus on traffic calming through the downtown corridor, and;

WHEREAS, along with presenting the possible cross sections, the consultant will generate a micro-simulation using the PTV VISSIM software using adopted projected traffic volumes to assess the impacts to the six major intersections and shopping center driveways. The simulations and design concepts will be presented to Council for community feedback, and;

WHEREAS, the proposed cost for this corridor operations study is not to exceed \$76,269. With administration and project management costs, staff is requesting an allocation and appropriation of \$80,000 from the unallocated General Fund balance to the new HSR2501 project budget, and;

WHEREAS, the City has determined this is not a project under CEQA per Article 20 Section 15378 and under General Rule Article 5 Section 15061.

NOW THEREFORE, BE IT RESOLVED that the City Council of the City of Marina does hereby:

1. Approve the allocation and appropriation of \$80,000 from unallocated General Funds to the Capital Improvement Program adding the Reservation Road Corridor Operations Study HSR2501, and;

2. Authorize the Finance Director to make the necessary accounting and budgetary entries.

PASSED AND ADOPTED, at a regular meeting of the City Council of the City of Marina, duly held on the 22nd day of January 2025 by the following vote:

AYES: COUNCIL MEMBERS: McCarthy, Biala, Visscher, Delgado

NOES: COUNCIL MEMBERS: None

ABSENT: COUNCIL MEMBERS: McAdams

ABSTAIN: COUNCIL MEMBERS: None

ATTEST:

Bruce C. Delgado, Mayor

Anita Sharp, Deputy City Clerk

Scope of Services

Task 1 – Develop Buildout Roadway Cross Section and Plan Line Concepts

Kimley-Horn team will use existing right of way and aerial information to prepare ultimate buildout cross section and plan line concepts alternatives. The Consultant will coordinate with the City on the features to be considered for accommodation into the roadway cross section. We will evaluate the available right of way compared to what is required for the proposed cross section improvements. The roadway network will also include multimodal components such as pedestrian, transit, bicycle facilities and other traffic calming features aimed to slow vehicle speeds for a downtown environment. Pedestrian connectivity and bicycle connectivity needs will be assessed as well as on-street parking demand.

Based on direction from City staff, the Consultant will prepare the following concept layouts in support of the traffic analysis and community engagement process:

- Roundabout layout alternatives along the Reservation Road corridor where feasible at the existing intersections.
 - 4-Lane Option
 - Maintain two travel lanes in each direction on Reservation Road with class IV bikeways
 - 2-Lane Option
 - Road diet of Reservation Road with class IV bikeways and reduction to one travel lane in each direction
 - The Consultant will verify the traffic operations of the roundabout concept assuming the vehicle traffic from regional and projected growth in the City.
- Cross-section layouts of Reservation Road identifying opportunities for potential streetscape and landscaping improvements.

The Consultant will provide the cross-sections and concept layouts in electronic format to the City.

Task 2 – VISSIM Traffic Operations Analysis

Based on direction from the Client, Kimley-Horn will conduct a micro-simulation traffic operations comparison along Reservation Road between the 4-lane roadway with potential roundabouts and 2-lane roadway with potential roundabouts. The study area on Reservation Road will extend from the Del Monte Boulevard to California Avenue and will include the following study intersections.

- Del Monte Boulevard and Reservation Road
- Reservation Road and Vista Del Camino
- Reservation Road and Seacrest Ave
- Reservation Road and Shopping Center Driveways
- Reservation Road and De Forest Road
- Reservation Road and Crescent Avenue
- Reservation Road and California Avenue

The traffic simulation software PTV VISSIM will be used to model the roadway corridor for traffic operations and micro-simulation analysis. Driveways within the study area will also be included for model accuracy and calibration. The VISSIM model and analysis will determine the intersection level of service operations and calculate measurement of effectiveness (MOEs) such as vehicle miles traveled, vehicle queues, and corridor travel times to compare between the study scenarios.

The Consultant will utilize Year 2040 cumulative scenario traffic volumes from the Association of Monterey Bay Area Government (AMBAG) Regional Travel Demand Model with the proposed DVSP development buildout.

Kimley-Horn will conduct up to two (2) VISSIM scenario runs for the project. Each scenario run will include models for AM and PM peak hour traffic volumes.

The traffic results from the VISSIM model will be incorporated into simulation videos for public meeting presentation and will include the following scenarios:

- Scenario 1A – 4-lane roadway with roundabouts AM Peak
- Scenario 1B – 4-lane roadway with roundabouts PM Peak
- Scenario 2A – 2-lane roadway with roundabouts AM Peak
- Scenario 2B – 2-lane roadway with roundabouts PM Peak

Task 3 – Public Meetings and Coordination

The Consultant will present the project at up to two (2) public meetings (City Council and/or Public Works Commission) to aid in answering questions about the proposed corridor alternatives, discuss the project with stakeholders, and gather community feedback. The Consultant will work with City staff and will prepare materials including, exhibits, tables, graphs, and/or PowerPoint presentations.

For the public meetings:

- It is assumed the public meeting will be attended in person.
- The public meeting will be attended by up to two (2) Kimley-Horn staff with support from City staff.

If the City desires public outreach and meetings beyond the scope provided, those efforts would be treated as additional services.

Compensation, Fees and Expenses:

Kimley-Horn will perform the Scope of Services on a labor fee with the maximum labor fee shown below. Kimley-Horn will not exceed the total maximum labor fee shown without authorization from the Client. Individual task amounts are provided for budgeting purposes only. Kimley-Horn reserves the right to reallocate amounts among tasks as necessary.

Task Number and Name		Fee	Type
1	Develop Buildout Roadway Cross-Section & Plan Line Concepts	\$26,323	Not to Exceed
2	VISSIM Traffic Operations Analysis	\$28,903	Not to Exceed
3	Public Meetings & Coordination	\$21,043	Not to Exceed
Kimley-Horn Proposal Fee		\$76,269	

January 15, 2025

Item No. **10f(1)**

Honorable Mayor and Members
of the Marina City Council

City Council Meeting of
January 22, 2025

**CITY COUNCIL CONSIDER ADOPTING RESOLUTION NO. 2025-,
APPROVING THE ALLOCATION AND APPROPRIATION OF \$80,000
FROM UNALLOCATED GENERAL FUNDS TO CAPITAL
IMPROVEMENT PROGRAM ADDING THE RESERVATION ROAD
CORRIDOR OPERATIONS STUDY HSR2501 AND AUTHORIZING THE
FINANCE DIRECTOR TO MAKE NECESSARY ACCOUNTING AND
BUDGETARY ENTRIES.**

RECOMMENDATION:

It is recommended that the City Council:

1. Consider adopting Resolution No. 2025-, approving the allocation and appropriation of \$80,000 from unallocated General Funds to the Capital Improvement Program adding the Reservation Road Corridor Operations Study HSR2501, and;
2. Authorize the Finance Director to make the necessary accounting and budgetary entries.

BACKGROUND:

The City of Marina is seeking to redevelop Downtown Marina into a unique, vibrant, and pedestrian friendly environment per the Downtown Vitalization Specific Plan (DVSP) and improve multimodal access and safety for vulnerable populations and users along Del Monte Boulevard and Reservation Road.

At the regular meeting of October 15, 2024, the City Council adopted Resolution No. 2024-116, approving the Downtown Specific Plan. Part of the adopted motion included direction to staff to conduct a study to evaluate if a road diet is feasible for Reservation Road within the downtown corridor.

ANALYSIS:

Since 2019, Kimley Horn has been retained to provide traffic engineering support to analyze the transportation effects of implementing the Downtown Specific Plan on the City's roadway network. Staff has tasked their team through their on-call professional services contract to study the impacts and benefits of improving Reservation Road as a two-lane versus a four-lane arterial roadway.

The Study will evaluate existing right-of-way dimensions, driveways, and intersections with records and aerial information. New cross-sections will be provided for a four-lane arterial roadway with a Class 4 (protected, on-road) bikeway along with a two-lane roadway diet cross-section. Both configurations will consider multimodal components for pedestrians, bicycles, and bus transit with a focus on traffic calming through the downtown corridor.

Along with presenting the possible cross sections, the consultant will generate a micro-simulation using the PTV VISSIM software using adopted projected traffic volumes to assess the impacts to the six major intersections and shopping center driveways. The simulations and design concepts will be presented to Council for community feedback.

FISCAL IMPACT:

The proposed cost for this corridor operations study is not to exceed \$76,269. With administration and project management costs, staff is requesting an allocation and appropriation of \$80,000 from the unallocated General Fund balance to the new HSR2501 project budget.

CEQA Findings:

The City has determined this is not a project under CEQA per Article 20 Section 15378 and under General Rule Article 5 Section 15061.

Respectfully submitted,

Edrie Delos Santos, PE
Engineering Division
Public Works Department

Ismael Hernandez
Public Works Director
City of Marina

Layne P. Long
City Manager
City of Marina