



Council Agenda Report

Item 7a

Department: Public Works
Cost Center: 5010
For Agenda of: 7/19/2022
Placement: Business
Estimated Time: 30 minutes

FROM: Matt Horn, Public Works Director

Prepared By: Jennifer Rice, Transportation Planner/Engineer III

SUBJECT: APPROVE THE NAMING OF THE CERRO SAN LUIS NEIGHBORHOOD GREENWAY AND AUTHORIZE STAFF TO ADVERTISE THE PROJECT FOR BIDS, SPECIFICATION NO. 1000036

RECOMMENDATION

1. Approve the renaming of the former Anholm Neighborhood Greenway to the Cerro San Luis Neighborhood Greenway; and
2. Approve the project plans and specifications for the approved Cerro San Luis Greenway, Specification Number 1000036; and
3. Authorize staff to advertise for bids; and
4. Authorize the City Manager to award the Construction Contract pursuant to Section 3.24.190 of the Municipal Code for the bid total, if the lowest responsible bid is within the publicly disclosed funding amount of \$3,375,000; and
5. Authorize the City Engineer to approve Contract Change Orders in excess of \$200,000 and up to the available project budget; and
6. Adopt a Resolution entitled, "A Resolution of the City Council of the City of San Luis Obispo, California, renaming the 'Anholm Neighborhood Greenway' to the 'Cerro San Luis Neighborhood Greenway'"; and
7. Approve sole source purchases for a decorative art fence and mural and authorize the Public Works Director to award contracts related to design and installation of the public art features up to the available project budget; and
8. Adopt a Resolution entitled, "A Resolution of the City Council of the City of San Luis Obispo, California, authorizing use of Capital Projects Reserve Fund and Infrastructure Investment Fund to support Cerro San Luis Neighborhood Greenway, Specification No. 1000036", and appropriate \$1,000,000 from the Capital Projects Reserve Fund and \$1,223,000 from the Infrastructure Investment Fund to the Project Account 1000036.

POLICY CONTEXT

The approved Cerro San Luis Neighborhood Greenway project (on September 4, 2018 City Council adopted the final Bikeway Plan) supports the Major City Goal of Climate Action, Open Space and Sustainable Transportation. In addition, this project is identified as a Tier 1 (highest priority) project in the City's Active Transportation Plan (2021), is identified as a priority project in the Safe Routes to School Plan for Bishop's Peak and Pacheco Elementary Schools (2017), and the Anholm Bikeway Plan (2018).

It also supports the sustainable transportation goals identified in the Land Use & Circulation Elements of the General Plan (2014), Downtown Concept Plan (2017) and the Climate Action Plan for Community Recovery (2020).

REPORT-IN-BRIEF

The Cerro San Luis Neighborhood Greenway transforms 1.7 miles of the City of San Luis Obispo's transportation network into a green, low-stress route that prioritizes people walking and bicycling to school, work, and home while retaining access for motor vehicles. The Greenway incorporates separated and protected bikeways, accessible curb ramp upgrades, safety lighting, enhanced pedestrian crossings, drought-tolerant landscaping, new street trees, stormwater management ("green street") and public art design elements. The route connects the Downtown Core north to Cal Poly's entrance on Highland Drive, prioritizing active transportation modes to create comfortable and safe access to schools, parks, the northern downtown neighborhoods, and shopping. The majority of the estimated \$3.4 million project construction cost (45%) funds pedestrian access and safety improvements, including reconstruction of 46 pedestrian curb ramps-when considering this Greenway project, the in-construction Area 6 & 7 Curb Ramps Project, and the planned 2022 Pedestrian Crossing Improvements project, the City will be upgrading more than 90 curb ramps in 2022 alone.

Staff is requesting that the Council approve the final project plans for Cerro San Luis Greenway (Attachment A), specifications (Attachment B), and authorize staff to advertise the project for construction bids.

This report also includes background discussion and a staff recommendation for an official name change of the project from the previous title "Anholm Neighborhood Greenway" to the "Cerro San Luis Neighborhood Greenway."

Additionally, this report includes discussion of the need for sole source purchases of the custom metal fence and paint mural to deliver the community-driven public art element within the Chorro underpass of Highway 101, which is a key component of the Cerro San Luis Greenway project.

Finally, while this project was funded in Fiscal Year 2021-22 with a majority of the funds (\$1.7 million) from an Urban Greening Grant awarded by the California Natural Resources Agency, as project cost estimates have been refined to reflect final design details and construction costs have continued to escalate significantly, it has become clear that the funding previously allocated to the project will not be sufficient to fully fund construction. Therefore, staff is recommending that additional funds be appropriated from the Infrastructure Investment Fund and Capital Projects Reserve Account in order to proceed with project delivery.

DISCUSSION

Background

In 2016, City Transportation staff began planning efforts on a project then titled the “Broad Street Bicycle Boulevard”, with the intent to develop a convenient, low stress route to connect bicyclists and pedestrians from the downtown to schools and other destinations on the north side of town, with the route passing through the historic Anholm neighborhood (referencing the name of it’s Tract Map). The Broad Street Bicycle Boulevard was identified as a “First Priority” project in the 2013 Bicycle Transportation Plan, plus this route was identified as high priority improvement need in the Pacheco and Bishop Peak Elementary School Safe Routes to School Plan (SRTS), a separate planning study prepared in parallel with the bicycle boulevard project. Development of the Broad Street Bicycle Boulevard Plan and SRTS Plan involved multiple years of community engagement, including project websites, online surveys, multiple meetings with the neighborhood, walking and biking tours of the route with residents, parents and students. These planning efforts culminated with the Council’s adoption of the “Anholm Neighborhood Greenway Plan” in 2018, with the updated project title reflecting a final route alignment that followed streets other than Broad Street and a citywide shift from the term “bicycle boulevard” to the term “neighborhood greenway”.

Since adoption of the Anholm Neighborhood Greenway Plan in 2018, construction of the first project phase (the Foothill/Ferrini Pedestrian Hybrid Crossing) was completed in 2019, a required bikeway easement was obtained from the Church of Jesus Christ of Latter-Day Saints, and the remaining greenway route has been identified as a “Tier 1” (highest-priority) project in the City’s recently adopted 2021 Active Transportation Plan. The next phases of the project were originally planned to be constructed in 2021, but the project was partially defunded and deferred in 2020 due to financial impacts of the COVID-19 pandemic. During this period, staff was able to successfully secure additional project funding for the greenway project through a \$200,000 Safe Routes to School Grant via SLOCOG and a \$1.7 million Urban Greening Grant from the California Natural Resource Agency in 2021. See Attachment E summarizing the route and design elements.



Figure 1: Initial concept rendering of Chorro Street two-way on-street separated bikeway

Project History and Proposed Name Change

The 3rd iteration of the project name of “Anholm Neighborhood Greenway” reflected the name of the primary neighborhood in which the greenway route travels, the Anholm neighborhood. In recent years, the City of San Luis Obispo has prioritized a commitment to making San Luis Obispo a welcoming, inclusive, and safe community for everyone, and to promoting free thought and speech, while condemning racism, hate speech, bigotry, violence, and prejudice. As part of that, in November 2020, the City Council adopted Resolution No. 11191 to help promote awareness and facilitate the ability of property owners throughout the City to remove racist covenants that may exist in their property deeds. The Anholm neighborhood is one of the City’s neighborhoods that included historic residential properties that were originally developed with racially biased covenants that restricted home ownership to persons of Caucasian descent.

Following the 2020 Resolution, there had been interest among the community to rename the greenway project. Staff is recommending the project be renamed as the “Cerro San Luis Neighborhood Greenway.” Throughout the community engagement with this neighborhood, the mountain on which the neighborhood is the base, Cerro San Luis, was a noticeable point of pride to the residents. One of the “Seven Sisters” (or Nine Morros), Cerro San Luis, often referred to as “Madonna Mountain” is one of the most prominent landmarks to San Luis Obispo.

Nestled around its foundation is a neighborhood that acts as a gateway between downtown and Foothill Boulevard. The Cerro San Luis Neighborhood Greenway is a fitting name calling attention to the natural beauty of this neighborhood. Additionally, the name is consistent with the Public Art Plan for the greenway corridor, prepared by RRM Design Group, themed “In the Shadow of the Mountain.”

For clarity throughout the remaining report, the project will be referred to as ***The Cerro San Luis Neighborhood Greenway***. With that said, the Council has the discretion to direct staff to consider an alternate title for the final project. The only design features that use the formal project name are several wayfinding signs. If the Council desires to select an alternate name at this time (see alternate suggestions in “Alternatives” section of report), there is sufficient time to incorporate a revised project name without delaying bid advertisement and construction of the project. However, if the Council chooses to direct staff to proceed with a comprehensive community outreach campaign to select a new name, this would divert staff time away from other high-priority active transportation projects, such as the planning for the Foothill Boulevard Complete Streets project and likely mean a delay overall in this project’s delivery as signs, art, etc will need to be fabricated with the Greenway’s name.

For reference, the final 2018 Anholm Neighborhood Greenway Plan is available on the City website here:

<https://www.slocity.org/home/showpublisheddocument/22122/636783245820370000>.

Project Description

The Cerro San Luis Neighborhood Greenway is a 1.7-mile route prioritizing active forms of transportation. This construction project is the second phase to the overall project. The first included installation of a Pedestrian Hybrid Beacon at the intersection of Foothill Boulevard & Ferrini Road, which was completed in late 2019. A neighborhood greenway is intended to enhance not just bicycle and pedestrian mobility, but the overall livability of a neighborhood; therefore, the project has many project components in addition to bicycle and pedestrian infrastructure, including lighting and public art at the Chorro Street/US 101 undercrossing, new landscaping and street trees, and stormwater treatment features.

Bicycle Facilities

The greenway includes a combination of protected bikeways, a shared-use path through the LDS Church property, and shared lanes along low-speed neighborhood streets to create a bicycle route comfortable for bicyclists of all ages and ability levels. In order to accommodate a protected bicycle facility on Ramona, Broad and Chorro Streets (streets with vehicle volumes at ranges that are uncomfortable to share the lane for many bicyclists), existing on-street parking on one side of the street will be removed.

Pedestrian and Accessible Infrastructure

Pedestrian accessibility and crossing improvements are key components of the project, with 46 new ADA compliant curb ramps and enhanced hi-visibility pedestrian “ladder-style” crosswalk markings. A new Rectangular Rapid Flashing Beacon (RFFB) system is planned on Chorro at the Mill Street school crossing to increase the visibility of pedestrians crossing at this existing uncontrolled school crossing. Bulbouts are designed at six intersections throughout the corridor. Bulbouts shorten the crossing distances for pedestrians, increasing their visibility and reducing the time they are exposed to traffic. Additionally, bulbouts provide further landscaping and beautification opportunities. When considering this project, the in-progress Area 6 & 7 Curb Ramps project and the upcoming 2022 Pedestrian Crossing Improvements project, the City will be constructing more than 90 curb ramps in 2022, the largest annual investment in pedestrian accessibility upgrades and improvements by the City in its history.

A new all-way stop intersection is planned at Chorro and Peach. This location meets California warrants for an all-way stop controlled intersection to address a predominate crash pattern of broadside collisions at this intersection and has been identified multiple times in the City’s Traffic Safety Report. The intersection also has adjacent utility poles that obscure the sight distance for eastbound vehicles on Peach Street. Correspondence and site-meetings with PG&E confirm that relocating these poles is not feasible in the near-term. The new all-way stop intersection will include hi-visibility crossing, as this intersection is also a common crossing location for access to Mission Preparatory High School.

Street Lighting

In 2021, the City worked with PG&E to install six new standard streetlights along the greenway route, filling in gaps where existing streetlighting did not meet current City Standards and spacing requirements. This current construction effort includes additional pedestrian-scale lighting to be installed along the new shared-use path through the LDS Church property as well as within the underpass on Chorro Street at Highway 101, which currently features no safety lighting. The underpass will also include decorative lighting integrated into the custom public art fencing.

Urban Greening and Stormwater Management

Consistent with the original 2018 greenway plan and requirements of the Urban Greening Grant funding this project, green street elements are incorporated into the construction plans, including approximately 60 new street trees, bioswale and bioretention areas, and other landscaping and plantings that improve stormwater management. Additionally, filters will be added to all the storm drains along the corridor to filter litter and debris out of stormwater runoff before it enters the two creeks that run through the neighborhood.

Additionally, low-maintenance landscaping will be planted within the 300 planter boxes to be installed within the protected bikeway medians along the corridor, adding further “greening” to the route.

Traffic Calming Elements

Maintaining low vehicle speeds is an important design objective when planning a neighborhood greenway and provides an environment that is comfortable for all roadway users. This is particularly important along the segments of the greenway running where cyclists share travel lanes with motor vehicles, such as along Broad Street where the previously installed speed humps have not been effective at reducing auto speeds below 30 mph. The project includes reconstruction of the existing speed humps on Broad Street to meet current City specifications, which has been effective at reducing speeds to 25 mph or less on similar streets in the City. The project also features lane width narrowing and the addition of street trees as other proven countermeasures to reduce vehicle speeds.

Public Art

With the assistance of RRM Design Group, a Cerro San Luis Neighborhood Greenway Public Art Plan was prepared for the greenway to celebrate the themes and forms throughout the corridor, including the sun, topography and shadows, as well as trails and wildlife. This construction project will include public art elements specific to the Chorro Street/US 101 underpass, which was identified by the community as a high priority location for safety lighting and beautification. The public art will include a backlit decorative panel fencing and painted murals on the columns along either side of the underpass.

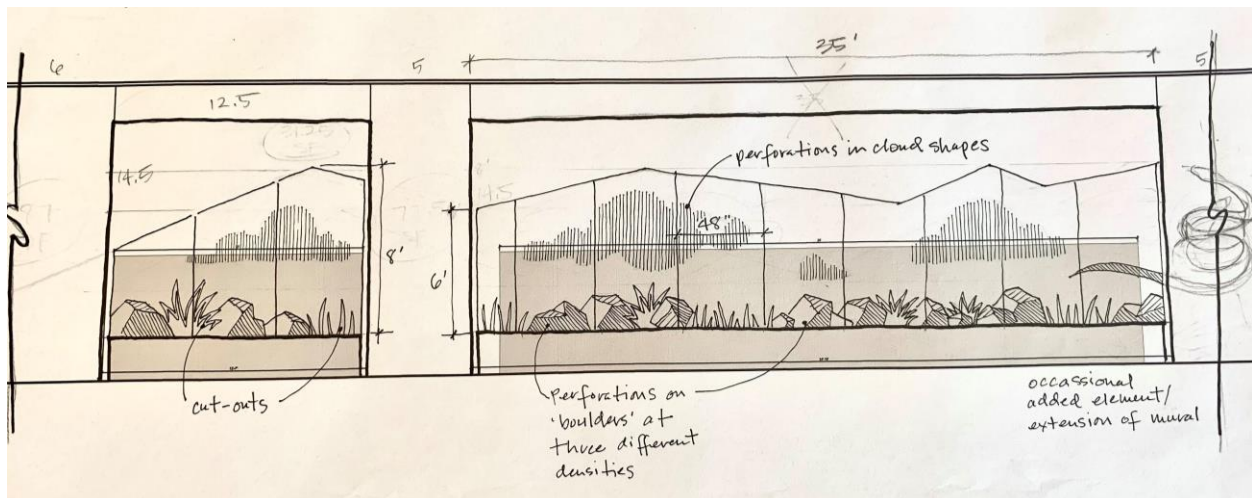


Figure 2: Concept of integrated mural along underpass using custom metal panels and painted concrete columns.

Refinements from Concept Designs in the 2018 Anholm Bikeway Plan

As project engineering progressed with greater detail on sight constraints and additional requirements of the Urban Greening Grant funding, some details in the final construction plans have been refined from what is included in the 2018 Anholm Bikeway Plan planning study.

The 2018 Plan identified the northern terminus of the project at Foothill and Ferrini intersection. Subsequently, the 2021 Active Transportation Plan extended the proposed greenway route further north to Highland Drive, to provide full connectivity to the entrance to the Cal Poly campus. Thus, the Cerro San Luis Greenway Project Plans extend the project route north along Ferrini all the way to Highland. This extension also improves connectivity to Pacheco Elementary, Cal Poly, and the Cerro Romauldo Greenway, which leads to Bishop Peak Elementary School. This is a low-cost connection consistent with the Active Transportation Plan and area's Safe Routes to School Plan. This portion of the route already features traffic calming elements, so only additional signage and pavement markings are necessary to complete the connection.

Another refinement reflected in the final plans that was not explicitly discussed in the 2018 planning study is the addition of approximately 65 street trees. These additional trees were an opportunity realized through the Urban Greening Grant, which is funding 100% of the new trees throughout the corridor and is consistent with the City's recently established goal to plant 10,000 new trees by 2035.

One last design feature to note that wasn't specifically detailed in the 2018 Plan is the inclusion of an all-way stop-controlled intersection at the intersection of Peach and Chorro. This intersection had been previously identified as a high collision location in various Traffic Safety Reports having 6 reported broadside collisions within a one-year period. Further investigation of the intersection sight triangles, as well as consideration of the multimodal roadway users at this intersection, an all-way-stop control is warranted at this location. As part of the project, the intersection will be striped and posted as an all-way-stop, hi-visibility crosswalks will be striped at all legs of the intersection and new curb ramps with bulbouts onto Peach Street will be constructed.

Public Art Sole Source Justification

The City's Public Art Policy includes an option to select artwork via a sole source purchase. This approach reflects the fact that public art is fundamentally different from most other types of public works in that the selection considers an individual expression or unique idea, not price comparisons for one plan or idea. This approach requires Council approval and needs to clearly justify as to why competitive selection is not needed or desirable, and how sole sourcing will better meet the City's objectives for the project.

A sole source purchase is requested for the Chorro Underpass public art elements for the selection of artist and fence fabricator for the following reasons:

- *The entirety of the art fence and mural will be located within Caltrans right of way.* Public art within Caltrans right of way is required to go through Caltrans' Transportation Art Process. The program has specific guidelines and requirements the art must adhere to. The recommended fabricator and art muralist have been selected in part due to the ability to meet these requirements. Additionally, Caltrans requires a demonstration that the artwork is community-driven and supported. While the concepts of the Public Art Plan were based on discussion with residents of the neighborhood, to further demonstrate the support for the elements within the

Chorro Street underpass, staff is collaborating with San Luis Obispo Museum of Arts (SLOMA) to lead an art jury (consistent with the City's Public Art Program¹).

- *The fence materials and murals must be selected strategically to be consistent with the concept and design identified in the Public Art Plan.* The two elements need to work together and play off each other for a cohesive overall installation. Sole source selecting both the fence fabricator and muralist will lead to an overall unified art piece. The recommended artist for the art design is Marmalade Mural, Co. Marmalade Mural Co. who is local to San Luis Obispo County and has installed other murals for the City of SLO through the public art program. RRM Design Group has worked closely with Marmalade Mural, Co. to refine the concept of the Chorro underpass mural and fence to bring to life the concept consistent with the Public Art Plan. The engineering requirements for the art piece limit the pool of potential fabricators, therefore RRM and Marmalade Mural, Co will select an fabricator capable of producing the final pieces.

The Public Art Plan identifies additional art elements and features along the corridor; however, these features are not planned for implementation at this time due to the available funding. These elements include a gateway frame on the northern project area, mural opportunities, wayfinding elements, and proposed sculptures framing the view of Cerro San Luis Mountain. Construction of the subject project will not preclude future installment of the remaining elements at a later time when funding allows.

Previous Council or Advisory Body Action

1. August 15, 2017 – City Council adopted final Bishop Peak and Pacheco Elementary Safe Routes to School Plan
2. May 17, 2018 – Active Transportation Committee reviewed the final Anholm Bikeway Plan
3. August 14, 2018 – Planning Commission reviewed the final Anholm Bikeway Plan
4. September 4, 2018 – City Council adopted final Anholm Bikeway Plan
5. February 5, 2019 – City Council approved formal name change to Anholm Neighborhood Greenway Plan
6. June 1, 2021 – City Council approved 2021-23 Financial Plan allocating funding to implement the greenway
7. December 6, 2018 – City Council approved easement agreement with Church of Jesus Christ of Latter-Day Saints to secure land for the shared use path between Foothill Boulevard and Ramona Street
8. October 20, 2020 – City Council approved a Cooperative Agreement with the San Luis Obispo Council of Governments (SLOCOG), which included acceptance of \$200,000 in grant funding for the Project (Reso. 11172)
9. February 2, 2021 – City Council approved the application for \$1.7M in grant funding from the California Natural Resources Agency to be used for the Project (Reso. 11220)

¹ Public Art Program policies available on the City's website:
<https://www.slocity.org/home/showdocument?id=16187>

Public Engagement

Council and staff received public and written testimony on this project during an extensive outreach process that included the following:

1. A petition in 2015 from parents requesting bicycle and pedestrian safety improvements along north-south route connecting to Pacheco and Bishop's Peak Elementary Schools
2. Project-specific websites for both the Greenway and Safe Routes to School planning efforts
3. 2 community surveys with both online and direct mailer participation
4. 5 community meetings specific to the Greenway Plan
5. 2 community meetings specific to the Bishop's Peak and Pacheco Safe Routes to School Plan
6. 1 Active Transportation Committee meeting
7. 1 Planning Commission meeting
8. 4 City Council meetings

Additionally, the City has contracted with JPW Communications to oversee and manage communication efforts prior to and during construction of the Project. Communication strategies include a media release, e-newsletters, direct mailers, signage along the corridor, social media engagement, and a dedicated project webpage.

CONCURRENCE

This project has been reviewed and has concurrence from the Public Works Department (Transportation Manager, Active Transportation Manager, Parking Manager, SLO Transit Manager and City Engineer), City Attorney's Office and Finance Department. Additionally, the project has been reviewed and has concurrence from the SLO City Fire Department.

The City's Communications Manager has also reviewed the project and is working with the project team to implement the communications plan.

In addition, the Active Transportation Committee has listed completing the Anholm Neighborhood Greenway as the highest priority request for the 2021-23 Financial Plan and has identified this project in the "Tier 1" project list in the Active Transportation Plan, which represents the highest-priority pedestrian and bikeway projects.

ENVIRONMENTAL REVIEW

This project is categorically exempt from environmental review pursuant to section 15301 of the CEQA Guidelines (Existing Facilities) and section 15304 (Minor Alterations to Land) since the project will be constructed within the City street right-of-way and private property easements that do not contain native habitat or habitat supporting special-status species and are not located in agricultural areas. A Notice of Exemption was filed through the Community Development Department April 28, 2022.

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Additionally, the project is consistent with the Anholm Bikeway Plan (2018), the Active Transportation Plan (2021), and the Land Use and Circulation Element (2014), therefore consistent with the environmental review of those documents. No additional environmental review is necessary.

FISCAL IMPACT

Budgeted: Yes

Budget Year: 2021-22

Funding Identified: Yes

Fiscal Analysis:

Funding Sources	Total Budget Available	Current Funding Request	Remaining Balance	Annual Ongoing Cost
General Fund	\$241,331	\$236,813	\$0	\$
Local Revenue Measure	\$51,205	\$51,205	\$0	
Regional (SLOCOG Grant)	\$200,000	\$200,000	\$0	
State SB1	\$189,558 \$254,956	\$189,558 \$254,956	\$0	
State Urban Greening Grant	\$1,625,225	\$1,625,225	\$0	
Infrastructure Investment Fund (Cerro San Luis Greenway Project Budget)	\$1,223,000	\$1,223,000*	\$0	
CIP Reserve	2,901,708	\$1,000,000*	\$1,901,708	
Total	\$6,782,465	\$4,605,580	\$0	\$

*Request for new appropriation.

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ESTIMATED PROJECT COST BY FUNDING SOURCES										
Cerro San Luis Neighborhood Greenway, Specification No. 1000036										
	Availabe Funding							Requested Funding		Project Total Costs
	Anholm Neighborhood Greenway Plan - Phase 2 (100036)					Anholm Neighborhood Greenway Plan - Phase 1 (91619)	Area 6&7 Curb Ramp	Infrastructure Investment Fund (CLS Greenway Project Budget)	CIP Reserve Fund	
	Capital Outlay	Local Revenue Measure	SB1	SLOCOG Safe Routes to School Grant	Urban Greening Grant	SB1	Local Revenue Measure			
Construction Estimate	\$236,813	\$51,205	\$189,558	\$200,000	\$1,625,225	\$254,956	\$100,000	\$437,726	\$4,516	\$3,100,000
Contingencies								\$620,000		\$620,000
Total Construction Estimate	\$236,813	\$51,205	\$189,558	\$200,000	\$1,625,225	\$254,956	\$100,000	\$1,057,726	\$4,516	\$3,720,000
Construction Support Services									\$100,000	\$100,000
Materials Testing								\$10,000		\$10,000
Planter Box Installation								\$155,274	\$194,726	\$350,000
Grant Signage									\$400	\$400
Tree Maintenance									\$10,000	\$10,000
PG&E Service									\$13,180	\$13,180
Public Art									\$400,000	\$400,000
Printing & Advertising									\$2,000	\$2,000
Total Project Estimate	\$236,813	\$51,205	\$189,558	\$200,000	\$1,625,225	\$254,956	\$100,000	\$1,223,000	\$724,822	\$4,605,580
Available Project Balance	\$236,813	\$51,205	\$189,558	\$200,000	\$1,625,225	\$254,956	\$100,000	\$1,223,000	\$2,901,708	\$6,782,465
Additional Requested Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,223,000	\$725,000	\$1,948,000
Additional Requested Funds (Due to unforeseen cost increases)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$275,000	\$275,000
Remaining Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,901,708	\$1,901,708

The 2021-22 Financial Plan allocated \$3,085,455 for this project. There is currently a balance of \$2,307,318 in the project account. Project expenditures to date have included the design and environmental services, PG&E and Caltrans coordination costs, as well as an encumbrance for construction management contract services. An additional \$1,948,000 is needed to fully fund the project.

Staff has identified additional funding sources to support the total project costs:

1. Staff recommends using the remaining funds from the Anholm Neighborhood Greenway Phase 1 Project which included the installation of the Pedestrian Hybrid Beacon at Foothill and Ferrini. This project is complete and has a remaining balance of \$254,956.
2. Staff recommends appropriating \$1,223,000 from the Infrastructure Investment Fund to the greenway project. When the \$1.7 million Urban Greening Grant was initially secured for the greenway project, an equivalent amount in local funding was temporary held in the Infrastructure Investment Fund with intent to hold for a future high-priority active transportation project. This action was reflected in the resolution approving the 2021-23 Financial Plan (City Council Resolution No. 11251). Approximately \$477,000 of this funding was appropriated at the 2021-22 Mid-Year Budget to fund design of the Higuera Complete Street project and

construction of the 2022 Pedestrian Crossing Improvements project. Staff recommends appropriating the remainder of this initial \$1.7 million (\$1,223,000) to the greenway project, which was the ATC's top funding priority for the 2021-23 funding cycle. The Infrastructure Investment Fund has a current budget of \$1,223,000 identified for the Cerro San Luis Greenway.

3. Staff recommends appropriating \$1,000,000 from the Capital Projects Reserve Fund in order to fully fund the project. This fund has a current unobligated balance of \$2,901,708, with \$1,901,708 remaining after approval of this requested appropriation.
4. Due to the significant number of curb ramp improvements included in the project, staff recommends use of any funds that may remain following completion of the in-construction Area 6 & 7 Curb Ramps Project to supplement the Cerro San Luis Greenway project. There is currently \$100,000 remaining in construction contingency funding for the Area 6 & 7 Curb Ramps project. Staff requests Council authorization to transfer any remaining funding from that project account (No. 1000558) to the Cerro San Luis Greenway project account (No. 1000036) following completion of the curb ramp project.

The increase in project cost and need for additional funding can be attributed to several factors. The first being an expanded project scope from when the project was originally budgeted, specifically an increase in the total number of curb ramp upgrades. The original project scope and cost estimate for the project at the time of the 2021-23 Financial Plan adoption assumed that the project would only be able to support curb ramp upgrades at approximately 20 locations. As the design continued, the adjacent community continued to express interest in additional pedestrian accessibility improvements along the corridor. Staff recognizes this need and supports these improvements consistent with the Cerro San Luis Neighborhood Greenway Plan and the Active Transportation Plan, which prioritize pedestrian mobility along these streets. The final project design includes 46 accessible curb ramps. Based on recent City curb ramp projects, curb ramp reconstruction costs about \$20,000-\$30,000 per ramp.

Additionally, recent City construction projects have seen an increase in construction costs which can be attributed to the rising cost of construction materials and labor, which have seen cost increases of approximately 25% over the last calendar year (April 2021-April 2022²). Many of the construction materials required for the project, such as asphalt emulsion for roadway slurry seal, have increased exponentially due to recent spikes in oil prices. As recent City bids continue to see these increases rather than a leveling off, staff is recommending an additional \$275,000 from the CIP Reserve Fund, as indicated in the table above, to offset unforeseen price increases between the time of this report and receiving bids on the project.

² DGS California Construction Cost Index CCCI. <https://www.dgs.ca.gov/RES/RESOURCES/Content/Real-Estate-Services-Division-Resources-List-Folder/DGS-California-Construction-Cost-Index-CCCI>

Finally, the cost of the public art piece at the Chorro/US 101 Undercrossing is greater than originally anticipated. Costs of public art can vary significantly, and it can be challenging to adequately estimate the cost of a piece based on early concepts. As the concept of the art installation became more defined and an artist and fence fabricator have been selected, a more accurate cost of the artwork is now available, with the total cost now estimated at approximately \$400,000. The primary variable in the piece is the custom backlit fence, as costs for custom metal work have also seen significant increases in price over the past year.

Any remaining budget at the close out of the project will be returned to the CIP Reserve account. For reference, the following table is an estimate of project construction costs separated out by mode of transportation.

Mode of Transportation	% of Total Construction Cost	Components
Pedestrian	45%	Curb ramps, sidewalks, crosswalks, pedestrian lighting, RRFB, portions of public art & landscaping
Bicycle	26%	Protected bikeways, bikeway striping & pavement markings, guide signage, bikeway landscaping, portion of roadway improvements, landscaping and public art.
Motor Vehicle	26%	Roadway improvements, roadway signing & striping
TOTAL:	100%	

ALTERNATIVES

1. **Deny authorization to advertise.** The City Council may choose not to authorize project advertisement. Staff does not recommend this alternative because this could risk forfeiture of \$1.9M in grant funding, including refund of funds already used for design. Additionally, this project is the Active Transportation Committee's highest priority request for the 2021-23 Financial Plan.
2. **Deny the proposed name change and select a new name.** The City Council may choose not to approve the proposed name of "Cerro San Luis Neighborhood Greenway" and instead select from the following staff-suggested options or direct staff to solicit naming suggestions from the public:
 - *North Chorro Greenway*
 - *The Downtown Connection*
 - *The Chorro Connection*
 - *Neighborhood Forest Greenway*
 - *Car-free Neighborhood Connection*
 - *Green Commute Route*
 - *Parks to Plaza Greenway*

If this action is pursued, staff would have sufficient time to update any guide signs or branding included in the plans accordingly without delaying advertisement of the project for construction.

3. ***Deny the proposed name change and continue evaluation of a new name before proceeding with construction.*** The City Council may choose not to approve the proposed name of “Cerro San Luis Neighborhood Greenway” and could direct staff to continue developing a name. Staff does not recommend this alternative as this would cause an unnecessary delay in the project which could jeopardize the \$1.9M in grant funding. Capital project names are primarily for the purposes of tracking the project internal to the City. The printed name will be limited to the use of signage along the route. If the Council chooses to direct staff to proceed with a comprehensive community outreach campaign to select a new name, this would divert staff time away from other high-priority active transportation projects, such as the planning for the Foothill Boulevard Complete Streets project.

ATTACHMENTS

- A – Project Plans (1000036)
- B – Project Specifications (1000036)
- C – Draft Resolution Approving Name Change
- D – Draft Resolution Authorizing funds to support Cerro San Luis Neighborhood Greenway
- E – Route and Design Element (Summary from Urban Greening Grant Application)