



City Transportation Commission

Action Agenda

7:00 p.m. - Wednesday - April 14, 2010

City Council Chambers

809 Center Street

Action Agenda is an unofficial record of the proceedings.

~~Call to Order~~

~~April 14, 2010, 7:12 p.m. Chair Terrazas called the meeting to order.~~

~~Roll Call~~

~~Present: Chair: David Terrazas. Commissioners: Scott Wedge, Deanna Sessums, Marshall Miller, John Carlos Garza~~

~~Absent (excused): Constance Gabriel-Wilson~~

~~Staff: Mark Bettle, Christophe Schneider, Jim Burr, Corinna Beardsley~~

~~Public: 15~~

~~Oral Communications none~~

~~Announcements~~

~~Chair Terrazas announced that people who wanted to comment on the Rail-Trail issue at the Regional Transportation Commission meeting tonight can still submit the RTC a letter by May 6th.~~

~~Approval of Minutes~~

- ~~1. City Transportation Commission Minutes of January 13, 2010*~~

~~Motion to approve as submitted.~~

~~**Action:** Motion by Commissioner Wedge, seconded by Commissioner Sessums, to approve the minutes of the January 13, 2010 CTC meeting as submitted.~~

~~Ayes: Wedge, Terrazas, Sessums, Miller~~

~~Noes: none~~

~~Abstain: Garza~~

~~Motion passed.~~

~~Consent None~~

~~General Business~~

- ~~2. Laurel Street Improvements at Felix and Blackburn Streets*~~

~~City Transportation Commission recommend approval of the concept design for pedestrian crossing improvements on Laurel Street at Felix and Blackburn Streets.~~

~~**Action:** Motion by Commissioner Wedge, seconded by Commissioner Sessums, to recommend approval of the concept design for pedestrian crossing improvements on Laurel Street at Felix and Blackburn Streets, and to recommend that it be added to the CIP and that Redevelopment funds be requested.~~

~~Ayes: Wedge, Terrazas, Sessums, Miller, Garza~~

~~Noes: none~~

~~Motion passed.~~

3. All-Way Stop Control Request – Ingalls at Fair and Ingalls at Swift*

City Transportation Commission concur with the staff recommendation to include a crosswalk at Ingalls and Fair Street, and improve sight distance at both intersections with the addition of red curb.

Action: Motion by Commissioner Garza, seconded by Commissioner Miller, to concur with the staff recommendation to include a crosswalk at Ingalls and Fair Street, and improve sight distance at both intersections with the addition of red curb.
Ayes: Wedge, Terrazas, Sessums, Miller, Garza
Noes: none
Motion passed.

4. FY2011-13 Draft Capital Improvement Program*

Presentation by Christophe J. Schneiter, Assistant Director of Public Works
City Transportation Commission motion to recommend approval by the City Council.

Action: Motion by Commissioner Wedge, seconded by Commissioner Garza, to recommend to the City Council that a study of King Street Bicycle Facilities be added to the CIP.
Ayes: Wedge, Terrazas, Sessums, Garza
Noes: Miller
Motion passed.

Action: Motion by Commissioner Garza, seconded by Chair Terrazas, to recommend to the City Council that the State Route 1 Bridge Widening be removed from the CIP until more information is available.
Ayes: Terrazas, Garza
Noes: Wedge, Sessums, Miller
Motion failed.

Action: Motion by Commissioner Wedge, seconded by Chair Terrazas, to extend this meeting 20 minutes past 10:00 p.m.
Ayes: Wedge, Terrazas, Sessums, Miller, Garza
Noes: none
Motion passed.

Action: Motion by Commissioner Wedge, seconded by Chair Terrazas, to recommend to the City Council that \$100,000 be added annually to the CIP to fund sidewalk completion.
Ayes: Wedge, Terrazas, Sessums, Miller, Garza
Noes: none
Motion passed.

Action: Motion by Commissioner Garza, seconded by Commissioner Wedge, to recommend approval of the CIP with the exception of the items in the previous motions.
Ayes: Wedge, Terrazas, Sessums, Miller, Garza
Noes: none
Motion passed.



**PUBLIC WORKS DEPARTMENT
MEMORANDUM**

DATE: February 22, 2010
TO: City Transportation Commission and Public Works Commission
FROM: Assistant Director/City Engineer
SUBJECT: FY 2011-2013 Capital Improvement Program – Admin Draft

Process

Commissions are asked to consider the 3-year CIP and provide comments to Council prior to the Council study session on April 20, 2010. Typically commissions consider the CIP at its scheduled March meeting. During this month operating budgets are also being developed and fund balances may not be completely estimated for the end of the year. Therefore an administrative draft is what the commissioners see in the agenda packet and changes may occur to that draft prior to Council consideration. Each commission and department provides comments only on the projects within their purview.

The Planning Commission is required to certify that the CIP is consistent with the General Plan prior to Council adoption of the FY2011 budget in June 2010.

Definition (from American Public Works Association)

The scheduling, over time, of physical public improvements is the essential task of capital improvement programming. The scheduling is based on a series of priorities according to need, desire or importance and to the community's ability to pay. Tied to an overall comprehensive plan for the community, the capital improvement plan (1) ensures that the public improvements portion of the comprehensive plan will be carried out; (2) calls attention to deficiencies in the community, (3) produces cooperation and coordination between various departments and other governmental agencies; (4) ensures that projects are not built before they are needed, or so late that costs become prohibitive; and (5) ensures that funds can be provided in a logical manner. The usual time frames of capital improvement plans are one year, five or six years and 10-20 years, a combination of short-range and long-range planning.

The capital improvement plan is a look at the present needs as well as the future needs of the community.

The projects in the City of Santa Cruz CIP are often derived from past studies and reports, such as the Storm Drain Master Plan, the City Bicycle and Pedestrian Master Plans, San Lorenzo River Plan and the Beach/South of Laurel Plan to name a few.

Fund Types

The City budget and CIP is partitioned into different funds and departments. The fund types considered by the Public Works Departments' three commissions (Public Works, Transportation and Parking) include, Gas Tax, General Capital Improvement and Non-Departmental, Wastewater, Refuse, Storm Water and Parking. Grants and other funds, such as Redevelopment Agency funds, can be included in the project funding sources. The General Capital Improvement and Non-Departmental project funds are mostly derived from the Transient Occupancy Tax (hotels) which is also the General Fund and in the most perilous condition of all funds.

Often fund types are restricted in some measure on what they can fund. As an example, the gas tax fund cannot be used to construct a park, as it is not related to a transportation facility.

Three Year CIP Format

The CIP projects are separated into the fund most appropriate to how a project is funded. A project is briefly described and is included in single or multiple years, depending on the complexity and size of the project. Large projects are often broken out into multiple project planning and implementation categories and years. Maintenance projects can be single or annual allocations. A project may have multiple funding sources and those are shown in parenthesis, with the subtotal charged to the denoted fund. In some cases a grant is shown that has not yet been awarded.

The first column of the CIP includes the current fiscal year and is an estimate of how much of the project will get carried into the next fiscal year, either because it was not completed or there are remaining funds that can be used in the multiple year project.

The second column is the next fiscal year and is the year that is adopted into the budget at the end of the year. The third and fourth columns are estimates of what projects and project components will be done in those coming years.

At the end of each fund, the projects are totaled for capital and maintenance projects. This is later compared to the fund balance projections when this information is available. As noted before, projects may then drop out if the fund balance is inadequate.

At the end of the document is the unfunded list, which is a rough cost estimate of deficiencies in the City's infrastructure.



CITY TRANSPORTATION COMMISSION AGENDA REPORT

DATE. December 8, 2009

AGENDA OF: JANUARY 13, 2010

DEPARTMENT: PUBLIC WORKS

SUBJECT: TRANSPORTATION PROJECT UPDATE

RECOMMENDATION: That the City Transportation Commission review and comment on the transportation project update.

BACKGROUND: The following transportation project update is intended to inform the Commission on the status of projects being designed, bid and constructed. These projects are not all the capital projects that are being worked on by Public Works Engineering and Traffic Engineering staff, but those that focus on the transportation system. This update will help with the review of the draft 3-year Capital Improvement Program that will be on the March 10, 2010 Commission agenda. Attached is a list and map of the major projects completed in FY2009.

DISCUSSION: The projects are described and categorized below, and include a construction cost bid or estimate:

Construction:

State Rte. 1 Bridge Underpass Path. The project is scheduled for completion in February 2010. It includes extending the path to the Tannery using a pervious concrete path rather than asphalt. This will be our first test of this material, which has implications for improving drainage and water quality with other paths and trails such as Arana Gulch. The project is funded with a State Riverways grant, Redevelopment funds and Traffic Impact fees. \$700,000

Lower Pacific Ave. Street Lights. The decorative street lights have been ordered and construction will start after they have been delivered in February. 23 Pacific Avenue style street lights will be installed between Laurel and Front. The project is funded with a HUD federal stimulus grant and Redevelopment funds. \$180,000

Bid:

SR2S Alternative Routes to Mission Street. The project bids opened in December 2009. Construction will be from approximately January – March 2010 and includes sidewalk infill, new access ramps, sharrows and signage on California, Seaside and King. The project is funded with a State Safe Routes to School grant and sidewalk in-lieu fees. \$145,000.

Soquel/Hagemann/Trevathan Traffic Signal Improvements. The project bids opened in December 2009. Construction will be from approximately January – April 2010 and includes the modifications to the intersection to provide protected left-turns. This project is funded through a Hazard Safety Improvement Program (HSIP) grant and Redevelopment funds \$300,000.

Design, ROW, Environmental Review or Permitting:

Bay Street Median Storm Damage. This project will repair damage to the median drainage and path north of Escalona Drive that occurred in 2006. The project will be constructed the Summer of 2010 and is funded with federal storm damage funds. \$300,000.

Bay/High Intersection Improvements. The original project is to improve safety and access by providing protected left-turn lanes on Bay at High. Staff has modified the project somewhat by hiring a consultant to evaluate the installation of a roundabout and remove the traffic signal. Once that report is completed and reviewed by the University we will bring it forward to the Commission and Council for consideration. Date of design and construction is unknown. No cost estimate.

Beach Area Roundabouts. The project to construct roundabouts at the Wharf and Depot intersections are almost completely designed. The project includes the roundabouts, streetscape improvements, public art and landscaping. Environmental review and permitting are complete, except for Union Pacific approval of the railroad gate system at the Wharf intersection. The projects are to be constructed Fall 2010 through Spring 2011 to coincide with the off-season. The Depot Roundabout is funded with federal stimulus funds and Redevelopment Agency funds, and includes additional paving and streetscape down Pacific Avenue and adjacent streets. The Wharf intersection is funded with Traffic Impact fees. \$2.25 million.

Broadway-Brommer Multi-use Path (Arana Gulch Trails). The Arana Gulch Master Plan includes this paved multi-use trail and a paved trail that connects it to the north at Agnes Street. The environmental review is complete and has weathered a 3 year delay from opponents of the trails. The Coastal permit has been submitted and it is likely to get a hearing in the Spring 2010. Funding continues to be sought through a variety of federal, state and local sources. There is approximately \$2.8 million committed from Transportation Enhancement and Regional Surface Transportation program grants, and local funds. An additional \$1.0 million has been applied from the State Bicycle Transportation Account. If all goes as anticipated, design could be completed in the first half of 2010 and construction would be during the Fall 2010-Summer 2011. \$3.6 million.

City Arterial and Collector Reconstruction/Overlay. The first phase of the stimulus funded paving was completed recently (Morrissey, Market and half of West Cliff). \$1.35 million. The second phase of stimulus funded paving will include Pacific Avenue and portions of Second and Third Streets. The project has been designed and will be bid in January for construction in Spring 2010. \$1.05 million. If additional stimulus funds come to Santa Cruz we have backup paving projects ready to bid: Remainder of West Cliff Dr., Swanton Blvd., and Laurel Street from Front to Myrtle. \$1.0 million

Eastside Development Improvements. The Economic Development and Redevelopment Agency has funded some minor improvements on the Eastside on Soquel to coincide with the relocation of Staff of Life. The project includes minor widening, utility relocation and street trees, and will be designed and constructed concurrently with the building project. \$100,000.

Murray Street Bridge Seismic Retrofit. The bridge retrofit includes strengthening the bridge to better resist seismic events, widen the bike lanes and adding a wider sidewalk on the ocean side, decorative street lights and replacing the barrier rail. The preliminary design has been approved by the City and Caltrans. It is currently in the environmental review stage and once completed will be able to move into final design and easement acquisition for the construction. Staff anticipates the construction to take place in Fall 2010-Spring 2012 at the earliest, as there are numerous steps to go through until construction. The project is funded with federal Highway Bridge Rehab and Reconstruction and State Prop 1B grants, and local Gas Tax funds. \$8.4 million.

Ocean & Water Traffic Signal Interconnect. This project does not involve construction, rather development and implementation of coordinated traffic signal timing plans so the transportation corridors operate more efficiently. Ocean Street is complete and Water Street is being developed. Funding is through an Air District grant and local operating funds. \$45,000.

Riverside Avenue Utility Undergrounding. This project includes the undergrounding of utilities, between Third and Beach Streets, a traffic signal at Riverside/Leibrandt and streetscape improvements, per the adopted Beach/SOLA plan. A request for qualifications to hire a consultant team is being prepared and we anticipate that a consultant will be on board in Spring 2010 to start the work. This is a Rule 20B utility undergrounding project, to be funded by adjacent property owners. This coincides with the approval of the Marriott hotel on Riverside Ave. The Redevelopment Agency is providing funds to initiate the design work. Construct cost is unknown.

Soquel/Park Way Traffic Signal Improvements. This project includes minor widening for protected left-turn lanes on Soquel Ave. It has been designed and environmental review is complete. Staff is working to acquire right-of-way for the minor widening of the street. A Hazard Safety Implementation Program grant has been applied for to fund construction Design, right-of-way acquisition and construction matching funds are provided by the Redevelopment Agency. \$1.0 million

State/Rte 1 Bridge Widening. This project currently includes the development of a Project Study Report by a consultant. The PSR evaluates the need and ability to widen the bridge to reduce congestion and improve safety. This is coordinated with Caltrans as it is their facility. The current thinking is that there is a need to add 2 northbound and 1 southbound lanes. The Redevelopment Agency is funding the study. There is no construction estimate at this time.

State Rte 1/9 Intersection Improvements. Caltrans completed a Project Study Report and preliminary design for this intersection some years ago. A consultant has been hired to develop the next round of studies such as a Traffic Operations Report and Project Report, including environmental review. Because Caltrans was focused on the other Route 1 and 17 projects, the City pursued the potential project due to its importance. The project includes additional, north and southbound lanes on Route 9 and River Street and a second left-turn lane on Route 1 northbound towards Harvey West additional sidewalks and bike lanes. Due to the difficulty coordinating this project with Caltrans it is uncertain when improvements would be made. Funding is currently provided by the Redevelopment Agency, including design. It is anticipated that Traffic Impact fees and Prop 1B funding would provide construction funding Approximately \$5.0 million.

West Cliff Path Pavement Rehab. This project includes the replacement of header boards, minor widening within the path footprint, and new pavement surface. Handicap ramps have been added as part of the West Cliff Drive pavement rehab project. The project is being designed, with the anticipation that

it will be constructed in the Fall 2010. Funds in the amount of \$150,000 are provided by the City's Transportation Development Act allocation, which will cover 20-30% of the path surface restoration. Additional funding is being sought.

FISCAL IMPACT: The projects are outlined in the adopted FY2010 Capital Improvement Program.

Submitted by:

Christophe J. Schneiter
Assistant Director/City Engineer

Attachments:

~~pick up their produce. The expansion will increase the educational outreach of the market. It is hoped to include arts and crafts in the program. This will be a one year pilot.~~

~~Commissioner Mandel moved to support expansion of the Farmers' Market Special Event Permit. The motion was seconded by Commissioner Heiman. The motion passed unanimously.~~

5. Parking Fund 2011-2013 CIP Program*

Motion to recommend that City Council approve the Parking Fund's capital improvement program.

Jim Burr, Transportation Manager, gave a brief overview. Chair Hoffman asked for a parking facility tour for new members.

Commissioner Slack moved, seconded by Commissioner Nickell to recommend that the City Council approve the Parking Fund capital improvement program. The motion passed unanimously.

6. DTC Work Plan for 2010*

Motion to approve the Downtown Commission Work plan for 2010.

Chair Hoffman presented a brief report. Asked commissioners to report back regularly to DTC as they attend subcommittee or informational gathering groups. Assignments will be as follows:

- Downtown Neighbors – Commissioner Mandel
- Downtown Association – Commissioner Heiman
- Downtown Improvement Taskforce – Chair Hoffman
- Conference and Visitors Council (CVC) – Commissioner Nickell
- Safe Place Network – Chair Hoffman, Commissioner Cude
- Downtown Management Corporation - Chair Hoffman
- Transportation Commission / Public Works Commission – Commissioner Slack
- San Lorenzo River Committee – Commissioner Slack
- Sustainable Transportation Group – Commissioners Heiman and Shane

Commissioner Slack moved, seconded by Commissioner Nickell to extend the meeting until 10:45 a.m. The motion passed 7/0.

Chair Hoffman indicated that she wanted to have a 10 minute period at the end of each meeting for subcommittee oral reports. Asked staff to agendaize the following at future meetings: Parking facility tour; the opening of Pacific Avenue to dogs; Lot 4 (parking structure) update

Commissioner Slack moved, seconded by Commissioner Nickell to approve the Downtown Commission Work plan for 2010. The motion passed unanimously.

Information Items

7 Crime Stats for January and February 2010*

8 DT Host Reports for January and February 2010*

* Written material

The City Transportation Commission adjourned for lack of quorum at 7.30 p m.

Public Comment:

- Debbie Bulger feels it is critical that the City Transportation Commission meet before April 20, 2010.

Approval of Minutes

- 1 Public Works Commission Minutes of January 25, 2010*

ACTION Commissioner Noroyan moved, seconded by Commissioner Elston to approve minutes as submitted. **Motion carried** by the following vote:

AYES: Commissioners Pomerantz, Kennedy, Noroyan, Schlenger and Chair Elston.

NOES: None

- 2 City Transportation Commission Minutes of January 13, 2010*

No action on item.

Consent None

General Business

3. FY2011-13 Draft Capital Improvement Program*

Presentation by Christophe J. Schneiter, Assistant Director of Public Works

Public Works Commission motion to recommend approval by the City Council.

City Transportation Commission motion to recommend approval by the City Council.

ACTION Commissioner Elston moved, seconded by Commissioner Noroyan to approve draft FY2011-2013 CIP as submitted with a change to move Third Street Path Restoration forward to FY2011 and seek funds from Redevelopment or other available funding for this project.

Motion carried by the following vote.

AYES. Commissioners Pomerantz, Kennedy, Noroyan, Schlenger and Chair Elston.

NOES: None

Public Comment:

- Philip Rosenbloom, High School Teacher, 20 years in Santa Cruz and lives on Beach Hill Wanted to put in a good word for The Third Street walkway that has been closed about a year Issue is it is harder to get downtown to Beach Hill area. With so many hotels up there and so much potential in revenue for the city. There is no sidewalk on the right side of Third Street going down to Front, which is a safety issue with people walking along the side of the road. Mr. Rosenbloom would like to see pathway open again even as a temporary measure with large warning sign.

4. Establishing the Regular Meeting Schedule of the Merged City Transportation and Public Works Commission (TPWC)*

Public Works Commissioners polled on preferences for dates. Majority would prefer third Monday of every other month; second choice would be second Monday of every other month

CITY COUNCIL MEETING – BUDGET HEARINGS
JUNE 8, 2009

Budget Hearings (continued)

IX. Public Works (Continued)

E. Capital Improvement Program Projects (Continued)

SPEAKING FROM THE FLOOR IN SUPPORT OF A BICYCLE
BOULEVARD ON KING STREET AND/OR EXPRESSING CONCERNS:

Micah Posner
An Unidentified Man
Piet Canin
Mary Beauregard
David Casterson
Fred Geiger
Joan Heierley
Ric Longinotti
Eric
David Sussberg
Tessa
Debbie Bulger
David Bernard
Bill Patterson
Keith Muscutt
Susan Martinez

1 Vice Mayor Rotkin moved, seconded by Councilmember Lane, to modify the CIP unfunded list to reduce the priority of the Branciforte Creek Bicycle Path to Number 11, and to put in a new Number 10, the King Street Bicycle Boulevard; to start in 2011 with a development plan by staff, followed by the hiring of a consultant in 2012, and that it be built subsequently. The motion carried by the following vote:

AYES:	Councilmembers Lane, Madrigal, Beiers; Vice Mayor Rotkin.
NOES:	Councilmember Robinson; Mayor Mathews.
ABSENT:	Councilmember Coonerty.
DISQUALIFIED:	None.



INFORMATION REPORT

COUNCIL MEETING

JUN - 9 2009

DATE: ~~June 3, 2009~~

TO: City Manager
DEPARTMENT: Public Works
SUBJECT: King Street Bikeway – Staffing Constraints

APPROVED:

DATE:

6/3/09

At the Three Year Capital Improvement Program meeting on April 21, 2009, Council moved to:

1. Add the King Street Bikeway project onto the unfunded list;
2. Direct staff to provide more information about consulting costs for the project;
3. List what other projects would have to be sacrificed to do the King Street project;
4. Provide the report prior to adoption of the FY2010 budget.

Two public meetings were held to discuss bike way ideas and to present options to the public. There is a significant amount of public interest in this project, but no consensus on what should be done. The information (powerpoint) presented at the last public meeting is located on the city's web page at: <http://www.ci.santa-cruz.ca.us/pw/trafeng/pdf/KingStreetOptions.pdf>. The preliminary King Street Bikeway work indentified five (5) possible options to include bike facilities on the street. They include: 1) bike lanes with time restricted parking; 2) bike lanes with parking removed on one side; 3) bike lanes with parking bays; 4) sharrows; and 5) the bike boulevard. The sharrow option is what will be implemented with the Safe Routes 2 School Project.

A combination of options could be implemented, as the street is over 7,000 feet long and has four (4) zones with distinct traffic volumes and access characteristics. Bike lanes would work in all zones. A bike boulevard is essentially in effect in the southwestern King zone now, as traffic volumes are below the 4,000 vehicles per day bike boulevard threshold. Northeastern King (east of Bay Street) is comprised of 3 zones, has too much traffic for a bike boulevard, has a middle school and is an important access point for the UCSC. Therefore a traffic diversion plan that addresses the University, school and neighborhood access requirements and bike boulevard requirements (less then 4000 vehicles per day) would be needed to implement this option.

The time line to consider and approve a bike lane option would be about 8 months and three more public meetings at the City Transportation Commission and City Council. Loss of Parking on King and ripple effects to the side streets will be the main hurdles. This process could be done with existing staff resources. Another 3 -12 months is needed to complete construction drawings, depending on the option chosen. Grant funds would be needed for the design, construction drawings and construction. The existing drainage infrastructure adds cost and complexity to this option.

SUBJECT: King Street Bikeway – Staffing Constraints

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The timeline to approve the bike boulevard option would require 12-24 months in order to address street by street concerns related to how and where traffic is diverted to and evaluating a copious number of traffic diversion alternatives. Even then it may not be possible to reach consensus, as has been our experience with traffic diversion plans developed as part of a traffic calming plan. If a trial or testing period is added to the process, then additional 1-2 years would be required. This portion of the project could not be done only with staff resources, due to the expertise and intensity and numbers of meetings needed.

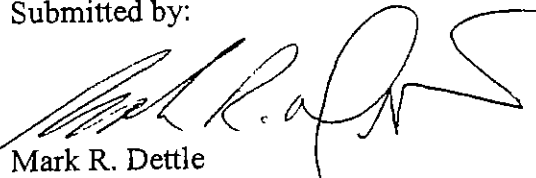
The cost of developing a diversion plan is estimated at \$80,000-\$100,000 for consultant expertise, which would include traffic engineering, public outreach and consensus building. Another \$30,000-\$50,000 is needed for data collection (traffic counts, origin-destination study). Developing construction plans is 3-12 months depending on the complexity of the approved plan. Grant funds would be needed for the traffic diversion plan, design, construction drawings and construction.

Due to the current General Fund shortfall, it is anticipated that staff will be furloughed 10-15% of the time in FY 2010, and some positions may be shifted to other non-General Fund programs, therefore delays and cuts to projects and programs will occur in addition to those listed below. The bike boulevard option approval process will negatively impact the following projects and programs:

1. Beach Area Roundabouts
2. Phase 2 Stimulus Paving
3. Arana Gulch Multi-purpose Trail
4. Murray Street Bridge Seismic Retrofit
5. University related Transportation Planning and Capital projects per agreement
6. Safe Routes 2 School Projects – This year Mission Alternate Routes, next year Westlake
7. Transportation grant applications (this year); AB2766, Ocean/Water corridors signal synchronization; San Lorenzo Trestle ramp connection, Harbor High connection, Employee vanpool program, (next year); Competative Energy Block Grant Applications(coming soon)
8. Sidewalk repair and bike parking compliance issues (ongoing)
9. Responding to the multitude of Public inquiries and reports of hazards (ie: stop sign requests, cross walk requests, handicap parking requests, intersection sight distance complaints, etc.)
10. Branciforte Creek Bike/Pedestrian Bridge (concept and environmental review)

These are projects and programs that the Assistant Director, Transportation Manager and Bicycle/Pedestrian Coordinator all work closely on.

Submitted by:



Mark R. Dettle
Director of Public Works

M\PW0054 FYI

P\1\940-18\King Street Bikeway-Staffing Constraints FYI
Revised 6/3/09 10 27 a.m LLW