



## CITY OF SIGNAL HILL

2175 Cherry Avenue • Signal  
Hill, California 90755-3799

### STAFF REPORT

9/23/2025

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#### **AGENDA ITEM**

**TO: HONORABLE MAYOR  
AND MEMBERS OF THE CITY COUNCIL**

**FROM: CARLO TOMAINO  
CITY MANAGER**

**BY: THOMAS BEKELE  
PUBLIC WORKS DIRECTOR/CITY ENGINEER**

**SUBJECT: MASTER AGREEMENTS WITH THE DEPARTMENT OF TRANSPORTATION FOR THE WILLOW STREET AND CHERRY AVENUE CORRIDORS COLLISION REDUCTION PROJECT AND THE CITYWIDE TRANSPORTATION SAFETY ENHANCEMENT PROJECT; HIGHWAY SAFETY IMPROVEMENT PROGRAM CYCLE 12 GRANT FUNDING**

#### **Summary:**

The Highway Safety Improvement Program (HSIP) is a federally funded program administered by the California Department of Transportation (Caltrans) that provides local agencies with funding for projects aimed at reducing traffic-related fatalities and serious injuries. In September 2024, the Public Works Department submitted two HSIP Cycle 12 grant applications: the Willow Street and Cherry Avenue Corridors Collision Reduction Project and the Citywide Transportation Safety Enhancement Project. In February 2025, Caltrans awarded the City \$1,082,450 in HSIP State funds for the Willow Street and Cherry Avenue Corridors Collision Reduction Project and \$2,719,980 in HSIP Federal funds for the Citywide Transportation Safety Enhancement Project.

The Willow Street and Cherry Avenue Corridors Collision Reduction Project includes updating signal timing, coordinating the operation of 15 signalized intersections, and constructing and integrating a fiber-optic communication network. The Citywide Transportation Safety Enhancement Project consists of upgrading existing signals to provide protected left-turn phasing at eight intersections, improving traffic signal visibility at three intersections, and installing pedestrian countdown heads to enhance safety for all modes of travel. Staff recommends the City Council approve the proposed two Master Agreements with Caltrans and adopt two resolutions necessary to execute documents to receive and utilize HSIP Cycle 12 funds for both projects.

#### **Strategic Plan Goal(s):**

Goal No. 1 Financial Stability: Ensure the City's long-term financial stability and resilience.

Goal No. 2 Community Safety: Maintain community safety by supporting public safety services and increasing emergency preparedness.

Goal No. 4 Infrastructure: Maintain and improve the City's physical infrastructure, water system, and recreational spaces.

Recommendation:

1. Authorize the City Manager, or his designee, to enter into a Master Agreement with the Department of Transportation for project funding in the amount of \$1,082,450 for the Willow Street and Cherry Avenue Corridors Collision Reduction Project.
2. Authorize the City Manager, or his designee, to enter into a Master Agreement with the Department of Transportation for project funding in the amount of \$2,719,980 for Citywide Transportation Enhancement Project.
3. Adopt a Resolution, entitled:

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SIGNAL HILL, CALIFORNIA, AUTHORIZING THE CITY MANAGER OR HIS DESIGNEE TO EXECUTE ALL NECESSARY DOCUMENTS TO RECEIVE AND EXPEND HIGHWAY SAFETY IMPROVEMENT PROGRAM CYCLE 12 AWARDED FUNDS FOR THE WILLOW STREET AND CHERRY AVENUE CORRIDORS COLLISION REDUCTION PROJECT.

4. Adopt a Resolution, entitled:

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SIGNAL HILL, CALIFORNIA, AUTHORIZING THE CITY MANAGER OR HIS DESIGNEE TO EXECUTE ALL NECESSARY DOCUMENTS TO RECEIVE AND EXPEND FEDERAL HIGHWAY SAFETY IMPROVEMENT PROGRAM CYCLE 12 AWARDED FUNDS FOR THE CITYWIDE TRANSPORTATION SAFETY ENHANCEMENT PROJECT.

Fiscal Impact:

The City secured HSIP grant funding for both the Willow Street and Cherry Avenue Corridors Collision Reduction Project and the Citywide Transportation Safety Enhancement Project. During the planning stage, the City consolidated these projects under the City's Fiscal Year (FY) 2025-26 Capital Improvement Program (CIP) as the Citywide Transportation Safety Enhancement Project (Project No. 90.24011) for grant procurement purposes. Moving forward, staff would track the projects individually as the Willow Street and Cherry Avenue Corridors Collision Reduction Project and the Citywide Transportation Safety Enhancement Project. The revised titles reflect the expanded scope and are consistent with the grant award title.

The Willow Street and Cherry Avenue Corridors Collision Reduction Project totals \$2,164,900. Caltrans awarded \$1,082,450 in HSIP State funds, which require a 50% local match. The City will satisfy this match with \$1,082,450 in non-matching Metro funds, ensuring no additional City funds are required.

The Citywide Transportation Safety Enhancement Project totals \$3,022,200. Caltrans awarded \$2,719,980 in HSIP Federal funds, which require a 10% local match. The City would cover this match with \$302,220 in non-matching Metro funds, without drawing on City reserves. Together, the two projects represent a \$5,187,100 investment in citywide traffic safety improvements, fully primarily funded through HSIP grants and Metro Measure R allocations.

#### Background:

In 2019, Senate Bill 137 added Section 182.85 to the Streets and Highways Code to allow Caltrans to exchange up to \$100 million of federal local assistance funds for non-federal State Highway Account funds. Cities, counties, and other eligible groups must use the funds for the same types of projects as the federal funds, supporting national transportation goals and meeting legislative intent. This change allowed agencies to use state funds for specific HSIP projects. The agencies receiving HSIP funds must apply the funds toward safety improvements on public roads or publicly owned bicycle and pedestrian pathways or trails.

Willow Street and Cherry Avenue serve as key transportation corridors for vehicles and pedestrians. The Willow Street Corridor extends from California Avenue to Temple Avenue, and the Cherry Avenue Corridor runs from Spring Street to 20<sup>th</sup> Street. Traffic signal upgrades along these corridors play a critical role in reducing collisions and improving safety citywide. The City developed the Willow Street and Cherry Avenue Corridors Collision Reduction Project through a comprehensive, data-driven evaluation of the roadway network, as outlined in the LRSP, the improvements include traffic signal synchronization, enhanced sign safety and visibility, and signal timing upgrades. The Citywide Transportation Safety Enhancement Project builds upon the Willow Street and Cherry Avenue Corridors Collision Reduction Project and addresses a range of traffic and safety improvement opportunities throughout the City.

In September 2024, the Public Works Department submitted two HSIP Cycle 12 funding applications to Caltrans as part of its ongoing efforts to secure external funding for critical transportation safety projects. City staff prepared both applications in collaboration with LandCM Consulting Group, the City's on-call grant consultant, to ensure that the grant objectives were aligned with the City's Local Roadway Safety Plan and Senate Bill 137.

#### Analysis:

The Willow Street and Cherry Avenue Corridors Collision Reduction Project aims to enhance safety for both drivers and pedestrians along Willow Street from California Avenue to Temple Avenue and Cherry Avenue from Spring Street to 20<sup>th</sup> Street. This project would upgrade signal coordination and communication systems by linking traffic signals through a fiber optic network. This connection would enable real-time monitoring and improved coordination, helping to reduce rear-end and sideswipe collisions while enhancing traffic flow. The project would implement enhanced signal timing to alleviate congestion and facilitate smoother traffic movement. Several intersections would receive hardware upgrades, including new signal heads and retroreflective backplates, making signals more visible and reducing the likelihood of right-angle and rear-end crashes. In addition, pedestrian safety would improve through clocked countdown signals and more distinct crosswalk markings, thereby lowering potential vehicle-pedestrian collisions and protecting pedestrians and bicyclists. The initiative would upgrade key traffic signal locations as part of the City's broader safety strategy.

The Citywide Transportation Safety Enhancement Project complements these efforts by targeting 11 additional high-collision intersections across Signal Hill. This project includes installing protected left-turn phasing at eight intersections, enhancing traffic signal visibility at three intersections, and adding pedestrian countdown signal heads at 18 approaches. These systemic improvements would increase driver awareness, minimize turning conflicts, and create safer pedestrian crossing opportunities throughout the City. Together, both projects address corridor-specific needs and overall risks identified in the LRSP.

In February 2025, Caltrans awarded the City \$1,082,450 in HSIP Cycle 12 State funds for the Willow Street and Cherry Avenue Corridors Collision Reduction Project, requiring a 50% local match. The City proposes to meet this requirement using \$1,082,450 in non-matching Metro funds. Additionally, Caltrans granted \$2,719,980 in HSIP Federal funds for the Citywide Transportation Safety Enhancement Project, which also requires a local match of 10%. The City proposes covering this match with \$302,220 in non-matching Metro funds.

Together, the Willow Street and Cherry Avenue Corridors Collision Reduction Project and the Citywide Transportation Safety Enhancement Project represent a significant investment in roadway safety throughout Signal Hill. Both projects advance the City's long-term traffic safety objectives, align with state and federal safety performance goals, and directly support implementation of the LRSP.

Upon City Council approval, the City Manager or his designee would proceed to execute the two Master Agreements with the Department of Transportation for project funding in the amounts of \$1,082,450 and \$2,719,980 respectively. Approval would also enable the City to execute routine invoices and grant administrative documents through each phase of the projects. If approved by the City Council, staff would advertise for consultant design services and begin the design phase in December 2025.

Reviewed for Fiscal Impact:

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Attachments:

- A. HSIP Program Agreement - State
- B. HSIP Program Agreement - Federal
- C. Resolution - State
- D. Resolution - Federal