

RESOLUTION NO. 2015-119

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MARINA
RECEIVING REPORT FOR THE ALTERNATIVE DESIGN OF THE SR-1
& IMJIN PARKWAY RAMPS IMPROVEMENT PROJECT

WHEREAS, at the regular meeting of May 31, 2005, the Marina City Council adopted Resolution No. 2005-127, certifying the final Environmental Impact Report (FEIR) (SCH. No. 2004091167) for University Villages Specific Plan (now known as the “Dunes” development) project in accordance with the California Environmental Quality Act and state and local guidelines, making certain findings and determinations thereto, adopting a statement of overriding considerations, and adopting a mitigation monitoring and reporting program;

WHEREAS, Traffic Impact Mitigation Measure TR-1.3 of the Dunes FEIR requires signalization at the intersection of SR1 and Imjin Parkway, and;

WHEREAS, the proposed improvements are located within existing State and City rights-of-way and no land acquisition is necessary to accommodate the project. As proposed, improvements to the southbound ramp intersection include adding a traffic signal and associated striping. Improvements to the northbound ramp intersection include the removal of the existing merge lane onto Imjin Parkway and the expansion of the existing northbound lane to accommodate a through/left-turn lane and two dedicated right turn lanes. The drainage system will tie into the existing system. The drainage runoff generated from the improvement project is expected to decrease with the removal of the existing merge lane, and;

WHEREAS, on June 9, 2015, staff met with Caltrans representatives to discuss the major State Route 1 interchange with Imjin Parkway and Del Monte Boulevard. The focus of the discussion also encompassed the impacts of currently schedule improvements and future improvements to the bridge, the intersection of Imjin Pkwy and 2nd Avenue, and the 2nd Avenue extension.

WHEREAS, at the regular meeting of September 15, 2015, the City Council adopted Resolution 2015-112, receiving a report of issuance of an Administrative Coastal Development Permit (CD 2015-02) for the State Route 1 (SR-1) & Imjin Parkway Ramps Improvement Project, in accordance with Marina Zoning Code Section 17.41.200 (G)(14) and directing staff to review feasible alternative designs and report back findings to the City Council at the October 6, 2015 meeting.

WHEREAS, the alternative design proposed by Councilwoman Morton is a diverging diamond interchange. The design concept allows traffic to cross to the opposite side of the roadway at a traffic light controlled junction point.

WHEREAS, staff has reviewed the feasibility of the alternative design presented at the City Council meeting of September 15, 2015, attached as Exhibit A. The review included an analysis of the alternative design impacts to the Dunes Settlement Agreement recorded September 20, 2006, and the acceptance of the alternative design by the governing right-of-way entity (Caltrans).

WHEREAS, at the regular meeting of July 14, 2015, the City Council adopted Resolution 2015-87, finding and determining, based upon substantial evidence, that with respect to the City’s Capital Improvement Program and the City’s participation in the funding for the Long Term Improvements: (1) the City updated its 5-year and 1-year Capital Improvement Program project lists substantially in accordance with the Settlement Agreement; (2) funding for the Long Term Improvements is likely and reasonably certain; and (3) the Long Term Improvements can be built and completed by the end of fiscal year 2020. As part of the implementation of the settlement agreement, “interim” improvements were reported to be schedule for construction in 2015. These interim improvements are defined by the Project Study Report (PSR) and the University Village Final Environmental Impact Report (EIR) as mitigation measures TR-2.1(b) and TR-2.2(b), improvements to the NB ramps and SB ramps respectively. As the City’s responsibilities to the Settlement Agreement are focused on the implementation of the “Long Term Improvements” as defined in the PSR, revising the scope of work for the interim improvements does not affect the City’s responsiveness to the terms of the agreement.

WHEREAS, as the project scope is within Caltrans right-of-way, final project design and the timing of implementation is governed by Caltrans. Caltrans has approved the initial design of TR-2.1(b) and TR-2.2(b) for the immediate construction at the NB and SB ramps as defined in the PSR due to the forecasting of serious impacts to the level of service in 2016 from the increase in development within former Fort Ord. At the June 9th, 2015 meeting, staff discussed with Caltrans the traffic mitigation options at the SR1 interchange with Imjin Parkway and Del Monte Boulevard. At this meeting, the alternative design of a diverging diamond interchange was discussed as a potential design option. Upon further review during the June meeting, Caltrans staff posed serious questions on the diverging diamond design in comparison to the approved SB ramps traffic signal such as: What is the benefit from having a diverging traffic signal at the NM ramps instead of the approved location at the SB ramps? What are the potential geometric constraints to implementing the alternative design on the bridge and its approaches? With moving the signal from the SB ramps to the NB ramps, what are the impacts of traffic queuing onto 2nd Avenue? How do the alternative design impacts effect the future 2nd Avenue extension?

WHEREAS, revising the design to a diverging diamond interchange now would require further traffic study to analyze possible geometric constraints and impacts to the existing infrastructure that would conflict with Caltrans' expectations for traffic mitigation in 2016. Due to the critical timing issue in meeting Caltrans' production schedule, staff recommends continuing with the SB ramps traffic signal installation for immediate traffic mitigation and review the diverging diamond alternative design as a viable option for the future, ultimate improvement to the entire interchange.

NOW, THEREFORE BE IT RESOLVED by the City Council of the City of Marina that it hereby receives report for the alternative design for the SR-1 & Imjin Parkway Ramps Improvement Project.

PASSED, APPROVED, AND ADOPTED by the Marina City Council at their regular meeting held on the 6th day of October 2015, by the following vote:

AYES: COUNCIL MEMBERS: Amadeo, Brown, Morton, Delgado

NOES: COUNCIL MEMBERS: None

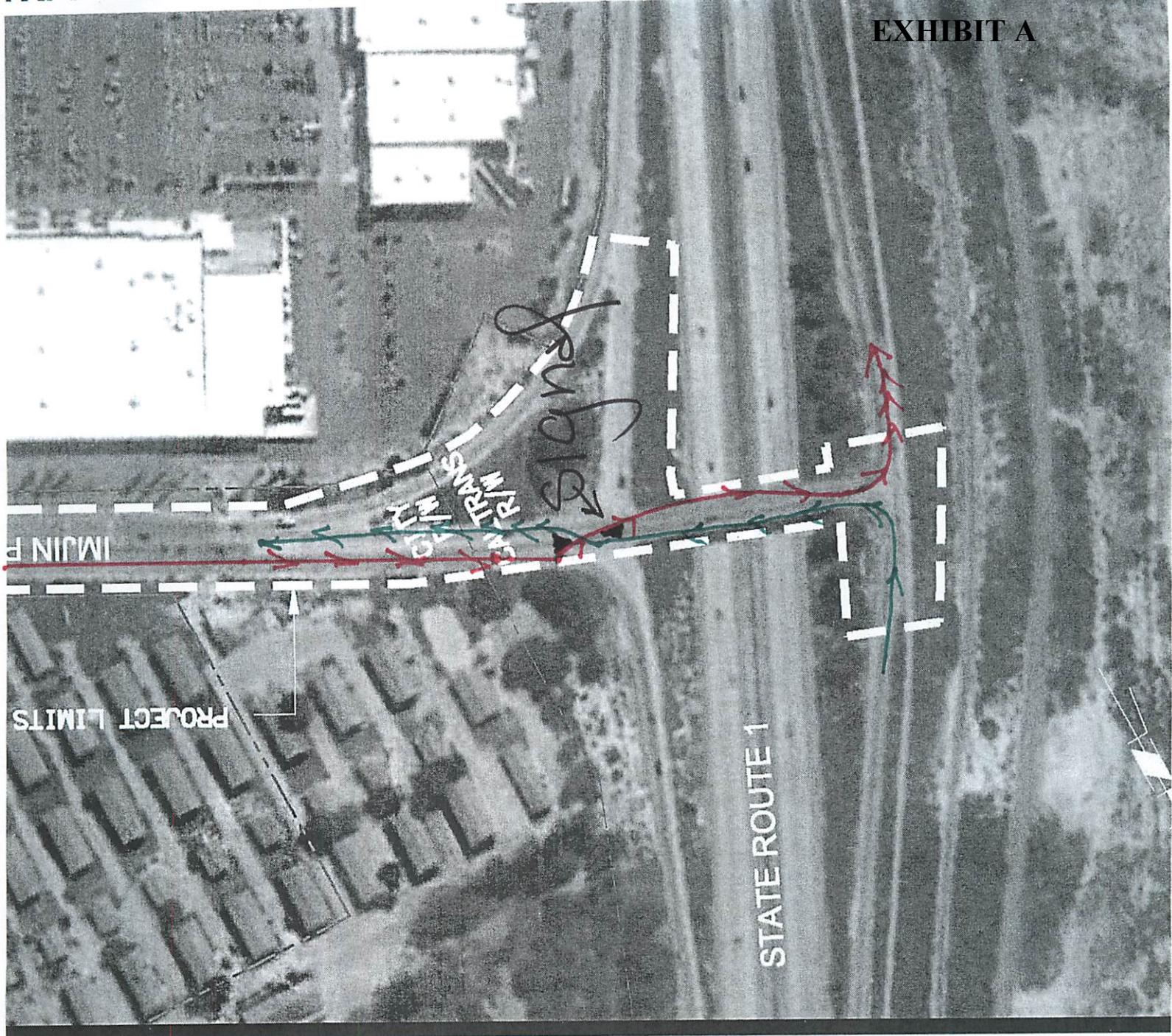
ABSENT: COUNCIL MEMBERS: O'Connell

ABSTAIN: COUNCIL MEMBERS: None

Bruce C. Delgado, Mayor

ATTEST:

Anita Sharp, Deputy City Clerk



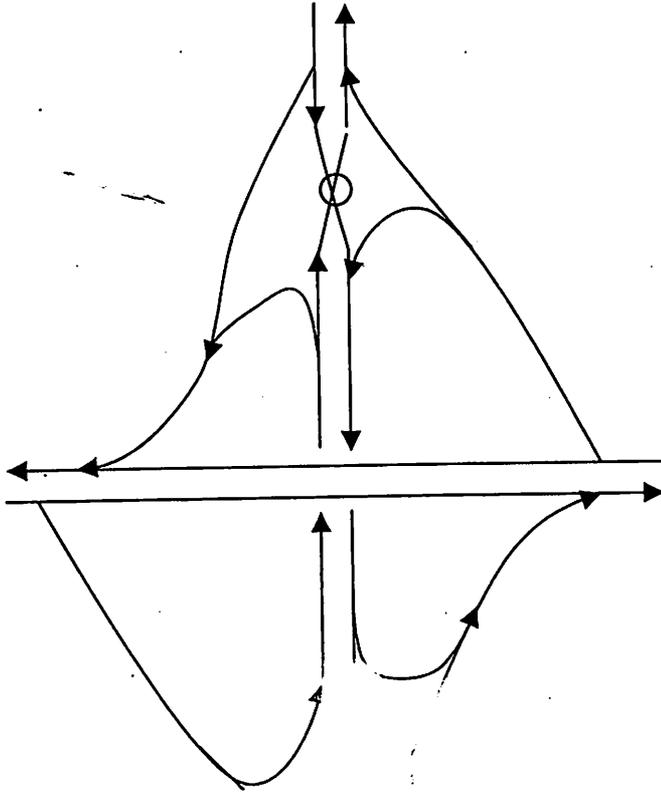
IMJIN P

signs
PITMAN RD

STATE ROUTE 1

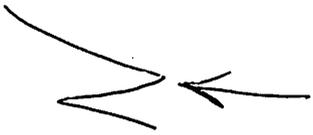
PROJECT LIMITS

Amynin Parkway



○ = Signal light

Figure 3. Diverging Diamond Interchange.



September 23, 2015

Item No. **11a**

Honorable Mayor and Members
of the Marina City Council

City Council Meeting
of October 6, 2015

**CITY COUNCIL CONSIDER ADOPTING RESOLUTION NO 2015 -,
RECEIVING REPORT FOR THE ALTERNATIVE DESIGN OF THE SR-
1 & IMJIN PARKWAY RAMPS IMPROVEMENT PROJECT**

REQUEST:

It is requested that the City Council:

1. Consider adopting Resolution No. 2015-, receiving report for the alternative design for the SR-1 & Imjin Parkway Ramps Improvement Project

BACKGROUND:

At the regular meeting of May 31, 2005, the Marina City Council adopted Resolution No. 2005-127, certifying the final Environmental Impact Report (FEIR) (SCH. No. 2004091167) for University Villages Specific Plan (now known as the “Dunes” development) project in accordance with the California Environmental Quality Act and state and local guidelines, making certain findings and determinations thereto, adopting a statement of overriding considerations, and adopting a mitigation monitoring and reporting program.

Traffic Impact Mitigation Measure TR-1.3 of the Dunes FEIR requires signalization at the intersection of SR 1 and Imjin Parkway.

The proposed improvements are located within existing State and City rights-of-way and no land acquisition is necessary to accommodate the project. As proposed, improvements to the southbound ramp intersection include adding a traffic signal and associated striping. Improvements to the northbound ramp intersection include the removal of the existing merge lane onto Imjin Parkway and the expansion of the existing northbound lane to accommodate a through/left-turn lane and two dedicated right turn lanes. The drainage system will tie into the existing system. The drainage runoff generated from the improvement project is expected to decrease with the removal of the existing merge lane.

On June 9, 2015, staff met with Caltrans representatives to discuss the major State Route 1 interchange with Imjin Parkway and Del Monte Boulevard. The focus of the discussion also encompassed the impacts of currently scheduled improvements and future improvements to the bridge, the intersection of Imjin Pkwy and 2nd Avenue, and the 2nd Avenue extension.

At the regular meeting of September 15, 2015, the City Council adopted Resolution 2015-112, receiving a report of issuance of an Administrative Coastal Development Permit (CD 2015-02) for the State Route 1 (SR-1) & Imjin Parkway Ramps Improvement Project, in accordance with Marina Zoning Code Section 17.41.200 (G)(14) and directing staff to review feasible alternative designs and report back findings to the City Council at the October 6, 2015 meeting.

ANALYSIS:

The alternative design proposed by Councilwoman Morton is a diverging diamond interchange. The design concept allows traffic to cross to the opposite side of the roadway at a traffic light controlled junction point.

Staff has reviewed the feasibility of the alternative design presented at the City Council meeting of September 15, 2015, attached as Exhibit A. The review included an analysis of the alternative design impacts to the Dunes Settlement Agreement recorded September 20, 2006, and the acceptance of the alternative design by the governing right-of-way entity (Caltrans).

Obligations under Save Our Peninsula Settlement Agreement

At the regular meeting of July 14, 2015, the City Council adopted Resolution 2015-87, finding and determining, based upon substantial evidence, that with respect to the City's Capital Improvement Program and the City's participation in the funding for the Long Term Improvements for the SR-1/Imjin Pkwy interchange: (1) the City updated its 5-year and 1-year Capital Improvement Program project lists substantially in accordance with the Settlement Agreement; (2) funding for the Long Term Improvements is likely and reasonably certain; and (3) the Long Term Improvements can be built and completed by the end of fiscal year 2020. As part of the implementation of the settlement agreement, "interim" improvements were reported to be schedule for construction in 2015. These interim improvements are defined by the Project Study Report (PSR) and the University Village Final Environmental Impact Report (EIR) as mitigation measures TR-2.1(b), TR-1.4(b), and TR-1.3(b), improvements to the NB ramps and SB ramps respectively. As the City's responsibilities to the Settlement Agreement are focused on the implementation of the "Long Term Improvements" as defined in the PSR, revising the scope of work for the interim improvements does not affect the City's responsiveness to the terms of the agreement.

Caltrans Coordination & Review

As the project scope is within Caltrans right-of-way, final project design and the timing of implementation is governed by Caltrans. Caltrans has approved the interim improvement design of TR-2.1(b) (widen NB off-ramp to two lanes), TR-1.4(b) (close median at NB ramp) and TR-1.3(b) (Signalize SB Ramp) for the immediate construction as defined in the PSR due to the forecasting of serious impacts to the level of service in 2016 from the increase in development within former Fort Ord. At the June 9th, 2015 meeting, staff discussed with Caltrans the long-term traffic mitigation options at the SR1 interchange with Imjin Parkway and Del Monte Boulevard. At this meeting, the alternative design of a diverging diamond interchange was introduced and discussed as a potential design option. Upon discussing the diamond interchange during the June meeting, some Caltrans staff posed serious questions on the diverging diamond design in comparison to the approved SB ramps traffic signal such as: What is the benefit from having a diverging traffic signal at the NM ramps instead of the approved location at the SB ramps since they both utilize a signal? What are the potential geometric constraints to implementing the alternative design on the bridge and its approaches? With moving the signal from the SB ramps to the NB ramps, what are the impacts of traffic queuing onto 2nd Avenue? How do the alternative design impacts effect the future 2nd Avenue extension?

Considering a diverging diamond interchange at this time would require further traffic study and design revisions to analyze possible geometric constraints and impacts to the existing infrastructure. The analysis and design revisions will take extensive amount of time to implement and receive concurrence and approval from various departments at Caltrans. Due to the critical need to implement the temporary traffic measure at the Southbound off-ramp by 2016, staff recommends continuing with the SB ramps traffic signal installation for immediate traffic mitigation and review the diverging diamond alternative design as a viable option for the future ultimate improvement to the entire interchange.

CONCLUSION:

The request is submitted for City Council consideration and possible action.

Respectfully submitted,

Edrie Delos Santos, P.E.
Senior Engineer, Engineering Division
Community Development Department
City of Marina

REVIEWED/CONCUR:

Nourdin Khayata, P.E.
Acting City Engineer
City of Marina

Theresa Szymanis, AICP CTP
Acting Director
Community Development Department
City of Marina

Layne P. Long
City Manager
City of Marina