



City of Sonora

Community Development Department
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MEMORANDUM

DATE: October 7, 2019
TO: Honorable Mayor and Council Members
FROM: Rachelle Kellogg, Community Development Director
SUBJECT: Stockton-Washington Corridor – Downtown Transit & Accessibility Project –
65% Plan Review

RECOMMENDATION:

Following review of the 65% Plans for the Stockton-Washington Corridor – Downtown Transit & Accessibility Project, City staff is requesting that the City Council provide any additional comments and direction prior to the completion of the project's final plans and specifications.

BACKGROUND:

On January 22, 2019, Kimley-Horn presented project design plans, which reflected revisions to the original project concept based on previous Caltrans and City Council direction, to the City Council to provide an opportunity for additional public comment and to receive further direction from the City Council before moving forward with finalizing the 65% plans.

Additionally, as a result of a project field meeting held with Caltrans staff to discuss specific design elements, environmental review documents, and conduct a site visit, Caltrans requested that the City consider replacing the proposed HAWK System with a pedestrian refuge median at the Green and Stockton Street intersection. On June 3, 2019, the City Council approved removing the HAWK system and including a pedestrian refuge median at the proposed crosswalk location.

DISCUSSION:

Daniel Carley, Project Engineer, with Kimley-Horn & Associates will be at the meeting to present the 65% project plans and answer any questions. Based on previous direction by the City Council and/or coordination with Caltrans, the plans include the following changes from the previously reviewed plans:

- 1) Shortened the bus stop and pad on the north side of Stockton Street to better accommodate turning movements at the Green/Stockton Street intersection.
- 2) Removed the proposed pedestrian HAWK signal at the Green/Stockton Street intersection.
- 3) Realigned the proposed new crosswalk at the Green/Stockton Street intersection and added a pedestrian refuge island.

- 4) Removed the sidewalk improvements and sign feature in front of the Marengo Building.
- 5) Added an area for a loading zone in front of the Sonora Inn along Washington Street.
- 6) Reduced the radius of the bulb outs at the NW & SW corners of the Stockton/Washington Street intersection.
- 7) Replaced the proposed landscaping areas with hardscape and added a potted tree per bus stop location.

On Wednesday, October 2nd a meeting notice for tonight's meeting, with attached plan sheets, was mailed to all property owners and hand delivered by staff to all of the businesses within the project area. A full copy of the 65% plans were also posted to the City's website on Wednesday.

This project will result in the loss of six (6) public parking spaces adjacent to the Roadway Inn to accommodate the transit location. Street parking adjacent to the Trado property on the south side of Stockton Street will also be restricted. Currently parking is occurring at this location however, it is not a legal parking space as it affects the site distance for those turning left onto Stockton Street from Green Street. City staff and project consultants were able to retain the parking spaces adjacent to the Sonora Inn and Bank of America. To help address this loss in parking, staff recommends that the City Council consider making the Coffill parking lot on Green Street a public parking lot instead of a permit parking lot.

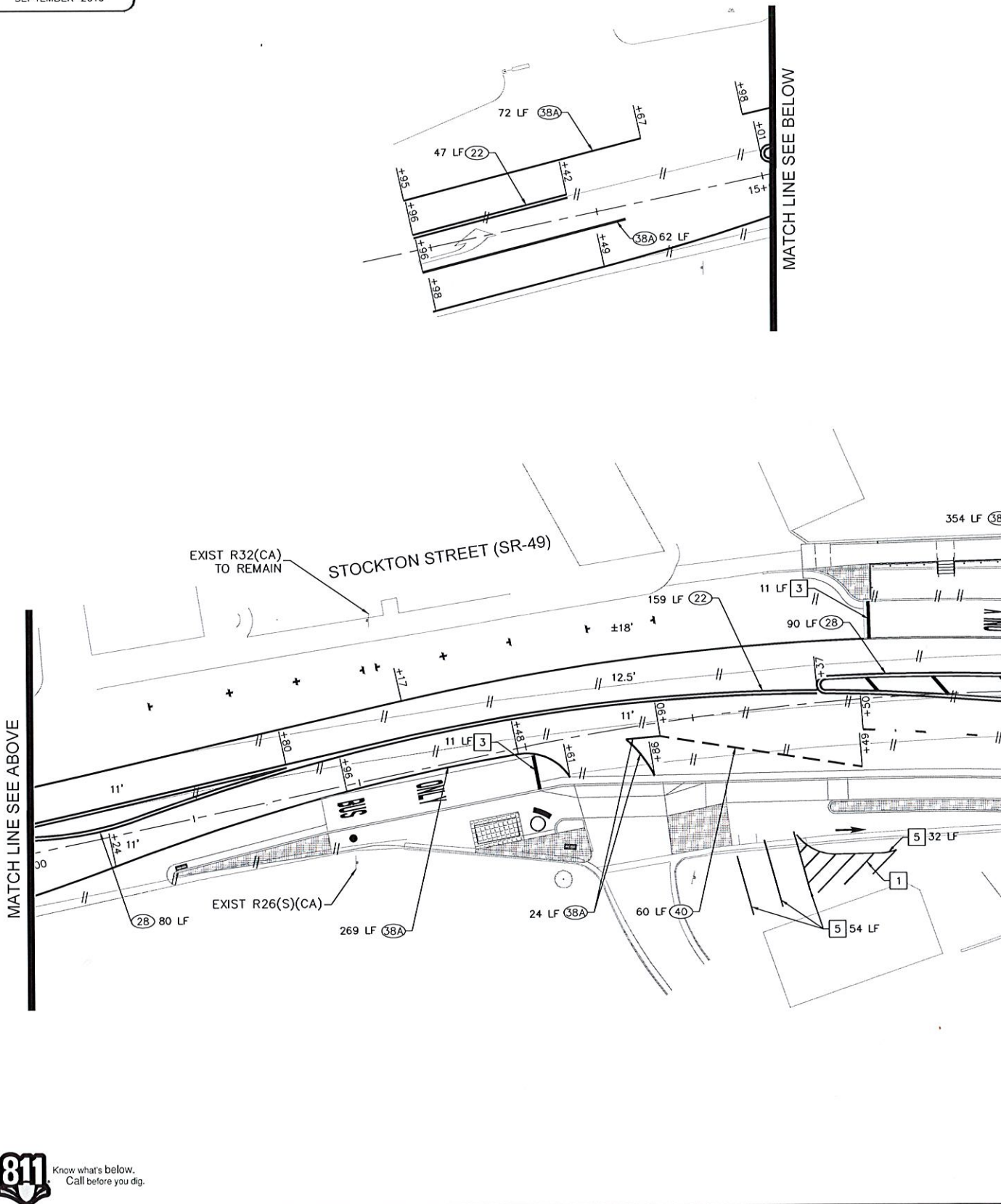
The 65% plans are currently under formal review by Caltrans' along with the required design exceptions. Caltrans has been engaged in the plan development and many issues were addressed by the Consultants prior to this submittal. Caltrans is preparing all of the project's environmental documents and anticipates having environmental clearance in October.

City staff and the project Consultant are seeking any final direction from the City Council as they move forward with the final plans and specifications for bidding purposes. The project improvements will be further refined as the project continues through the Caltrans design approval and encroachment permit process. Any major changes to the plans would be brought back to the City Council for consideration and approval.

65% DESIGN
FOR REVIEW ONLY
SEPTEMBER 2019

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Rev.	Description	Date

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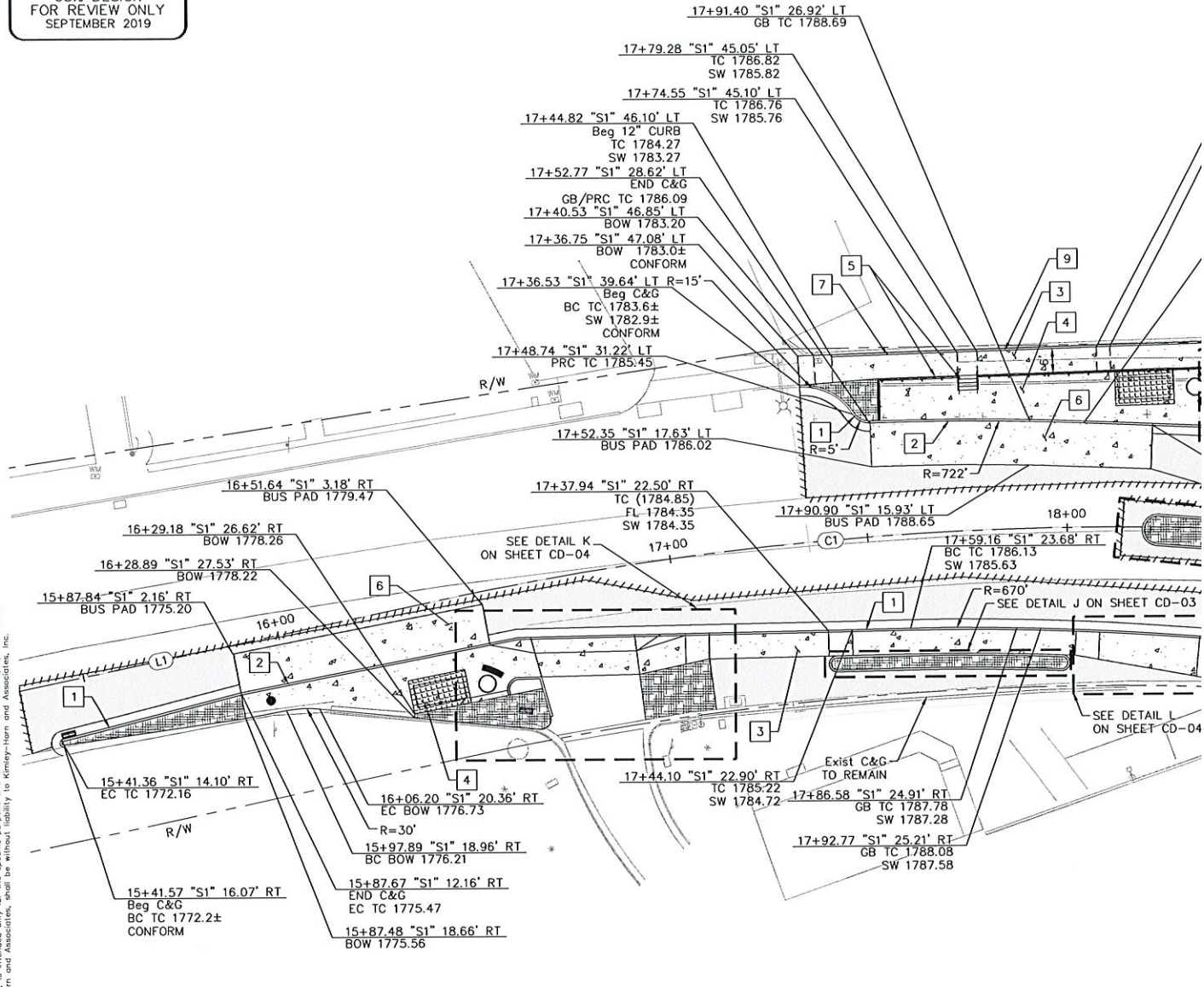


FOR REDUCED PLANS
ORIGINAL SCALE IS IN INCHES

65% DESIGN
FOR REVIEW ONLY
SEPTEMBER 2019

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ALIGNMENT DATA TABLE

	LENGTH	LINE/CHORD DIRECTION	R	T
L1	641.92'	N78°02'59"E		
C1	275.33'	N87°54'33"E	800.00'	139.04'
L2	232.75'	S82°13'52"E		

NOTES:

1. RAMPS TO BE CONSTRUCTED IN RSP AB8A, UNLESS OTHERWISE SHOWN.
2. SIDEWALK CROSS SLOPE TO BE 1:10, UNLESS OTHERWISE SHOWN ON PLANS.
3. SEE UTILITY PLANS FOR DETAILS.
4. SEE DRAINAGE PLANS FOR DETAILS.
5. SEE TRAFFIC SIGNAL PLANS FOR FACILITIES.
6. DETECTABLE WARNING SURFACES.

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