



Legislation Text

File #: 15-175, **Version:** 1

AUTHORIZATION TO ENTER INTO AN INTERGOVERNMENTAL AGREEMENT WITH THE ARIZONA DEPARTMENT OF TRANSPORTATION FOR DESIGN AND CONSTRUCTION OF A HIGH-INTENSITY ACTIVATED CROSSWALK BEACON AT 65TH AVENUE AND BETHANY HOME ROAD

Staff Contact: Jack Friedline, Director, Public Works

Purpose and Recommended Action

This is a request for City Council to waive reading beyond the title and adopt a resolution authorizing the City Manager to enter into an intergovernmental agreement (IGA) with the Arizona Department of Transportation (ADOT) for the design and construction of a High-Intensity Activated Crosswalk (HAWK) signal at 65th Avenue and Bethany Home Road.

Background

A HAWK signal is a traffic control device that requires motorists to stop to allow pedestrians to safely cross the road. Motorists can expect the HAWK beacon to remain off until a pedestrian activates it by pushing a button.

Bethany Home Road at 65th Avenue is considered a priority location for a HAWK signal due to the number of pedestrians who cross at this intersection and the number of pedestrian injuries and fatalities that have occurred. However, the traffic volumes at this location do not meet the requirements for a traffic signal as recommended in the Manual of Uniform Traffic Control Devices (MUTCD). A HAWK pedestrian beacon is recommended to provide a safe crossing for pedestrians at this location.

Analysis

A pedestrian count was completed in February 2013, which reported 130 pedestrian crossings per day at this location. Additionally, a total of 65 crashes occurred between 2009 and 2013. Of these crashes, two were bicyclist-involved injury crashes and four were pedestrian crashes, including one fatality.

Installation of a HAWK provides an effective tool for pedestrians to cross a busy roadway.

Community Benefit/Public Involvement

Bethany Home Road is a major arterial in Glendale. This project will enhance pedestrian safety at this location with minimal impact on traffic operations. According to a study published by the Federal Highway Administration, the installation of a HAWK pedestrian beacon will result in a 69 percent reduction in pedestrian crashes.

Budget and Financial Impacts

The total design and construction cost for the project is estimated at \$435,920. The funding mechanisms are detailed below:

- Design cost is estimated at \$135,000 with \$127,305 in Federal Transportation Alternatives (TA) funds and a local match of \$7,695.
- Construction cost is estimated at \$300,920 with \$278,110 in Federal TA funds and a \$22,810 local match.

The local match for design and construction is programmed in the Fiscal Year 2014-15 Traffic Mitigation operating budget. While staff does not anticipate additional project costs, should this project exceed the estimate outlined in the IGA, the city will be responsible for the additional costs. Since the funds listed in the IGA are estimates, staff requests flexibility in spending up to 10 percent of the total project cost in additional funds for both design and construction cost overruns.

Funds to maintain the HAWK signal--including signs, striping and electricity--are available in the Traffic Signals, and Signs and Markings operating budgets. Costs are estimated at approximately \$2,200 annually.

Cost	Fund-Department-Account
\$30,505	1660-16580-518200, GO Traffic Mitigation
\$2,000	1340-16810-513600, Traffic Signals
\$200	1340-16820-524400, Signs and Markings

Capital Expense? No

Budgeted? Yes

Requesting Budget or Appropriation Transfer? No

If yes, where will the transfer be taken from?