

CITY OF SAN LEANDRO

CITY COUNCIL FACILITIES AND TRANSPORTATION COMMITTEE

**October 11, 2011
4:00 p.m. - 5:30 p.m.**

**San Leandro City Hall
835 East 14th Street
San Leandro, California
(Sister Cities Gallery)**

Agenda

1. Discussion Regarding Street Pavement Rehabilitation Issues
2. Discussion Regarding Kaiser Project
3. Discussion Regarding Countywide Transportation Plan and Transportation Expenditure Plan
4. Discussion Regarding Proposed Lease of City Property 2512 Davis Street to SJ Amaroso
5. Discussion Regarding Proposed Transfer of City Real Property to Alameda County Public Works Associated with an Alameda County Flood Control Storm Water Pump Station
6. Project Updates / Discussion
7. Public Comments
8. Committee Member Comments
9. Adjourn

Committee Members: Councilmember Pauline Cutter
Councilmember Diana Souza, Chair
Councilmember Joyce Starosciak

Pavement Improvement Street Selection Process

Facilities and Transportation
Committee Meeting
October 11, 2011

Overview

- San Leandro Street Facts
- Current Conditions
- Preliminary Street Selection Process
 - Rejuvenation
 - Residential / Local Street Rehabilitation
 - Arterial / Collector Rehabilitation
- Creating the final list
- Questions

Street Facts

- 179 centerline miles
 - 389.1 lane miles
 - 818 acres of asphalt
 - About the size of Council District 5
- 1,050 inspected pavement sections analyzed in the Pavement Management System (PMS)

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Current Pavement Condition

Street Type	Lane Miles	% of Network	2011 PCI
Arterial	77.7	20.0 %	64
Collector	77.3	19.9 %	61
Residential / Local	226.5	58.2 %	52
Other*	7.6	1.9%	59
Network	389.1	100 %	56

* Includes parking lots and other miscellaneous pavement areas

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Current Condition

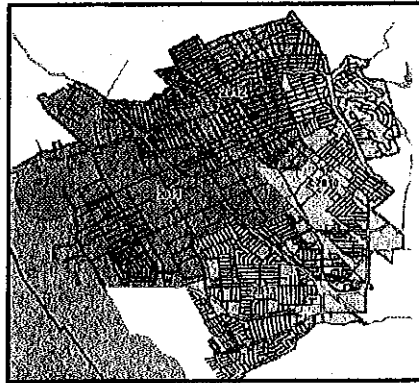
- 953,679 square yards of very poor PCI streets that currently require rehabilitation
- Total cost of **\$94,380,000**
- With an average of **\$900,000** available for rehabilitation per year
- 105 years to repair them all
- Ignores the fact that during this period more street sections would be added to the list

Budget Scenarios

PCI Change	Cost per Year (5 Year Plan)	Cost per Year (10 Year Plan)	Result
Maintain current level of funding \$2M per year	Projected PCI 47	Projected PCI 38	

Maintenance Areas

- City is divided into 4 areas of approximately equal pavement area
- PWS schedules signing, striping, and pavement repair in one area each year
- E/T coordinates the pavement rejuvenation program with PWS in the same area each year



Pavement Repair Toolbox



Cost

- Reconstruction
- Asphalt Overlay
- Rubberized Chip Seal
- Cape Seal
- Slurry Seal
- Crack Sealing

Rehabilitation

Rejuvenation

Goals of Street Selection Process

- Preserve / improve the overall condition of city streets
- Provide the best street condition for the largest number of drivers
- Reduce maintenance costs
- Select streets based on an objective and repeatable process
- Select streets that can be constructed in an coordinated and efficient manner

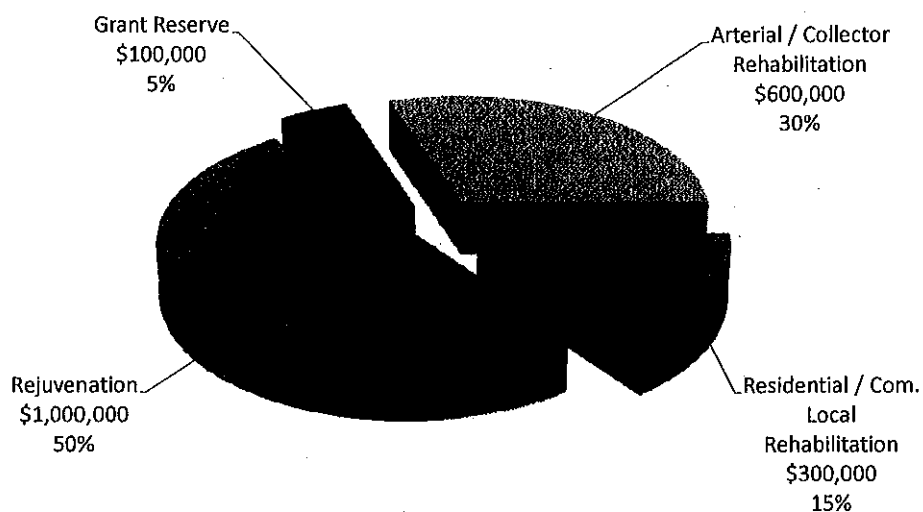
Funding

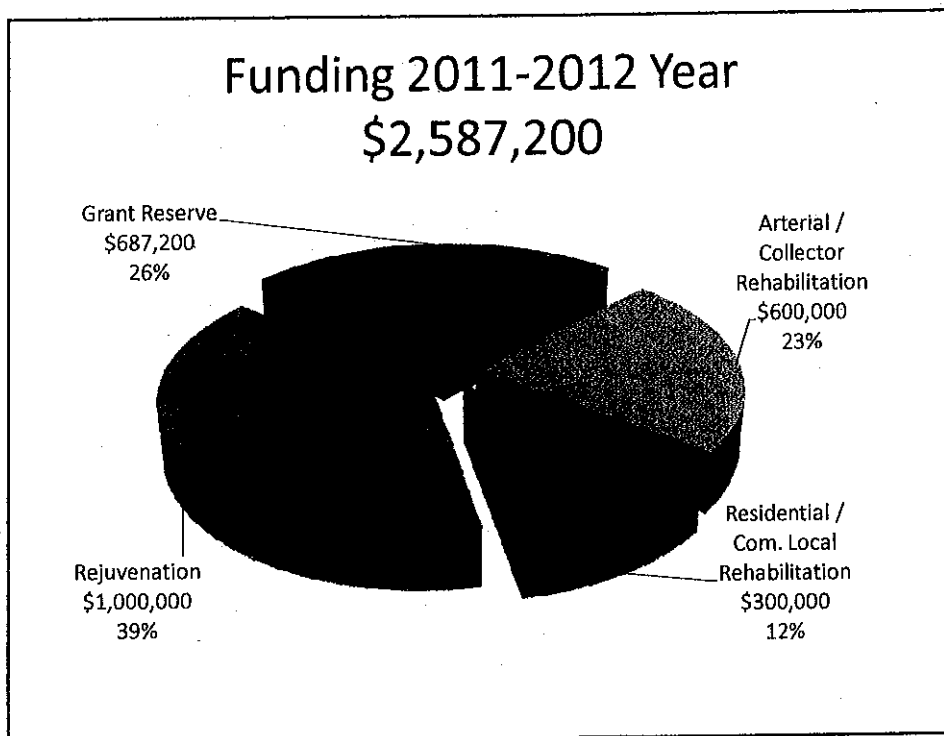
- Base Funding Levels
 - Measure B
 - HUTA
 - VLF
- Based on projections approximately **\$2,000,000** will be available annually
- Does not include \$250k - \$300k of Gas Tax Funds utilized by Public Works for preparation work on the rejuvenation street segments

Fund Allocation Model

- Pavement Rejuvenation
 - 50% of Base up to \$1,000,000 per year
- Rehabilitation – Remainder of Base Funding
 - Reserve of funds to provide matching funds to leverage grant opportunities
 - 10% of Rehabilitation for grant reserve plus funds to fully fund current grant projects
 - Residential and commercial local streets
 - 30% of Rehabilitation Allotment
 - Arterials and Collectors
 - Remainder of Rehabilitation funds

Funding Example \$2,000,000 Base





Rejuvenation Streets Selection Process

- Preliminary list of rejuvenation streets selected using PMS recommendations within that year's Maintenance Area to the limit of the funding allocation
- Field review for treatment confirmation by PWS and E/T
- Adjust list as necessary
- Review of necessary preparation work performed by PWS
- Draft Preliminary Street List

Street Rehabilitation Selection Alternatives

- **Worst First** – select streets based on PCI, with the lowest PCI rehabilitated first
- **City-wide PCI Improvement** – select streets and repair methods that provide the largest City-wide PCI improvement using the algorithms of MTC's Street Saver software
- **Blended Method** – select streets by a select panel of City staff using a variety of factors, including: PCI; maintenance cost reduction; improvement of poor streets; and construction efficiencies

Worst First Alternative

- **Pro's**
 - Repairs streets in the worst condition
 - Is simple to prioritize
 - Completely objective (sort of)
- **Con's**
 - Traffic volume not considered
 - Streets are fully reconstructed, therefore expensive
 - Streets repairable with less expensive repairs are ignored and will require more expensive repairs in the future
 - Cost / Benefit Ratio low
 - Few streets can be done
 - As PCI determination is based on visual inspection. There can be very little physical difference between a PCI 3 and a PCI 15 street

City-wide PCI Improvement Alternative

- Pro's
 - Simple Prioritization Process
 - Streets selected and repair method based on effectiveness of treatment and overall City PCI improvement
 - More streets are repaired
 - Maintenance Area approach focuses work each year
- Con's
 - Program logic depends on a reasonably close relationship between need and funding
 - Low PCI streets will not receive any treatment unless significantly more funding is available
 - Street segments selected may not be arranged for optimum construction efficiency

Blended Method Alternative

- Pro's
 - Provides some funding for streets in the poorest condition but preserves funds for extending PCI life
 - Reconstructed neighborhood streets are selected to compliment rejuvenation program
 - Streets are selected in neighborhoods so "why not my street?" concerns are reduced
 - Attempts to strike a balance between city-wide PCI improvement, repairing streets in very poor condition, and maintenance cost reduction
 - Streets are grouped for construction efficiency and savings
- Con's
 - Committee uses various information to select streets. May not appear to be as objective as other methods

Residential Streets / Com. Local Optimal Selection Process

- Blended Process using these priorities:
 - Streets with higher traffic volumes
 - PCI based – prioritizing streets based on projected increase in costs if repair delayed
 - Adjacency to streets in the rejuvenation program
- Field Review to verify appropriateness of repair method
- Consider historical maintenance efforts
- Draft Preliminary List

Arterial and Collector Streets Optimal Selection Process

- Streets selected city-wide by PCI
- Field review to verify appropriateness of repair method
- If street selected is on MTS system, and no grants available
 - Streets where repair method expected to change if work not performed that year given higher priority
- Draft Preliminary list

Finalize Street Lists

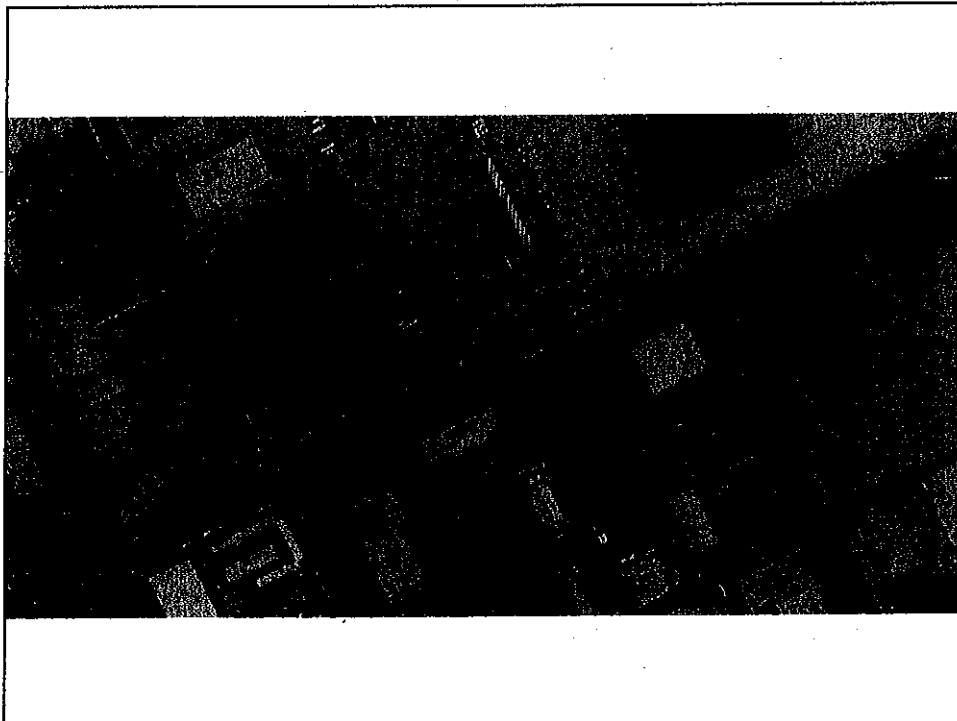
- Review of other factors
 - Likelihood of impacts of
 - Utility company projects
 - Other major encroachment permits
 - Upcoming City projects
- Review of lists for overall coordination
 - Overlapping issues or unusual issues
- Completion of all lists, lists circulated to Council and design process commences

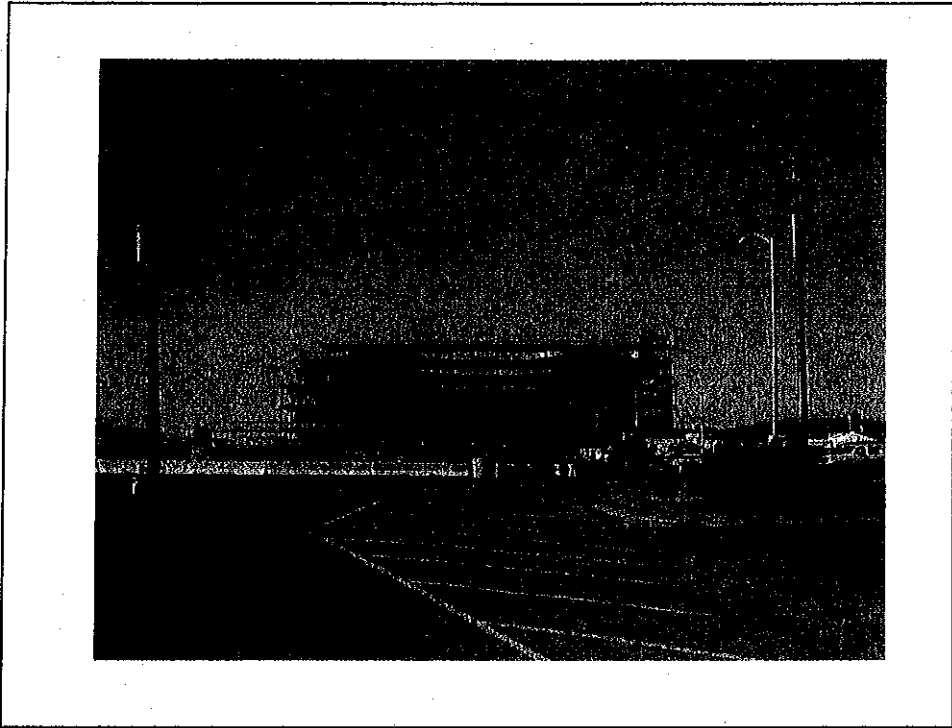
Questions

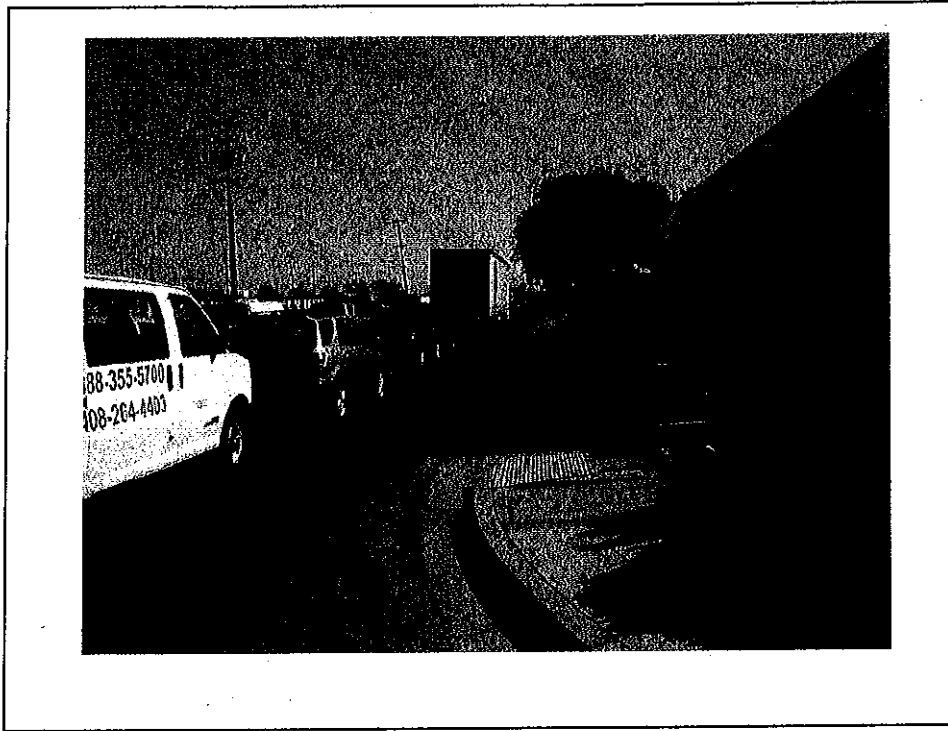
City of San Leandro

Kaiser off site improvements

Council Facilities Committee October 11, 2011







2048 Farallon Drive

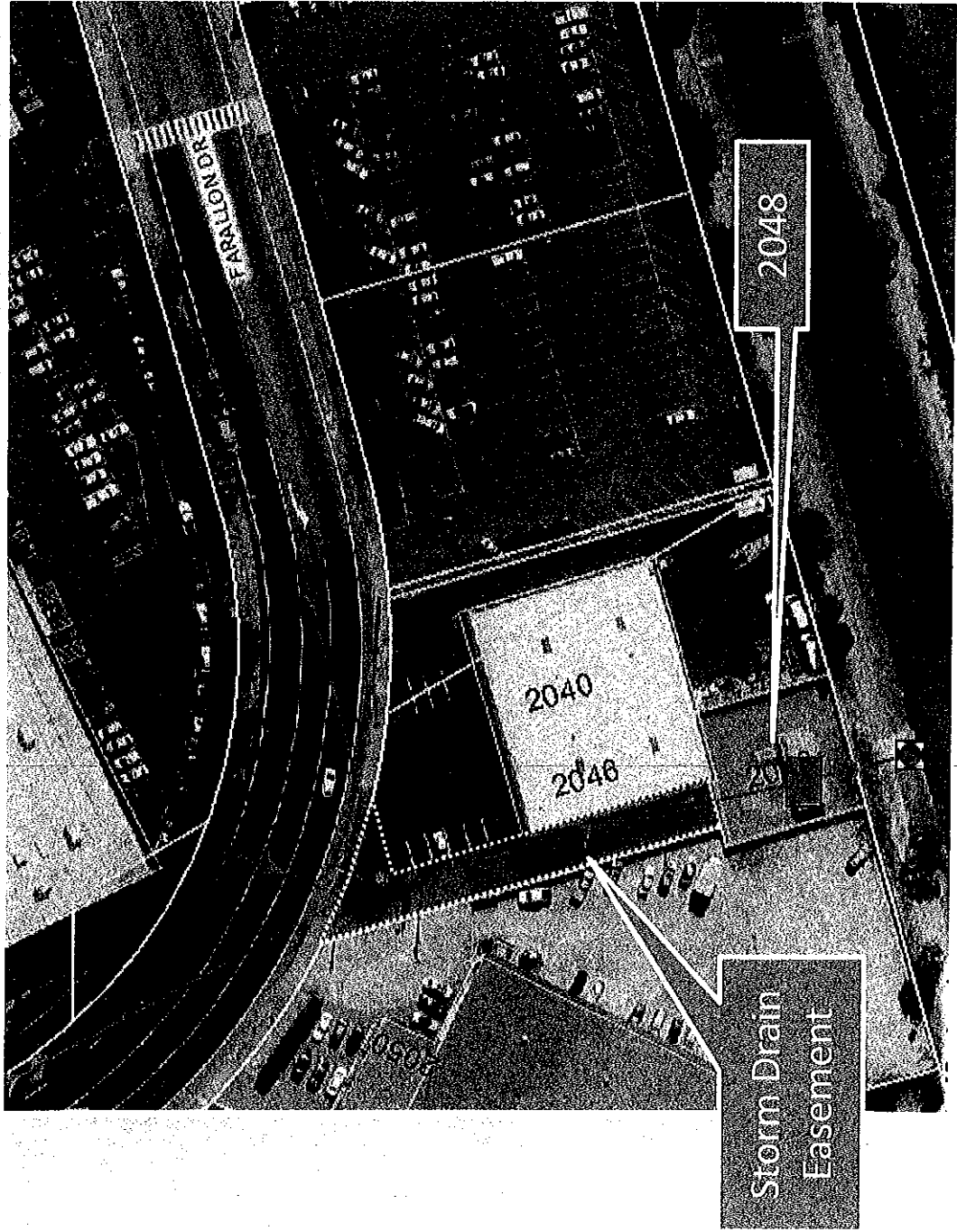
and

2512 Davis Street

Facilities and Transportation Committee

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2048 Farallon Drive



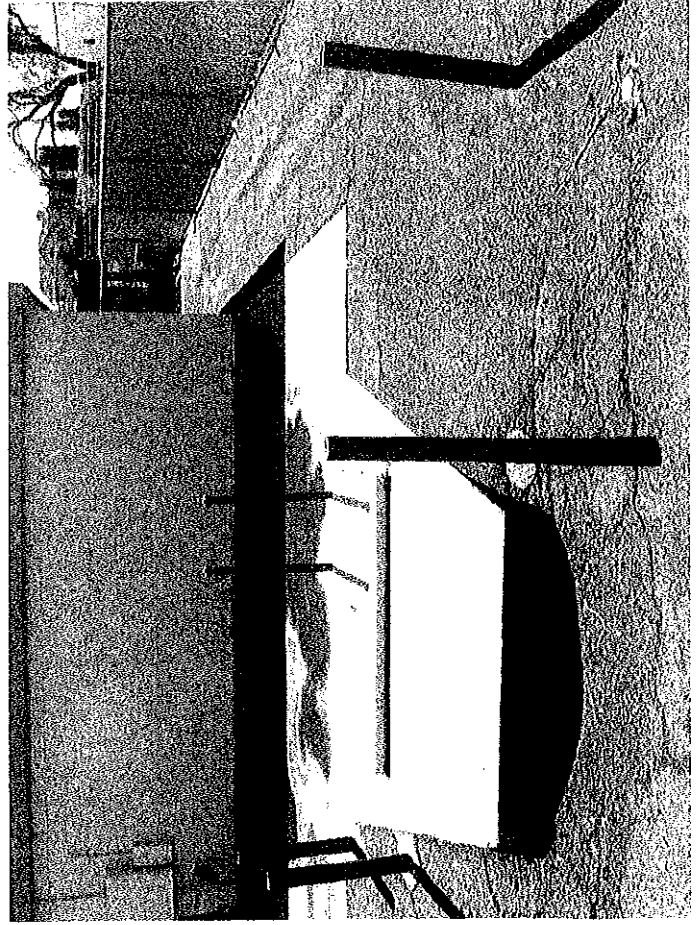
2048 Farallon Drive
Storm Drain Pump Station

**NO
TRESPASSING
NO DUMPING**

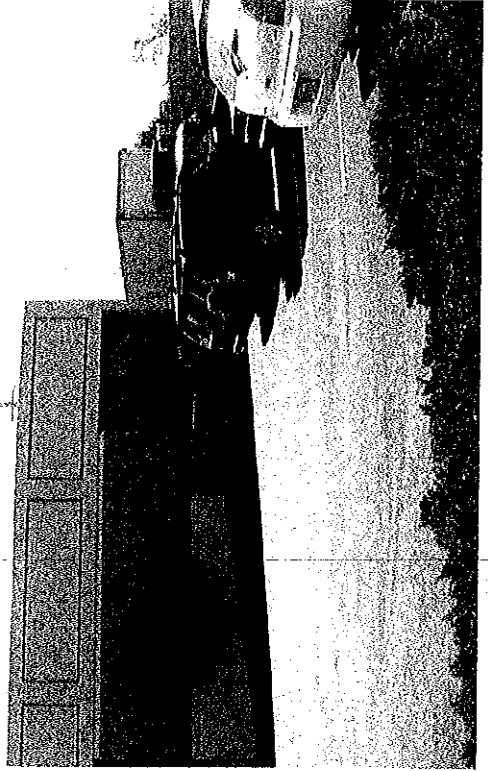
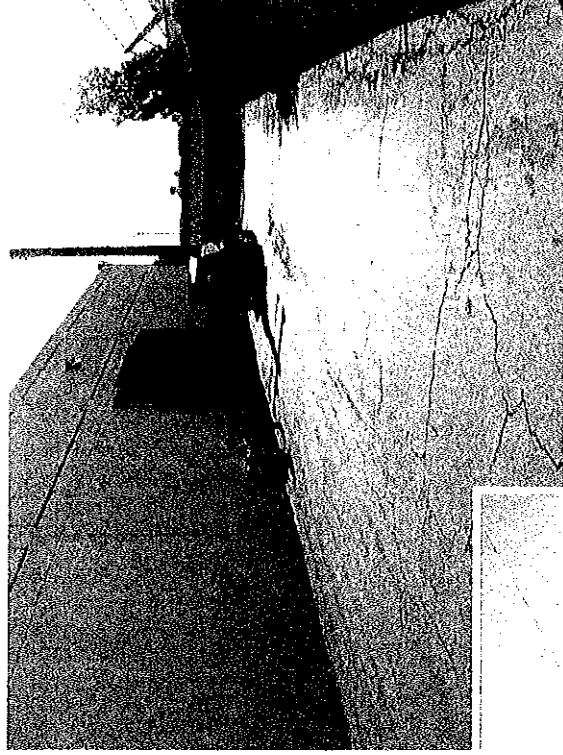
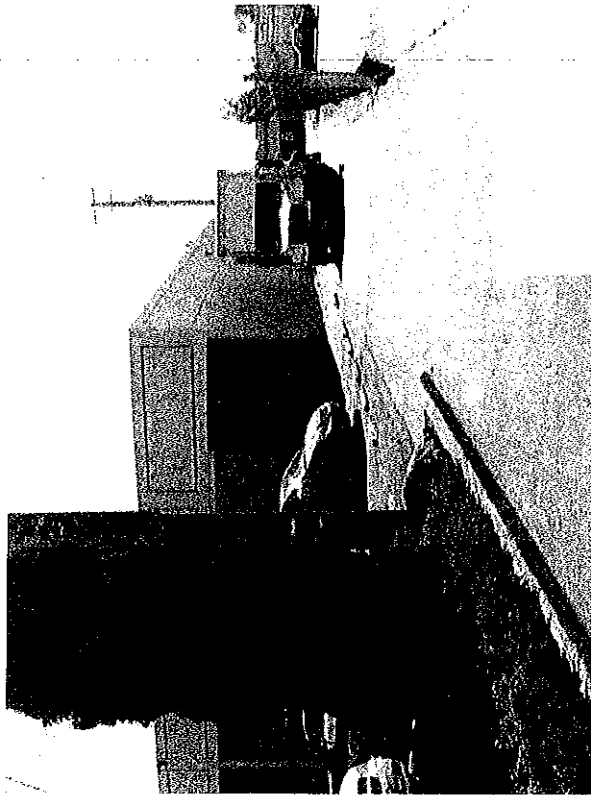
VIOLATORS SUBJECT TO \$500 FINE
PER ORDINANCE NO. 441

ALAMEDA COUNTY FLOOD CONTROL
& WATER CONSERVATION DISTRICT

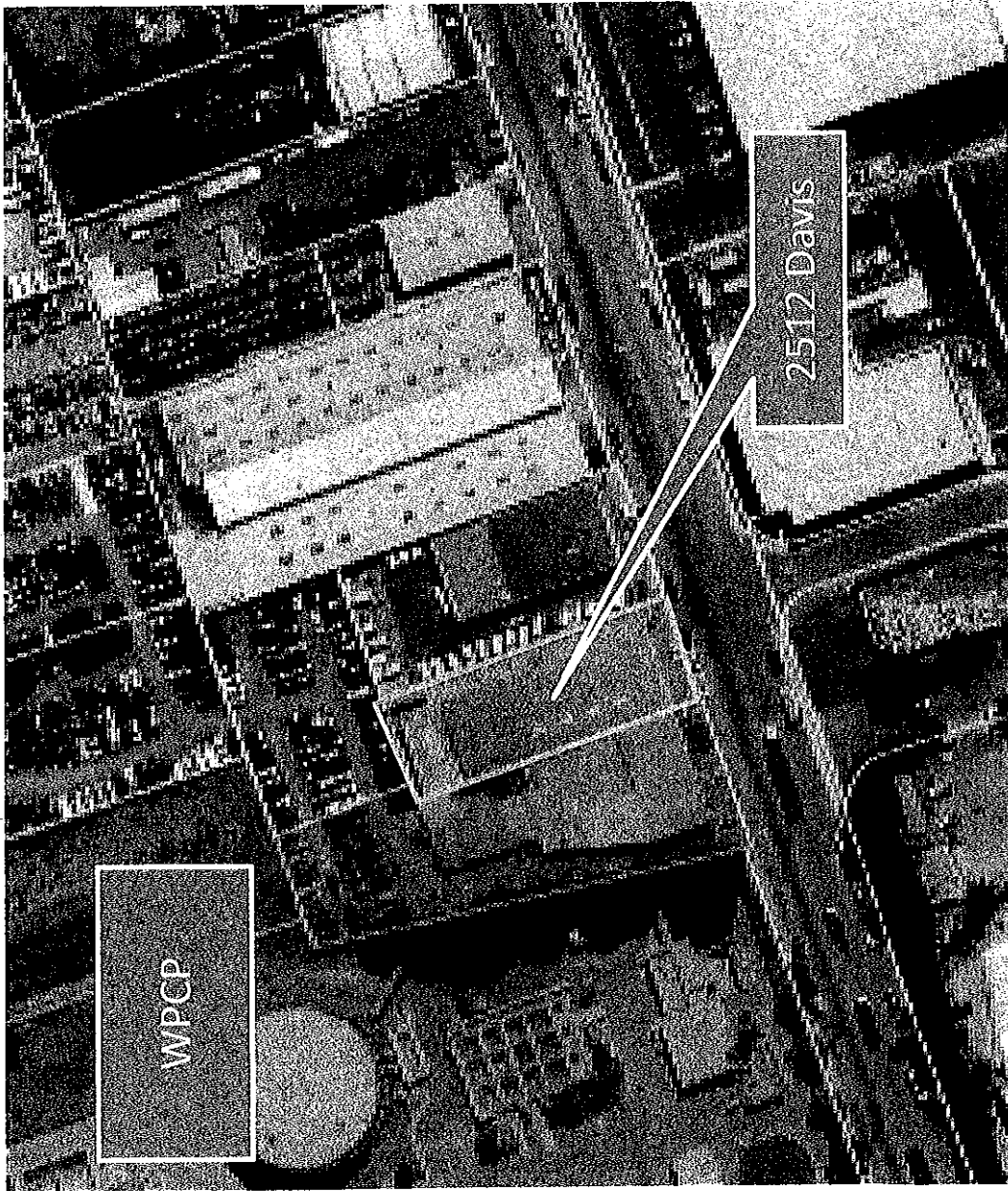
ZONE **9** LINE **D**



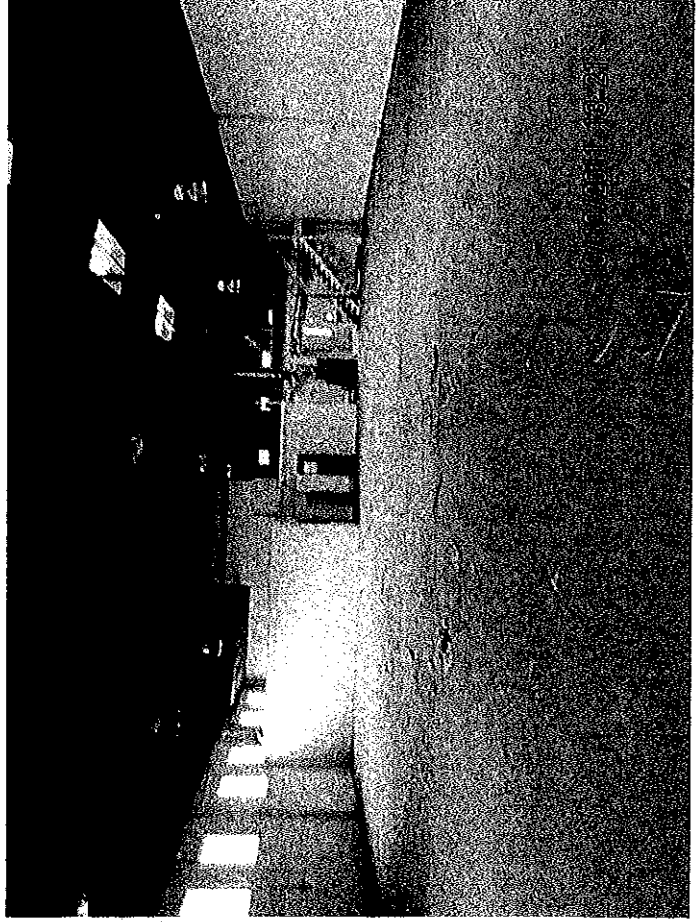
2048 Farallon Drive Storm Drain Pump Station



2512 Davis Street



2512 Davis Street





CITY OF SAN LEANDRO CWTP/TER PROJECTS

Priority / City Wide Projects

- 1> San Leandro Local Street & Road Rehabilitation Project, City Wide
- 7> Streetscape and Pedestrian Improvements
- 9> Street Capacity and Connection Improvements
- 11> Traffic Signal System Upgrade, City Wide



Project/Program	Project Cost (\$M)	Tier 1 Funding			Description	2012 CWTP				Project Priority		
		County Share/State/Federal	Measure B	Other		County Share/State/Federal	Measure B	Local/Other	Funded Phase Description			
San Leandro Local Street & Road Rehabilitation Project	80				Rehabilitation of local streets and roads to the County PCI average of 69							
I-880/Marina Blvd Interchange RTP # 230066	31	31			Interchange reconstruction including bridge, ramp reconstruction, converting the interchange into a conventional partial cloverleaf with signalized foot-of-ramp intersections	10		21	Construction			
I-880/Davis St Interchange RTP#22100	33	32			Interchange reconstruction including bridge, ramp reconstruction, Westgate Parkway Connection and Signalization Improvements.	10		23	Construction			
Downtown San Leandro TOD	70	70			Pedestrian, bicycle, streetscape, transit center and parking improvements to support Transit Oriented Development. Streetscape improvements on San Leandro Blvd and West Juana Avenue.	7		63	Construct San Leandro Blvd Streetscape Improvements			
E14th-Hesperian Bl-150th Ave Improvements	3.1	2.1	1		Project will construct street improvement to increase the capacity of the intersection.	2		1	Construction			
East 14th St Streetscape Improvements	8.3	8.3			Streetscape improvements along East 14th St to encourage mixed use development. Enhancements to streets and sidewalks to be more pedestrian friendly and conducive to walking, biking and using transit.	8			Design			
San Leandro Streetscape and Pedestrian Improvements	10	9			Pedestrian, bicycle, streetscape, transit center, traffic safety, signal and parking improvements to support Transit Oriented Development along major travel corridors in San Leandro including MacArthur Blvd, Marina Blvd, Doolittle Blvd, and Chabot Terrace.	9		1	Design and Construction of Streetscape Improvements			
Lake Chabot Road Stabilization	10	9			Road embankment stabilization from Chabot Terrace to Astor Dr	1		0	Design			
Street Capacity and Connection Improvements (Eden Rd)	30				Eden Road, Marina Blvd widening from Teagarden to Alvarado, Polvorosa Ave extension, and new rail crossing at east end of Aladdin Ave and its intersection with Washington Ave, Lewelling-Washington Ave Improvements	4		26	Construct Eden Road			
East Bay Greenway/UPRR Rail to Trail	100	10	1		Install proposed pedestrian and bicycle path adjacent to Union Pacific right-of-way	10		1				
Traffic Signal System Upgrade	2	2			New controllers, detection and communication for all signals and implementation of Adaptive Traffic Control on critical corridors of Hesperian Bl, Washington Ave, San Leandro Blvd, Marina Blvd, Merced St and Alvarado St.	2			Design and Construction			
Bayfair BART TOD	70	70			Pedestrian, bicycle, streetscape, transit center and parking improvements to support Transit Oriented Development	4		66	Construct Area Streetscape Improvements			
Washington-Lewelling Intersection	2	1	1		An intersection safety project that will improve road alignment, remove "pork-chop" island, install new signal	2		0	Construction			
San Leandro RR Underpass Improvements	40	40			Underpass widenings on Washington Ave and San Leandro Bl/St (Oakland) and new Underpass at Hesperian Bl	4		36	Design			
I-880/Washington Interchange/Lewelling Interchange	49	49			Reconstruct interchange connections to enhance operations and truck movements, and complement I-238 Widening Project, including widening over/undercrossing	4		45	Design			

77.3

Submitted Projects
Project Priorities



Project Updates

Facilities and Transportation
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On-going Constructions

- Estudillo Callan Garage
 - Four-Story Parking Structure
 - Start of Construction – November 20, 2010
 - Current Work Status – Parking Structure Ramp and Masonry Wall Construction
 - Estimated Completion – Fall 2012

- Preda St. Pipe Bridge Upgrade
 - Seismic retrofit of two existing sanitary sewer pipe lines and bridges over San Leandro Creek
 - Start of Construction – July 2011
 - Current Work Status – Punch list work
 - Completion – November 2011

On-going Constructions Contd.

- WPCP Rehabilitation
 - Start of Construction – August 29, 2011
 - Current Work Status – Demolition / Equalization Basin
 - Estimated Completion – Fall 2014

- Annual Street Sealing 2010-2011 Project
 - Surface maintenance treatment with cape seal, double chip seal, microsurfacing and slurry
 - Use of recycled rubber (PMAR)
 - Pavement Maintenance Area – 2011
 - Start of Construction – Summer 2011
 - Construction Work Status – Punch list
 - Completion – October

On-going Constructions Contd.

- Marina Boulevard Street Rehabilitation
 - Funding – Federal Grant & Measure B
 - Limits:
 - Alvarado to Teagarden
 - 4" Inlay Paving
 - Night time Construction
 - San Leandro Blvd. to Washington Ave.
 - Cement Treated Base Paving
 - Day time Construction
 - Start of Construction – October 03, 2011
 - Construction Work Status – Curb Ramp Replacement
 - Completion – November 2011

On-going Constructions Contd.

- Annual Street Rehab/Overlay 2009-2010 & 2010-2011
 - Funding - Measure B & Prop 1B
 - Start of Construction – September 19, 2011
 - Construction Work Status – Curb Ramp & Valley Gutter Replacement
 - Completion – November 2011
 - Cement Treated Base (CTB) Construction
 - Locations
 - Andover Street – Burkhart to Lewelling
 - Begier Avenue – Bancroft to Chetland
 - Astor Drive – Lake Chabot to View
 - Johnson Street – Leonard to Gilmore
 - Pearson Avenue – Gilmore to Valley
 - Valley Street – Pearson to Gilmore
 - Maria Drive – Leonard to Johnson

On-going Constructions Contd.

- Par Course Rehabilitation
 - Regrading of pathway and replacement of exercise equipment
 - Construction in phases – i) pavement replacement
 - ii) exercise equipment replacement
 - Start of Construction – September 6th
 - Construction Work Status – pathway grading and equipment pad installation
 - Completion of pavement work – October
 - Equipment Installation – January 2012

- Toyon Park Restroom Replacement
 - Sitework and Restroom installation
 - Start of On-site Construction – October 17, 2011
 - Completion – December 2011

Upcoming Projects

- BART-Downtown Pedestrian Improvements
 - Streetscape improvements along San Leandro Boulevard between Davis Street and Williams Street
 - Funding – Federal Grants
 - Status – In design

- East 14th St./Hesperian Blvd./150th Ave. Intersection Improvements
 - Phasing –
 - Building Demolition
 - Site Remediation
 - Intersection Improvements

Upcoming Projects

- 136th Ave./Bancroft Ave. Intersection Signalization
 - Intersection improvement to improve pedestrian safety
 - Status – In Design
 - Call for Bids – November 2011
 - Start of Construction – June 2012

- Washington/Monterey Traffic Upgrade
 - Intersection improvements to vehicular movement and pedestrian safety
 - Grant Funded
 - Status – In Design

Upcoming Projects

- Annual Overlay/Rehabilitation 2011-2012
 - Funding - Measure B & Gas Tax Fund in Prop 142
 - Status – Street Selection

- Annual Street Sealing 2011-2012
 - Funding – Measure B & Gas Tax Fund in Prop 142
 - 2012 Asphalt Maintenance Area
 - Status – Street Selection

- 2010 ADA Transition
 - Modification to public-use areas of City facilities to bring them to conformance with American with Disability Act (ADA) for accessibility.
 - Funding – CDBG
 - Status – Preliminary design

Facilities and Transportation Committee Meeting

Meeting

Tuesday, October 11, 2011

Date

PUBLIC MEETING SIGN-IN SHEET

(This information may be used for future public hearing/meeting notification and may be published.)

NAME	ADDRESS	TELEPHONE NUMBER / E-MAIL
1. Tara Peterson	835 E. 14TH ST SL, CA 94577	(510) 577 3432 tpeterson@sanleandro.org
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3. Keith Cooke	"	3439 kcooke@sanleandro.org
4. Uche Udunge	"	X 3402
5. M. Bakaldin	"	x3331
6. Diana Souza		
7. Ken Joseph	"	x 3433
8. Leon Marshall	"	x 3389
9. Pauline Lee	City	
10. Aimee O'Callaghan	City Hall	x3403
11. Ben-hin Chen	City Hall	x3438
12. Nick Thom	City Hall	x3431
13.		
14.		
15.		