

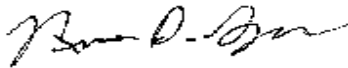
City of Calistoga

Staff Report

TO: Honorable Mayor and City Council
FROM: Michael Kirn, Public Works Director/City Engineer
DATE: August 6, 2013

SUBJECT: Consideration of Preferred Configuration for a New Roundabout at SR 29 at Lincoln Ave./Silverado Trail/Lake St. Intersection and approval of a Resolution authorizing the City Manager to enter into a Cooperative Agreement with Caltrans and Napa County Transportation Planning Agency (NCTPA), jointly or separately, to prepare a Project Study Report (PSR) for a new roundabout to be located at the SR 29 at Lincoln Avenue/Silverado Trail/Lake Street intersection

APPROVAL FOR FORWARDING:



Richard D. Spitler, City Manager

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2 **ISSUE:**
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4 Consideration of the preferred configuration of a new Roundabout at SR 29 at
5 Lincoln Ave./Silverado Trail/Lake St. Intersection and adoption of a resolution
6 authorizing the City Manager to enter into a Cooperative Agreement with Caltrans
7 and Napa County Transportation Planning Agency (NCTPA), jointly or separately, to
8 prepare a Project Study Report (PSR) for a new roundabout to be located at the SR
9 29 at Lincoln Avenue/Silverado Trail/Lake Street intersection.

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11 **RECOMMENDATION:** Select a preferred roundabout configuration and adopt the
12 resolution.

13
14 **BACKGROUND:**
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16 The Highway 29/Silverado Trail intersection is a skewed intersection with a history of
17 collisions and general circulation difficulties. It functions as one of the primary hubs
18 for traffic circulation from Lake County into Napa County and vice versa, and is one
19 of the principal entryways to Calistoga. The intersection is under multi-jurisdictional
20 control involving the State (Highway 29), Napa County (Silverado Trail) and the City
21 (Lake Street and Falleri Drive).

Consideration of the Preferred Configuration of a New Roundabout at SR 29 at Lincoln Ave./Silverado Trail/Lake St. Intersection and adopt a Resolution authorizing the City Manager to enter into a cooperative agreement with Caltrans and NCTPA, jointly or separately, for reparation of Project Study Report.

August 6, 2013

Page 2 of 5

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23 On March 4, 2008, Council approved a Consultant Services Agreement with W-
24 Trans to provide a roundabout cost estimate and to complete a Conceptual Approval
25 Report (CAR), which was a more refined level of planning-level design than the
26 earlier feasibility report. The CAR was completed and approved by Caltrans on
27 September 14, 2009.

28

29 On April 15, 2008, Council approved a resolution authorizing the City Manager to
30 negotiate a Cooperative Agreement with Caltrans for the planning, design, and
31 construction of a roundabout at the intersection at Highway 29, Lake Street and
32 Silverado Trail and to pursue funding sources.

33

34 The resolution required that the following provisions be included in the agreement:

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36 • Insure that funding from Caltrans (approximately \$2 million) be formally
37 dedicated to the roundabout project; and

38 • Insure that all costs of the roundabout project beyond the funding provided by
39 Caltrans are funded by the Napa County Transportation and Planning Agency
40 (NCTPA). Formal action by NCTPA to dedicate or assign the necessary funding
41 shall be obtained. No financial expense should be the obligation of the City of
42 Calistoga; and

43 • Insure that the timing of the project including design and environmental review in
44 addition to construction activities are scheduled such that existing priority
45 Calistoga projects do not suffer significant timing setbacks; and

46 • Insure that agency cooperation flexibility and collaboration is committed.

47

48 The Final Conceptual Approval Report indicated a project cost of \$2.93M in 2009
49 dollars, which only included construction, environmental mitigation, and right-of-way
50 costs. However, the preliminary CAR indicated a project cost of \$3.6M which
51 includes design costs, construction costs, completion of new environmental studies,
52 environmental mitigation, and right-of-way acquisition.

53

54 **DISCUSSION**

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56 Subsequent to the adoption of the March 2008 resolution, there has been concern
57 raised by the business owners at 1923 Lake Street (La Prima Pizza) regarding
58 access to their business. The roundabout configuration proposed in the final CAR
59 (Figure 1) would preclude left turns onto and from Falleri Drive at Lake Street. The
60 business owner indicated that the elimination of these turning movements would
61 have a significant impact to his business.

62

Consideration of the Preferred Configuration of a New Roundabout at SR 29 at Lincoln Ave./Silverado Trail/Lake St. Intersection and adopt a Resolution authorizing the City Manager to enter into a cooperative agreement with Caltrans and NCTPA, jointly or separately, for reparation of Project Study Report.

August 6, 2013

Page 3 of 5

63 To address the concern by La Prima Pizza, staff worked with W-Trans and
64 developed an alternate roundabout configuration (Figure 2) which would maintain
65 left turns onto and from Falleri Drive. In discussion with W-Trans, we do not believe
66 an amendment to the CAR is needed because the “functionality” of the roundabout
67 remains unchanged. Staff has reviewed the differences between the two
68 configurations and notes the following with respect to the new configuration shown
69 on Figure 2:

70

71 Advantages

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- 73 • Provides left in and out at Falleri Drive and Lake Street
- 74 • Provides potential additional parking for La Prima Pizza
- 75 • May avoid a portion of wetlands on Silverado Trail
- 76 • Provides a location for possible entryway signage and landscaping on SR 29
77 and Silverado Trail
- 78 • Provides for potential parking at the proposed trail-head on east side of
79 Silverado Trail

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81 Disadvantages

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- 83 • Requires additional ROW from church property
- 84 • Impacts wetlands between Lake Street and Silverado Trail
- 85 • Requires greater ROW acquisition on property between Lake Street and
86 Lincoln Avenue
- 87 • Requires removal of additional trees on property between Lake Street and
88 Lincoln Avenue
- 89 • Requires additional effort to access Falleri Drive from the intersection of
90 SR 29 and Silverado Trail

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92 Staff met with the La Prima Pizza business owners to review the alternate
93 configuration. We pointed out the ability to make left turns in to and out of Falleri
94 Drive. The business owners indicated the “shift” of the roundabout to the south
95 moved the intersection further away from their business and the additional effort
96 required to access their business was unacceptable. They indicated that from their
97 perspective, neither roundabout configuration was acceptable because of reduced
98 visibility and access to their business.

99

100 We have also recently received communications from NCTPA and Caltrans as to the
101 City’s intention on moving the project forward and that there is a call for projects for
102 inclusion in the State Transportation Improvement Program (STIP) / Regional
103 Transportation Improvement Program (RTIP) and potential funding opportunity for a

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August 6, 2013
Page 4 of 5

104 portion of the project. NCTPA have set August 16, 2013 as the deadline for
105 submitting letters of intent for project funding through the STIP/RTIP.

106

107 Staff is seeking Council direction on a preferred configuration and authorization to
108 engage Caltrans and NCTPA to finalize the Cooperative Agreement for preparation
109 of the PSR and submittal of a STIP/RTIP funding application.

110

111 As we understand the next steps, Caltrans will require that a Cooperative Agreement
112 by the City be executed with Caltrans and NCTPA, jointly or separately, for a Project
113 Study Report – Project Development Support. As envisioned, the City/NCTPA
114 would be required to develop and fund 100% of the Project Initiation Document (PID)
115 costs and fees, including costs to reimburse Caltrans in an amount in the range of
116 \$110,000. We would also anticipate that NCTPA would take the lead role on the
117 project with City staff support as necessary.

118

119 The recommended resolution would authorize the City Manager to enter into
120 discussions and negotiations with Caltrans and NCTPA for the preparation of the
121 PSR and authorizes the City Manager to enter into a Cooperative Agreement with
122 Caltrans and Napa County Transportation Planning Agency (NCTPA), jointly or
123 separately, to prepare a Project Study Report (PSR) for a new roundabout to be
124 located at the intersection of Highway 29 (Lincoln Avenue), Lake Street and
125 Silverado Trail, contingent upon approval by the City Attorney. A copy of the
126 proposed cooperative agreement is attached for reference. The resolution would
127 authorize the City Manager or his designee to prepare a funding application in
128 response to NCTPA's call for projects for the 2014 RTIP if determined to be the best
129 opportunity to secure funding.

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131 **GENERAL PLAN CONFORMANCE:**

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133 This project is consistent with General Plan Objectives CIR 1.2, CIR 1.4, CI 2.1 and
134 General Plan Goal CIR-3.

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136 **FISCAL IMPACT:**

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138 No City funding has been budgeted for roundabout intersection special studies or
139 construction. At the present time, funding for preparation of the PSR, environmental
140 review, design and construction is unknown. Previously, Caltrans indicated that funds
141 from the sale of excess property from a safety realignment project could be applied
142 toward a roundabout project. NCTPA previously provided a commitment that
143 funding for this roundabout improvement could be provided from anticipated project
144 savings from other Caltrans projects in Napa County. As noted previously there is a
145 call for STIP/RTIP projects which we would apply for if the recommended resolution

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August 6, 2013

Page 5 of 5

146 is approved. However, until such time as the City fully engages Caltrans and NCTPA
147 there are no certainties for project funding. The costs associated with preparing the
148 funding application is considered to be nominal and would require staff time in
149 coordination with staff from NCTPA. As part of the funding application we would
150 update the project costs and incorporate any revisions into the STIP/RTIP funding
151 application.

152

153 **ATTACHMENTS:**

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155 1. Figure 1, Roundabout configuration from the Final CAR

156 2. Figure 2, revised roundabout configuration

157 3. Resolution

158 4. Cooperative Agreement