CITY OF SAN LEANDRO

CITY COUNCIL FACILITIES AND TRANSPORTATION COMMITTEE

March 13, 2012
4:00 p.m. - 5:30 p.m.

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

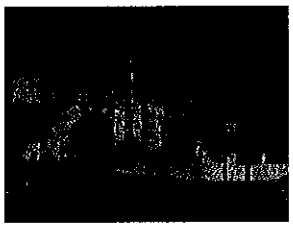
Agenda

1. Discussion Regarding Undergrounding Master Plan / East 14th Street Undergrounding Project
2. Discussion Regarding BART – San Leandro Boulevard Pedestrian Interface Project
3. Discussion Regarding AC Transit BRT
4. Project Updates / Discussion
5. Public Comments
6. Committee Member Comments
7. Adjourn

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

Underground Utility District Master Plan Update

Facilities and Transportation
Committee Meeting
March 13, 2012



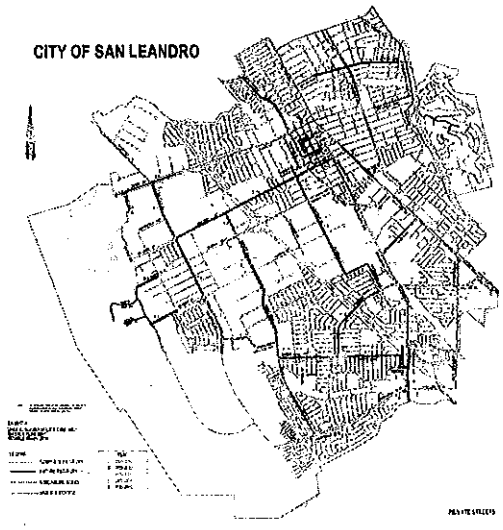
Background

- In 1985, the City created an Underground Utility District Master Plan to provide a systematic approach to undergrounding overhead utilities
  - Primarily for major streets and visually sensitive areas
- In 1992, the Master Plan was amended to include a regular review of project areas and creation of a 5-year list of projects

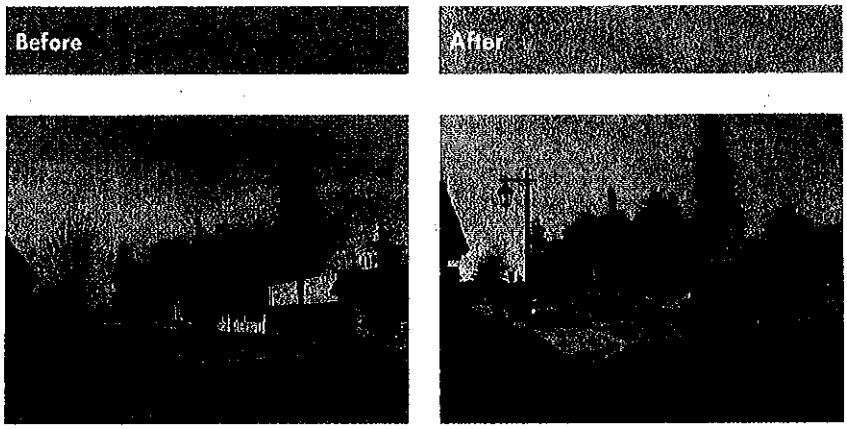
Project Identification

- Underground Utilities District Master Plan Map
  - Project Street Criteria
    - Primary arterials with existing heavy overhead utilities
    - Anticipated new development or redevelopment streets
    - Street widening projects that require utility relocation
    - Primary access streets to major recreation areas
    - General Plan designated scenic corridors

Underground Utility Map



Example: Estudillo Avenue



On Hays Looking West

Administration of the Master Plan

- Recommended 5-year Project List is reviewed and approved on a regular basis
- Identified priority project is then included in CIP
- Project is designated as an Underground District by the City Council
  - Resolution of Intention to Establish an Underground Utility District
  - Public Hearing and Resolution Establishing an Underground Utility District
- Upon creation of a district, property owners and utilities must ready property and facilities for undergrounding

Funding Sources

- Utility Companies
  - Public Utilities Commission Rule 20
- Property Owners
  - Developer Investment
  - Assessment Districts
- City
  - Utilities Conversion Fee Funds

Rule 20 Funding

- PUC/PG&E Rule 20 A, B, and C control project:
  - Rule 20A – Streets with heavy pedestrian or vehicle volumes, or that provide primary access to scenic areas, or where unusual concentration of overhead facilities exist
  - Rule 20B/C projects are projects that are funded by applicants or developers
    - Rule 20B is for large developments. PG&E provides approximately 20% of the cost; applicant pays 80%
    - Rule 20C is for smaller projects; applicant pays 100%
- The PG&E Rule 20A fund accumulates at approximately $600,000/year. The City may borrow ahead five years

Overhead Utility Conversion Fee

- Conversion Fee triggers
  - Subdivision Map or Parcel Map
  - General or Precise Development Plan
  - Building Permit for New Construction
    - 3 or more multi-family residential units
    - Commercial or Industrial

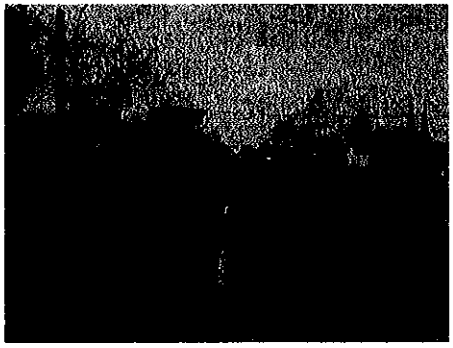
Fee Calculation

- Actual or estimated cost or currently $324 per length of frontage of Industrial or Commercial property
- Actual or estimated per frontage length, or currently $1,296 per unit, whichever is less
- Fee assessed only when improvements exceed 25% of existing improvements
  - Sliding scale: 25% - 75% value > 25% - 100% fee

Recent Activity

- Construction on East 14th from 150th to the southern City limits (Phase 1)
  - Approximately $3,400,000 in Rule 20A funds was used

Before

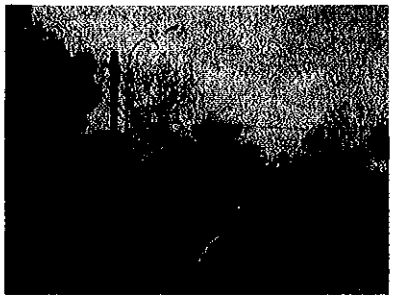


Looking North

After

Recent Activity

- Street Light Undergrounding on East 14th from 150th to the southern City limits (Phase 1)
  - Construction Completion – April 2012
  - Approximately $200,000 in Underground Utility Fee Funds



Looking North

Current 5-Year Plan

Street	Approximate Cost at $1,000/foot	Source of funds
East 14th St. Phase 2 (150th to Thornton)	$10,110,000	Rule 20A, AT&T, Comcast, City
Merced St. (Marina to Fairway)	$1,600,000	Developer
Eden Road (Davis Street to Doolittle Drive)	$500,000 (at $500/foot)	Assessment District
Marina Blvd. (Doolittle to Monarch Bay)	$4,500,000	Rule 20A, AT&T, Comcast, City
MacArthur Blvd. (Superior to Joaquin)	$4,000,000	TBD

Rationale for projects

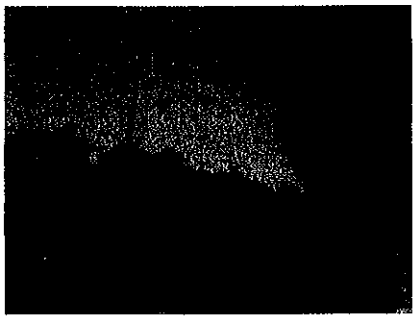
Street	Rationale
East 14th St. Ph. 2 (150th to Thornton)	Incentive to encourage redevelopment along corridor
Merced St. (Marina to Fairway)	Anticipated road widening and major new development (Kaiser)
Eden Road (Davis Street to Doolittle Drive)	Anticipated significant street improvement
Marina Blvd. (Doolittle to Monarch Bay)	Anticipated development of the Marina Area
MacArthur Blvd. (Superior to Joaquin)	Anticipated significant street improvement

Status of projects on 5-Year Plan

Street	Status
East 14th St. Phase 2 (150th to Thornton)	District Established – In Design
Merced St. (Marina to Fairway)	In Construction (Kaiser)
Eden Road (Davis Street to Doolittle Drive)	Established UG District this FY
Marina Blvd. (Doolittle to Monarch Bay)	No action
MacArthur Blvd. (Superior to Joaquin)	No action

New Project

- Undergrounding on East 14th from Thornton to 150th (Phase 2) is in design
  - Approximately $10,110,000 in Rule 20A funds will be used
  - Final Design – Fall 2012
  - ~$600,000 – Underground Utility Fee



Looking North

Questions/Comments

EAST BAY BUS RAPID TRANSIT PROJECT
FINAL ENVIRONMENTAL IMPACT STATEMENT/REPORT

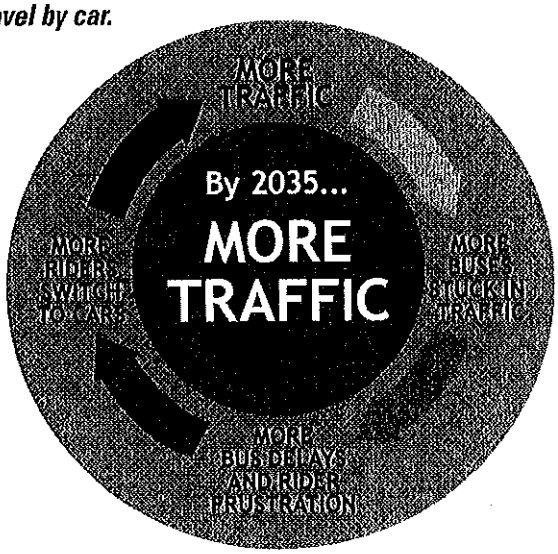
WELCOME

COMMUNITY MEETINGS
FEBRUARY-MARCH 2012

SLOW TRANSIT AFFECTS EVERYONE

Slow, unreliable service makes the bus an unattractive option, and riders who have a choice may choose to travel by car.

By 2035, without any capacity increases, traffic along the corridor will face heavy congestion.



Running more buses under stop-and-go traffic conditions reduces reliability, adds to bus wear, increasing service and maintenance requirements, staffing needs, and costs.

Large numbers of bus passengers and steadily worsening traffic conditions cause buses to be slow and unreliable.

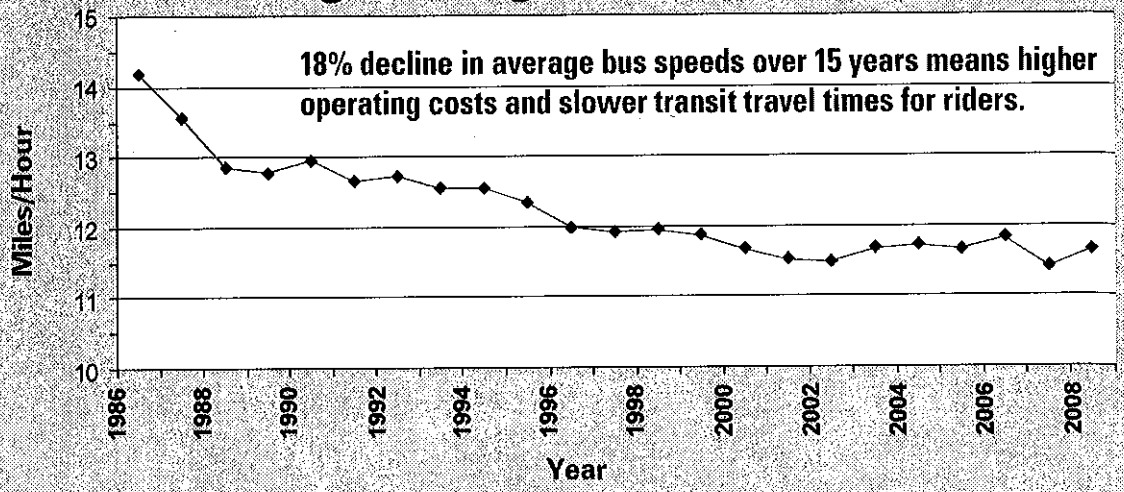
Buses traveling in mixed-flow traffic experience delays in getting to and from the curbside stations and from heavy cross traffic at intersections.

THE EAST BAY BRT PROJECT WOULD RESPOND TO THE FOLLOWING TRANSPORTATION NEEDS

- Improve transit schedule reliability and reduce transit travel times.
- Improve transit service efficiency by reducing AC Transit's operating cost per rider.
- Enhance accessibility by public transit to jobs and corridor activity centers by expanding transit capacity and making transit more competitive with the automobile.
- Improve boarding and alighting of buses and make transit more convenient for passengers with disabilities or other mobility restrictions.
- Expand travel options and reduce reliance on automobile travel.
- Support transit-oriented residential and commercial development of the project corridor.
- Better serve low-income and transit-dependent populations.

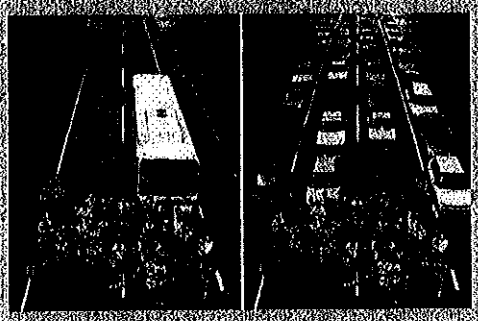
OPTIONS TO IMPROVE BUS TRAVEL TIMES AND RELIABILITY ARE LIMITED

Declining Average Bus Speed



- Expanding the road for more cars would impact numerous residences and businesses.
- Adding more buses would just add to congestion and result in higher operating cost, including fuel costs.

BRT reverses this trend. Average bus speed on the corridor expected to increase by approximately 25–30%.

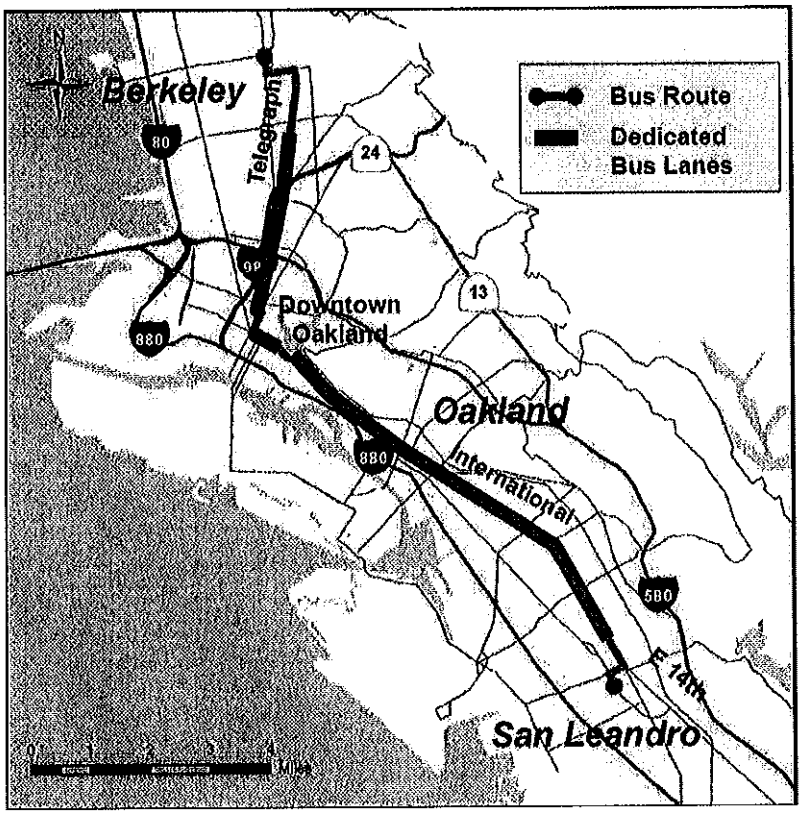


Our roadways are designed to move people and goods. As more people live and work here, our roads become congested and people spend unproductive time in traffic or waiting for the bus. As we plan for the future, it is important to consider moving more cars isn't the goal – *it's moving more people.*

LOCALLY PREFERRED ALTERNATIVE (LPA)

There are two alternatives evaluated in the FEIS/EIR.

The Locally Preferred Alternative (LPA) was developed in coordination with the stakeholder cities and communities.



The East Bay BRT Project will provide service along a 14.38 mile corridor from Berkeley to the San Leandro BART station, in a combination of mixed-flow and dedicated BRT lanes

Buses will come every 5 minutes during peak and midday periods, 10 minute headways in the evening

Estimated project cost of $205.1 million

47 stations proposed along BRT corridor

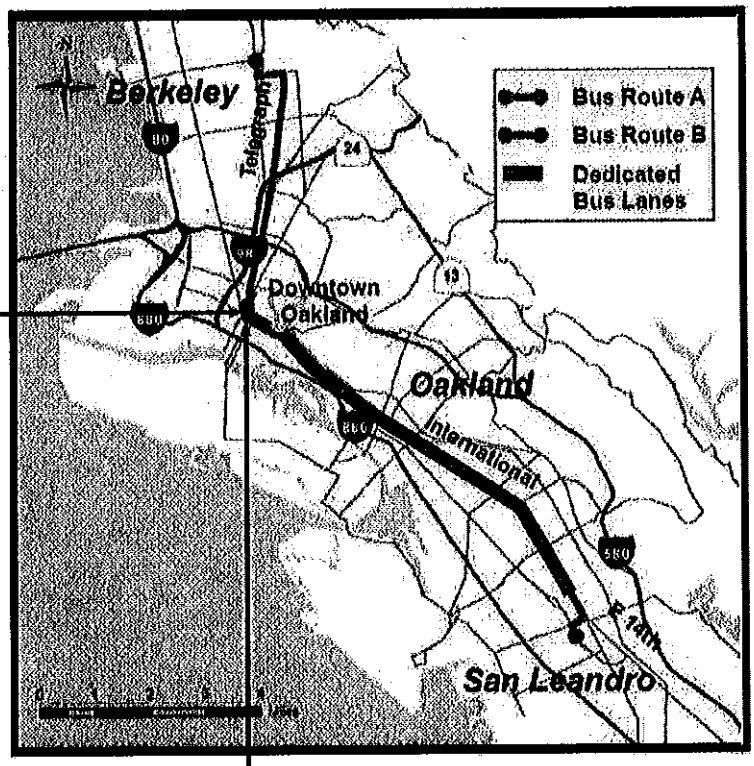
Six stations in Berkeley, 36 stations in Oakland, and five stations in San Leandro

31 of 47 BRT stations are located at or near existing 1R Rapid Bus Stops

DOWNTOWN OAKLAND – SAN LEANDRO ALTERNATIVE (DOSL)

There are two alternatives evaluated in the FEIS/EIR.

Based on community input and City direction, and at the direction of the AC Transit Board, an additional, less costly alternative (referred to as the DOSL) has been included for evaluation in the Final EIS/EIR.



Under the DOSL Alternative, there are no dedicated BRT lanes or stations north of the 20th Street (Uptown) Station in downtown Oakland.

The DOSL Alternative has two bus routes. One bus route operates between downtown Berkeley and downtown Oakland. Another operates between downtown Oakland and San Leandro BART.

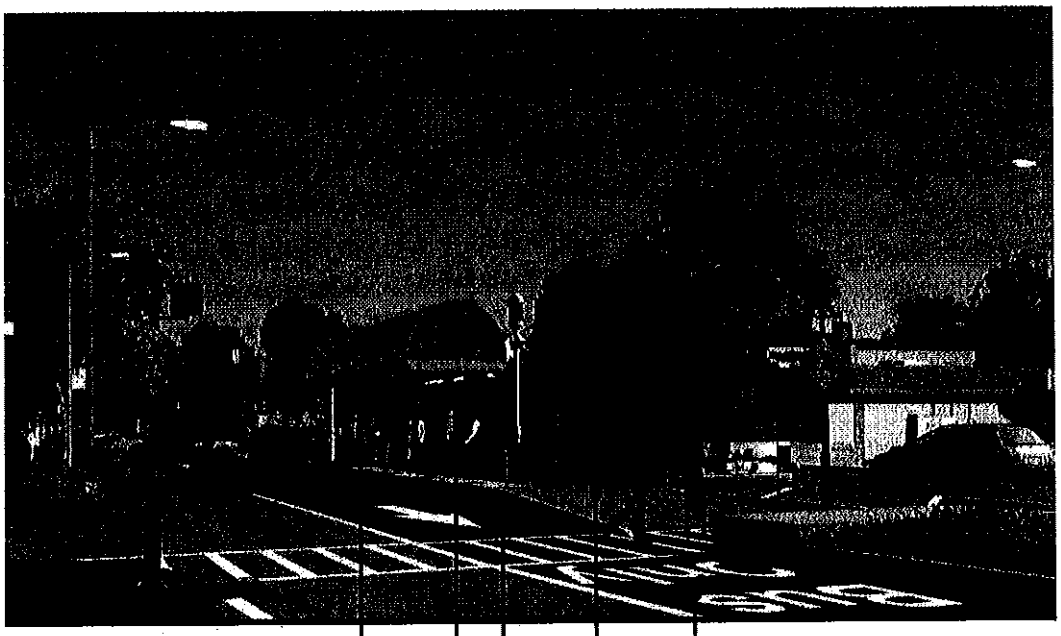
South of the Uptown Station in downtown Oakland, the DOSL Alternative will implement all BRT project features.

KEY DIFFERENCES:

- *Fewer stations than LPA (32 instead of 47)*
- *Shorter length than LPA (9.52 miles instead of 14.38)*
- *No BRT associated impacts north of 20th Street*
- *Estimated project cost of $152.3 million*

EAST BAY BUS RAPID TRANSIT

FASTER, MORE RELIABLE SERVICE



INTERNATIONAL BLVD @ 99TH AVE
LOOKING NORTHWEST

Real-time arrival sign provides reliable information for riders

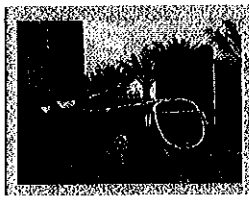
Off-bus fare payment eliminates hassles and delays at farebox

Transit stations would facilitate ease of entry and exit by minimizing the distance between the platform and the vehicle

The proposed BRT service would use dedicated bus lanes to take buses out of traffic congestion, improve schedule reliability, and speed up passenger trips

More efficiently spaced station stops, pre-paid ticketing, and low-floor boarding would decrease the time buses spend idle at bus stops

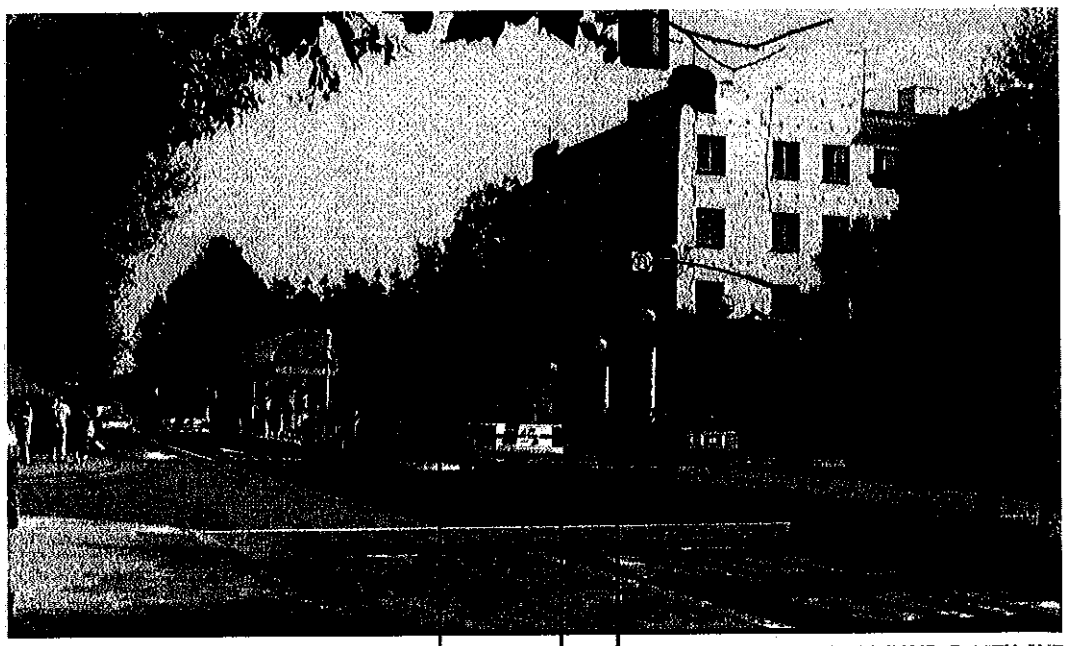
BRT Systems in Other Communities



Las Vegas, Nevada

- *MAX increased ridership in transit corridor by 25 percent*
- *30% of new riders are new to transit*

IMPROVED SAFETY, SECURITY AND COMFORT



INTERNATIONAL BLVD @ 34TH AVE
LOOKING SOUTHWEST

All stations will be built using crime prevention through environmental design (CPED) principles

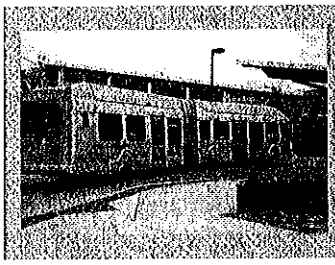
BRT stations will improve passenger safety with better visibility, well-designed lighting, emergency phones and security cameras

By adding new traffic signals and coordinating all signals, traffic speeds can be reduced to appropriate levels, reducing the frequency and severity of accidents

Pedestrian "islands" to provide additional time to cross and more protection from traffic

Pedestrian access and safety improvements. Passenger information kiosks and spacious canopy shelters

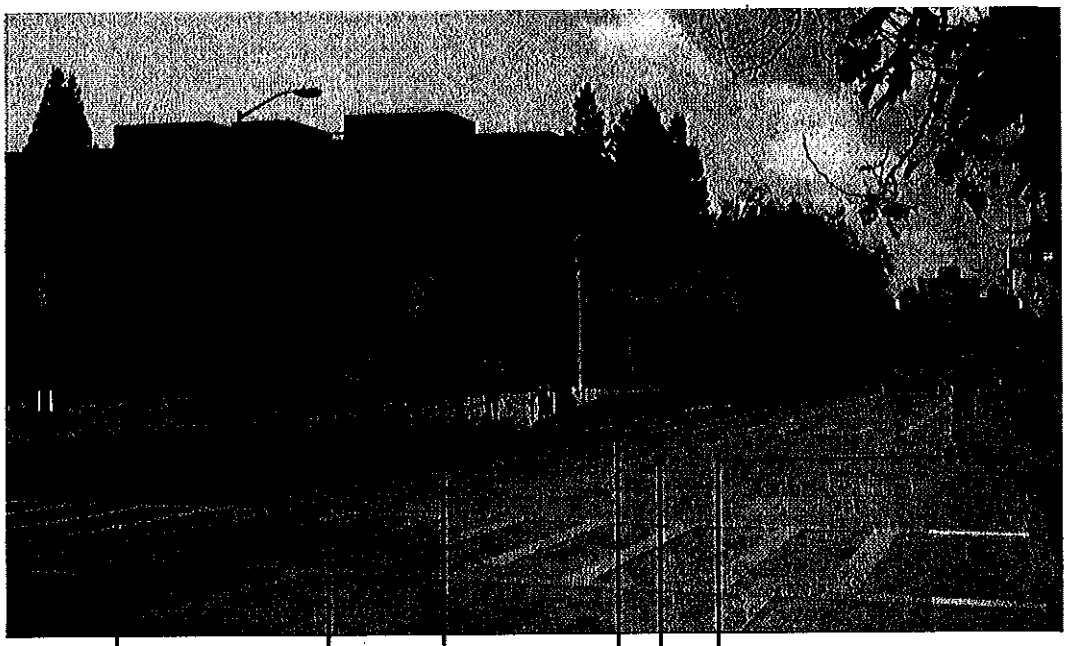
BRT Systems in Other Communities



Eugene, Oregon

- *Emerald Express (EmX) ridership doubled in first 9 months*
- *30% of new riders are new to transit*
- *Ridership already reached 20 year projection in 1st year of service*

OTHER IMPROVEMENTS



TELEGRAPH AVE @ HAWTHORNE
LOOKING SOUTH

Healthier Businesses: *More transit riders means more foot traffic and more vibrant streets*

Pedestrian Safety: *High-visibility crosswalks and new pedestrian signals make walking safer*

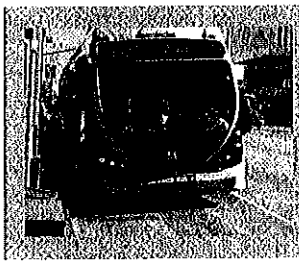
Safer Bicycling: *New bike lanes installed in accordance with local plans*

Greener Streets: *Recycled pavement and drought-tolerant landscaped medians reduce energy and water use*

Smoother Driving: *AC Transit would repave substandard roadway from curb to curb*

Streetscape Features: *Improved, restriped crosswalks and raised, "curb separated" islands will create pedestrian protected crossings. ADA ramps and bulbouts will assist pedestrian movement to and from crosswalks serving BRT stations*

BRT Systems in Other Communities



Los Angeles, California

- *Orange Line met 20-year ridership projections in first 7 months*
- *17% of new riders are new to transit*

EAST BAY BUS RAPID TRANSIT

BEFORE AND AFTER

International Blvd. at 99th Avenue BRT Station

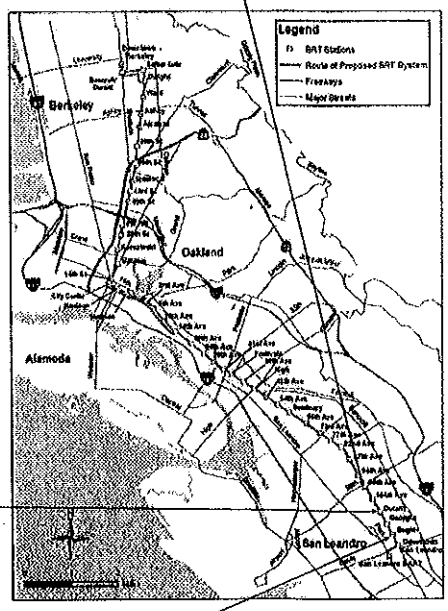
Existing

Proposed Future

International Blvd. at Durant Ave. BRT Station

Existing

Proposed Future



East 14th Street at Haas Ave. BRT Station

Existing

Proposed Future

EAST BAY BUS RAPID TRANSIT

BEFORE AND AFTER

Telegraph Ave. at Hawthorne Road BRT Station

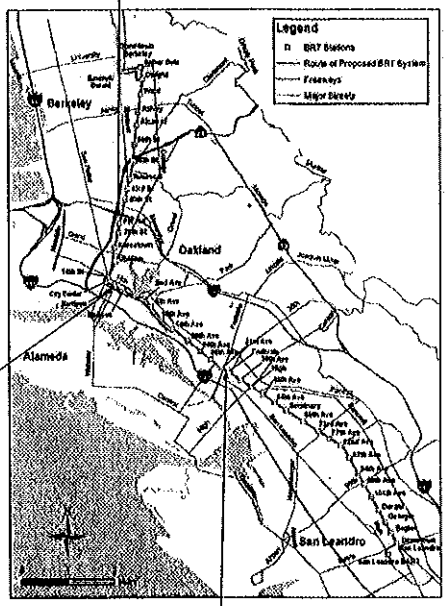
Existing

Proposed Future

11th Street & Harrison Street BRT Station

Existing

Proposed Future



International Blvd at 34th Avenue BRT Station

Existing

Proposed Future

KEY COMMUNITY ISSUES

KEY COMMUNITY ISSUES	KEY CHANGES SINCE 2007	REASON FOR CHANGE & FINDINGS

Distance between bus stops is too far	• Increase from 44 to 47 BRT stations
	• Adjust BRT station locations to better serve riders (typically move station one block or less)
		• AC Transit has worked to limit the distance riders must travel to reach a station. Station locations were selected with the following in mind:
		  • Locations with high bus rider on-and-off activity
		  • Convenience for transfers
		  • Physical constraints and opportunities
		  • Operational and safety considerations
		  • Public and local agency comments, among other factors

Project causes traffic & congestion	• Additional intersection and roadway improvements to improve level of service and traffic flow • Development of DOSL alternative	• Improvements address BRT impacts on roadway operations • New signal coordination will provide a greater level of control over to the cities • The DOSL alternative does not include dedicated lanes in North Oakland/Temescal area
Parking is removed	• Identify suitable parking nearby • Inclusion of dual-door buses • Median stations • New managed parking • DOSL alternative • Create new off-street parking lots	• Use of central median stations and buses with doors on both sides reduces parking loss where parking is most needed • DOSL alternative has no parking impacts north of downtown Oakland

KEY COMMUNITY ISSUES

KEY COMMUNITY ISSUES	KEY CHANGES SINCE 2007	REASON FOR CHANGE & FINDINGS
Impact or loss of landscaped medians	• New landscaped medians added as part of project • Identify ways to incorporate existing median into design • Dual-door buses will significantly reduce median impacts • Where some median removal is needed, additional design work will enhance or expand what remains	• Dual-door buses require less space and reduce impacts • Project will build new medians in many locations
Left turn restrictions are inconvienient	• Left turn pockets and left turn signals installed at traffic signals • 28 new signalized intersections and turn signals to maintain neighborhood access	• Left turn restrictions lead to safer roadways – even UPS has implemented a "no left turn across traffic" policy • Calms flow of traffic reducing frequency and severity of crashes and injuries • With BRT and dedicated lanes, there is an 88% reduction in potential traffic conflict points

KEY COMMUNITY ISSUES

KEY COMMUNITY ISSUES	PROJECT RESPONSE
Construction impacts the neighborhood	AC Transit will employ many measures to address community concerns about construction: • Keep road open during construction • Maintain access to residents and business • Cooperate with cities to develop traffic management plans for safe access • Minimize roadway closures • Public outreach to residents and businesses in construction areas • Information available on project status website • Establish property owner database of individuals and agencies to contact regarding construction impacts • Signage in construction zones identifying travel routes and times of construction activity
Cars will be diverted onto neighborhood streets	• AC Transit will fund a neighborhood traffic management program to evaluate, monitor, and mitigate adverse impacts to neighborhood streets • Traffic monitoring programs will be developed together with respective cities • AC Transit will pay for planning, design, and installation of devices to either reduce traffic volumes or reduce speeds on local streets should they be adversely affected by the BRT Project

PARKING

Q: Is loss of a parking space a problem? A: It depends.

Parking is an important community concern, and AC Transit recognizes this fact and has been sensitive to neighborhood needs. As different neighborhoods have different parking patterns and needs, the project has evaluated current parking conditions, including occupancy rate and prevalence of parking in the area.

Level of Parking Impact and Approach to Mitigation

There are three tiers of parking mitigation depending on the peak usage and the availability of nearby parking.

Tier 1 - No parking impact

- Where parking occupancy rates (or parking demand) do not exceed 85%.
- No mitigation needed.

Tier 2 - Modest parking impact

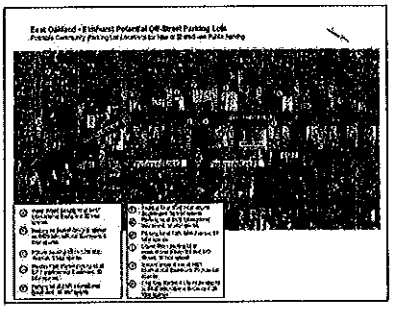
- Where parking occupancy approaches 85%, mitigation may be needed.
- Tier 2 impacts typically occur only in business and commercial areas.
- Parking mitigation consists of managing parking by converting all-day parking spaces adjacent to commercial buildings into spaces with time restrictions to serve local business customers.

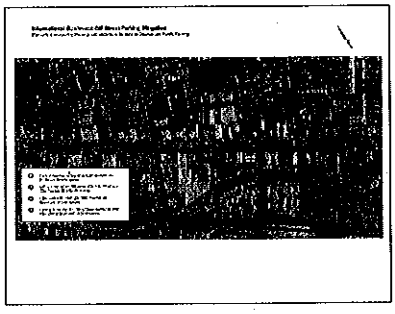
As part of the final design, stakeholder cities and the community will be asked to assist with selection of new loading zones, off-street lots and locations for new managed parking spaces.

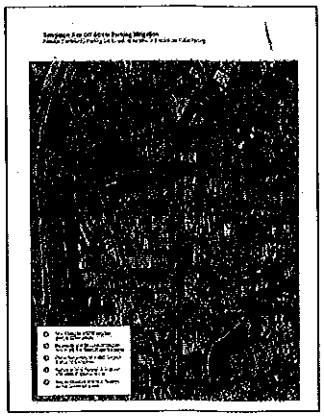
Tier 3 - Large parking impact

- Where parking occupancy exceeds 85%, and opportunities to manage parking are limited or there are special parking needs, mitigation may also include develop new community parking lots.
- Examples of proposed new parking lots AC Transit might develop are identified in the FEIS/R.

Examples of Proposed New Parking Lots







BRT'S CORRIDOR BENEFITS & TRADE-OFFS

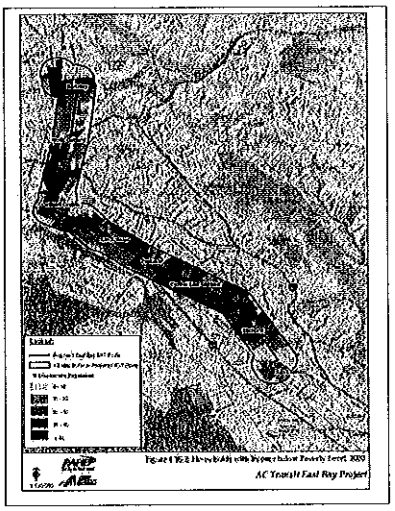
	LPA	DOSL
TRANSPORTATION BENEFITS		
Transit Speed	Increase in peak period by 25-30%	Increase in peak period by 25-30%
Transit Ridership	Increase by 17,100 (70%)	Increase by 11,400 (45%)
Transit Net Operating Cost	Decrease by $0.92 per passenger boarding	Decrease by $0.76 per passenger boarding
ENVIRONMENTAL BENEFITS		
Auto Vehicle Miles of Travel (VMT)	Decrease by 11,300 miles per day	Decrease by 8,000 miles per day
Greenhouse Gases (GHG)	Decrease by 1,900 lbs CO_2e per day	Decrease by 4,100 lbs CO_2e per day
IMPACTS		
Parking	Displace 1,013 spaces, no shortage with parking mitigation plan	Displace 555 spaces, no shortage with parking mitigation plan
Auto Speed	Decrease in peak period by 18-23%	Decrease in peak period by 18-23%

Note: All numbers are for Opening year (2016)

ENVIRONMENTAL JUSTICE

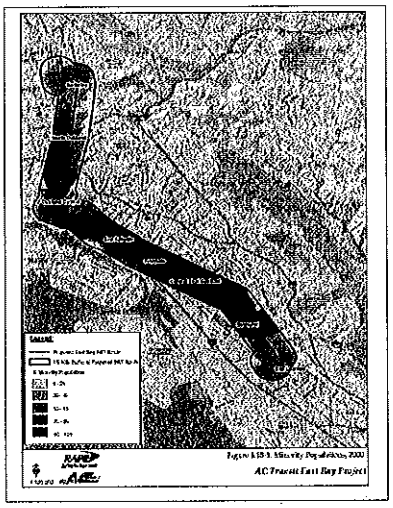
BRT will Better Serve Low-Income and Transit-Dependent Populations in the Project Corridor

- *The proposed project corridor is primarily an inner city route that serves densely populated neighborhoods.*
- *About 40% of the total population and over half of the total employment population in Berkeley, Oakland, and San Leandro lies within the corridor – 23% of the households in the corridor do not have a car.*
- *Reduced accessibility to jobs and other activities limits individual opportunities.*
- *By improving access to important employment and educational centers in the East Bay, the BRT project will improve access to employment, education and shopping.*



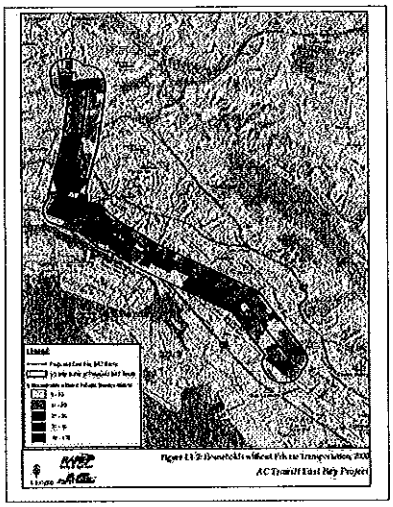
Low Income Population in BRT Corridor

22% of the corridor population is low income



Minority Population in BRT Corridor

Ethnic minorities make up almost 76% of the population along the corridor



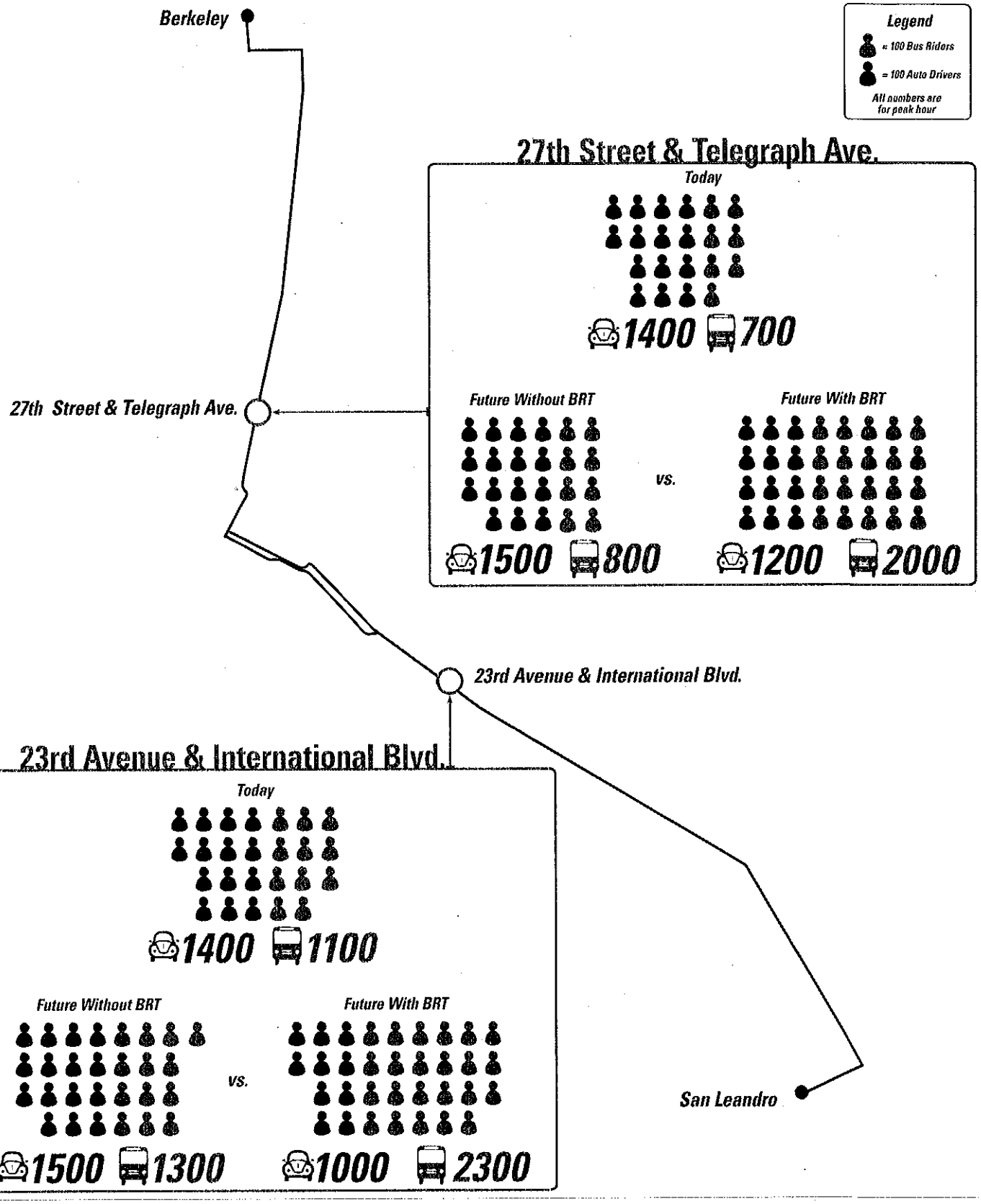
Transit Dependent Population in BRT Corridor

In some areas, such as in central Oakland, 49% of households do not have a car

Source: U.S. Census Bureau, 2000

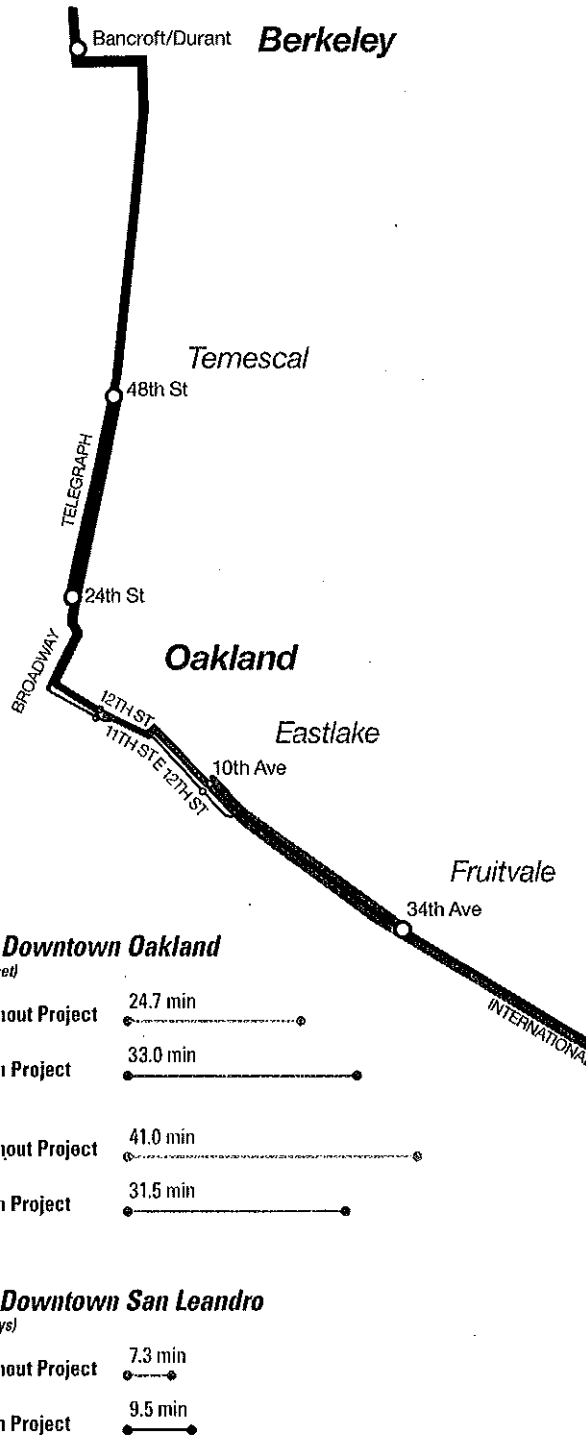
EAST BAY BUS RAPID TRANSIT

BUS AND AUTO TRAVEL ON THE CORRIDOR



EAST BAY BUS RAPID TRANSIT

TRAVEL TIME COMPARISON OPENING YEAR



UC Berkeley to Koreatown/Northgate
(Bancroft Way to 24th Street)

Without Project	16.6 min
With Project	20.4 min
Without Project	29.3 min
With Project	23.3 min

Temescal to Downtown Oakland
(48th Street to 12th Street)

Without Project	9.8 min
With Project	13.2 min
Without Project	18.3 min
With Project	13.9 min

Fruitvale to Eastlake
(34th Avenue to 10th Avenue)

Without Project	6.5 min
With Project	8.8 min
Without Project	12.7 min
With Project	9.8 min

98th Avenue to Downtown Oakland
(98th Avenue to 12th Street)

Without Project	24.7 min
With Project	33.0 min
Without Project	41.0 min
With Project	31.5 min

87th Avenue to Downtown San Leandro
(87th Avenue to Davis/Hays)

Without Project	7.3 min
With Project	9.5 min
Without Project	15.3 min
With Project	11.5 min

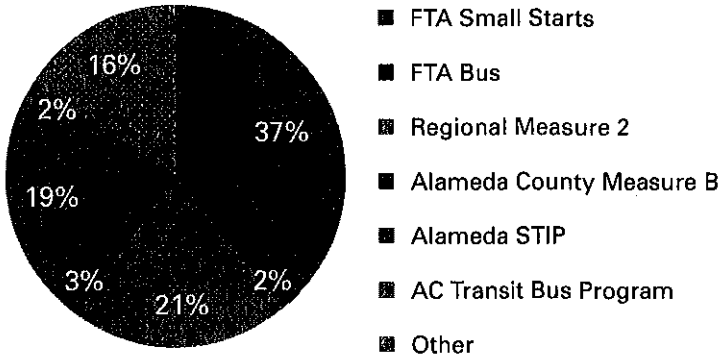
Note: Bus travel time estimate includes waiting time.

COMMUNITY INVESTMENT & ECONOMIC DEVELOPMENT

Community Investment

- $75 million in Federal funds available, if unused will be spent elsewhere
- Approximately 300 construction jobs over three years during construction
- Investment in local infrastructure has a jobs multiplier effect
- Approximately 400 ancillary retail, service and manufacturing jobs during construction
- Faster, more reliable transit can be a catalyst for new economic investment

$205.1 Million in BRT Funding Sources



Economic Development

The BRT Project would support local and regional planning goals to organize development along transit corridors and around transit stations. **BRT systems in other countries and other U.S. cities have increased ridership and fostered economic development.**

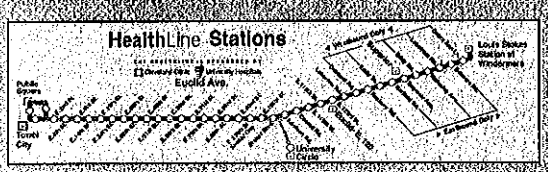
- The Euclid Corridor Transportation Project, is a 9.4-mile BRT line, is a key initiative to revitalize Cleveland's urban core.
- Ridership has increased 60% in 3 years.
- The BRT system provides a rapid connection between the region's two largest employment centers – the central business district and the University Circle area.
- Over $4.3 billion in economic investments have occurred or are planned along this corridor.

BRT was first implemented in Brazil and has expanded internationally:

- Johannesburg, South Africa
- Curitiba, Brazil
- Bogota, Colombia
- Paris, France
- Beijing, China

BRT systems are being developed locally:

- Van Ness BRT, San Francisco
- Geary BRT, San Francisco
- Alum Rock, Santa Clara County
- El Camino Real, Santa Clara County



HOW TO STAY INVOLVED

Should you wish to comment on the FEIS/R, please do so no later than 5:00 p.m., March 19, 2012, through any of the means noted below. All comments will be made part of the public record.

Email: Planning@actransit.org

Mail: East Bay BRT Project Office
AC Transit
1600 Franklin Street, 7th Floor
Oakland, CA 94612

STAY INVOLVED

Call: 510-891-7175

Visit: http://www.actransit.org/planning-focus/your-guide-to-bus-rapid-transit/

Attend: Community meetings held in February and March 2012.
Meeting announcement includes locations, dates and times.

EAST BAY BUS RAPID TRANSIT

BRT PLANNING PROCESS & NEXT STEPS

2014-2016
Construction

Full BRT Service Begins in 2016

2012-2014
Detailed Design

During final detailed design, AC Transit will work with the Cities and community members in Oakland and San Leandro to finalize a variety of details

- Locations of managed parking and parking lots
- Locations for new sidewalk bulb-outs, loading zones, lane configuration, and other related improvements

Community input on design and aesthetics of BRT facilities

- Station design and public art
- Landscaping
- Station and crosswalk treatments
- Station furniture and aesthetic treatments

2012
Final Environmental Study – (FEIS/ FEIR)*

***WE ARE HERE**

- Present final project and analysis to public and decision makers
- Present to City Councils of Oakland and San Leandro for project acceptance
- Present to AC Transit Board for project approval

2008-2011
Identify and Refine Locally Preferred Alternative (LPA)

- Meetings with cities, community leaders, and general public

2003-2007
Draft Environmental Study (DEIS/ DEIR) – 4 Alternatives Studied

- Technical Analysis
- Release of Draft EIR/EIS

2002
Major Investment Study

- Identified Corridor
- Selected BRT as much less costly and easier to implement

Project Updates

Facilities and Transportation
Committee Meeting
March 13, 2012

Project Summary

Project	Status
2010 ADA Transition	Design
Annual Street Sealing 2011-2012	Design
2012 Downtown Pedestrian Improvements and Annual Overlay/Rehabilitation 2011-12	Design
East 14th St Utility Undergrounding (150th to Blossom Way)	Design
East 14th St/Hesperian Blvd/A50 Ave Intersection Improvements	Design
Hesperian / Springlake / Railroad Improvements	Design
Marina Park Irrigation Improvements	Design
Marina Park Picnic Area Improvements	Design
Redundant Fiber Ring	Design
Washington/Monterey Traffic Signal Upgrade	Design

Project Summary

Project	Status
33rd Ave/Bancroft Ave. Intersection Signalization	Construction Awarded
14901 East 14th Street Demolition/Remediation	Construction
Americans With Disabilities Act (ADA) Ramps 11-12	Construction
Estudillo Callan Garage	Construction
Street Light Undergrounding – E. 14th St (150' to South City Limits)	Construction
WPCP Rehabilitation	Construction
Annual Street Rehab/Overlay 2009-2010 & 2010-2011	Construction Punch list
Annual Street Sealing 2010-2011 Project	Construction Punch list
Marina Boulevard Rehabilitation	Construction Punch list
Par Course Rehabilitation	Construction Punch list
Joven Park Restroom Replacement	Construction Punch list
Sanitary Sewer Lateral Connection	Construction on hold - waiting for property owners

Projects in Design

- **2010 ADA Transition**
  - Modification of public-use areas at City facilities to bring them into conformance with Americans with Disabilities Act (ADA) requirements for accessibility
  - Funding – CDBG
  - Status – Preliminary design

- **Annual Street Sealing 2011-12**
  - Street surface maintenance treatment chip, slurry, cape, or micro seal
  - Funding – Measure B
  - Status – Design
  - Schedule – Start Construction Summer 2012

- **BART-Downtown Pedestrian Improvements and Annual Overlay/Rehab 2011-12**
  - Streetscape improvements along San Leandro Boulevard between Davis Street and Williams Street
  - Funding – Federal Grant, Gas tax
  - Status – Design
  - Schedule – Start Construction Fall 2012

Projects in Design

- **East 14th Street Undergrounding (150th to Blossom)**
  - Relocate overhead utilities to UG and remove poles
  - Funding – UG utility fees and PG&E Rule 20A
  - Status – Design
  - Schedule – Start Construction Winter 2012
- **East 14th /Hesperian/150th intersection**
  - Widen roadway to accommodate traffic turning lanes
  - Funding – Measure B
  - Status – Design
  - Schedule – Start Construction Summer 2016
- **Hesperian / Springlake / Railroad Improvements**
  - Modify signal and sidewalk to improve pedestrian safety
  - Funding – Grant (section 130)
  - Status – Design
  - Schedule – Start Construction Fall 2012

Projects in Design

- **Marina Park Irrigation Improvements**
  - Replace irrigation system at Marina Park
  - Funding – WW grant
  - Status – Design
  - Schedule – Start Construction Winter 2012
- **Marina Park Picnic Area Improvements**
  - Replace/rebuild group picnic areas
  - Funding – WW grant
  - Status – Design
  - Schedule – Start Construction Winter 2012
- **Redundant Fiber Ring**
  - Add fiber optic cable on Washington from Springlake to Fargo to create a redundant/alternate data path.
  - Funding – DFSI
  - Status – Design
  - Schedule – Start Construction Summer 2012

Projects in Design

- **Washington/Monterey Traffic Signal Upgrade**
  - Modify existing signal to improve safety and capacity
  - Funding – grant
  - Status – Design
  - Schedule – Start Construction Spring 2013

Projects in Construction

- **136th Ave / Bancroft Signal**
  - Install new traffic signal to improve pedestrian safety
  - Funding – SR2S Grant
  - Status – Construction
  - Schedule – Begin work Summer 2012

- **14901 East 14th St Demo / Remediation**
  - Remove building and contamination from 'triangle' to ready area for street widening
  - Funding – Measure B
  - Status – Construction
  - Schedule – Complete work Spring 2012

- **ADA ramps 2011-12**
  - Construct curb ramps at various locations
  - Funding – CDBG and TDA
  - Status – Construction
  - Schedule – Complete work Summer 2012

Projects in Construction

- **Estudillo Callan Garage**
  - Replace existing garage with larger stronger structure
  - Funding – RDA
  - Status – Construction
  - Schedule – Complete work Fall 2012

- **Street Light Undergrounding E. 14th 150th to South City Limit**
  - Install new street lights with underground utility connections
  - Funding – UG utility account
  - Status – Construction
  - Schedule – Complete work Spring 2012

- **WPCP Rehabilitation**
  - Replace worn facilities remove bottlenecks in system
  - Funding – SS enterprise fund
  - Status – Construction
  - Schedule – Complete work 2014

Projects in Construction

- **Annual Street Rehab/Overlay 2009-10 and 2010-2011**
  - Street surface replacement
  - Funding – Measure B
  - Status – Construction punch list

- **Annual Street Sealing 2010-11**
  - Street surface maintenance treatment chip, slurry, cape, or micro seal
  - Funding – Measure B
  - Status – Construction punch list

- **Marina Blvd Rehabilitation**
  - Street surface replacement
  - Funding – Measure B and grant
  - Status – Construction punch list

Projects in Construction

- **Par Course Rehabilitation**
  - Resurface walking path and replace exercise equipment
  - Funding – WW grant
  - Status – Construction punch list

- **Toyon Park Restroom Replacement**
  - Construct new restroom
  - Funding – general fund
  - Status – Construction punch list

- **Sanitary Sewer Lateral Connections**
  - Connect houses at Doweling triangle to new sanitary sewer main
  - Funding – Sanitary Sewer enterprise fund
  - Status – Construction waiting for property owner agreements
  - Schedule – Complete Construction Summer 2012

Facilities and Transportation Committee Meeting
Meeting

Tuesday, March 13, 2012
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. Chris Zapata	City Hall	x3390
2. Lianne Marshall	City Hall	x3389
3. Uche Udemezue	City Hall	x3402
4. Ken Joseph	City Hall	x3433
5. Nick Thom	City Hall	x3431
6. Maureen O'Callaghan	City Hall	x3403
7. Joyce Starosciak	City Hall	x3357
8. Pauline Cutter	City Hall	x3357
9. Keith Cooke	City Hall	x3439
10. Austine Osakwe	City Hall	x3486
11.		
12.		
13.		
14.		
15.		