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DEPARTMENT OF
PUBLIC WORKS

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CALIFORNIA

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February 14, 1989

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DIVISION MANAGER

Transportation & Community Development Committee/
Budget & Finance Committee
Sacramento, California

Honorable Members in Session:

SUBJECT: Schedule for Conversion of G and H Streets to Two-way
Operation

SUMMARY

Staff proposes that the conversion of G and H Streets from one-way to two-way operation be budgeted and approved in the 1989-94 Capital Improvement Program adoption process. The total estimated project cost is \$455,000. Of this amount, \$105,000 will be proposed to be allocated from Gas Tax funds in the 1989-90 CIP for engineering design. The remaining \$350,000 for construction will be programmed from Gas Tax Funds in the 1990-91 CIP.

BACKGROUND

The Circulation Plan of the 1980 Central City Community Plan calls for the conversion of various streets from one-way to two-way operation. The E and F Street conversions from 7th Street to Alhambra Blvd were completed in 1986, and the S and T project from 3rd to 34th Street was completed in 1988. The conversion of I Street was included in the 1988-89 Capital Improvement Program and will be implemented as soon as weather permits.

Among the streets proposed for conversion from one-way to two-way operation were G and H Streets from 16th Street to Alhambra Blvd. The implementation of the Central City Community Plan called for monitoring the impacts of the conversions of E and F plus S and T Streets and conducting a major review of the Circulation Plan before the remainder of the conversions were implemented.

The major review has not been presented to the Council, and Transportation Division staff have expressed reservations about proceeding with the G and H conversions until adequate evidence is presented which would allow the Council to make an informed decision. However, based on direction from the Committee, the conversion of G and H Streets to two-way operation is proposed to be included in the 1989-94 Capital Improvement Program without completion of the major review. Engineering and design will be proposed for the 1989-90 fiscal year. Construction will be proposed for the 1990-91 fiscal year.

FINANCIAL DATA

The estimated construction cost of the conversion of G & H Streets from one-way to two-way operation is \$350,000. In addition, design and engineering costs are estimated to be \$105,000 for a total project cost of \$455,000. Through the adoption of the 1989-94 Capital Improvement Program it will be recommended that engineering and design be included in 1989-90 and construction be scheduled for 1990-91.

Because of the nature of the conversion program and the restriction on most of the funds used in Public Works projects, there are limited opportunities to finance this project. However, staff have identified three potential funding sources.

- 1) General Fund. This funding source may not be appropriate in light of the anticipated deficits projected in the General Fund.
- 2) Assessment District. It would be possible to establish an assessment district for the conversion. This would allow property owners who would benefit from the project to pay for the project. The City would sell bonds to obtain the funding necessary. Property owners would then pay off the bonds and interest over time in the form of an additional charge to be collected with property taxes.
- 3) Gas Tax. This is the funding source used in the previous conversion projects and staff anticipates recommending Gas Tax as the funding source in the upcoming C.I.P. process for this project. The engineering and design costs of \$105,000 represents 5.6 percent of the estimated Gas Tax revenues of \$1.867 million for 1989-90. The construction costs of \$355,000 represents 18.9 percent of the estimated Gas Tax revenues of \$1.880 million for 1990-91.

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Because of the shortfalls projected for the General Fund, it may be necessary for the Council to consider using Gas Tax revenues to fund Public Works operations rather than maintenance and capital projects in the 1989-90 budget. If this is the case, staff will recommend that the assessment district approach outlined in item 2 above be used to fund the project.

It has been requested by parties interested in the conversion that the 1988-93 C.I.P. be amended to include engineering and design in the 1988-89 fiscal year and construction be programmed for 1989-90. It would be necessary to take funds from approved projects in the 1989-90 C.I.P. financed by the Gas Tax to achieve this. Projects funded by Gas Tax Revenues in the 1989-90 C.I.P. are:

- I Street Conversion
- Street Base Repair Program
- Street Overlay Program
- Street Seal Program
- Alley Replacement Program
- Miscellaneous Street Improvements & Signal Maintenance
- Arterial Street Light Upgrade Program
- Traffic Undulation Program
- H Street Bridge Replacement Study

Staff believes that these projects are important to retain and does not recommend this action.

POLICY CONSIDERATIONS

Conversion of G and H Streets is consistent with the Central City Community Plan adopted in 1980. It is also consistent with Goal B for the Central City transportation portion of the circulation element of the General Plan, adopted in 1988. This goal is to direct traffic away from residential neighborhoods to the extent feasible. Action A under this goal is to continue the program of converting portions of one-way streets in the Central City in two-way operation.

The conversions are inconsistent with policies in that the Central City Community Plan indicates that a major review of the impacts of previous conversions should be made prior to the conversion of G and H Streets. In addition, the overall goals of the circulation element of the General Plan are to create a safe and efficient surface transportation network for the movement of people and goods and to maintain a desirable quality of life including air quality while supporting planned land use and population growth.

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Conversion of these streets to two-way operation may create more surface street congestion which can lead to an increase in traffic accidents and energy consumption while degrading air quality. In addition, the increase in planned land use in the Central Business district and the population growth of the region may result in significant impacts to the transportation system which could be further reflected by the conversion of these streets.

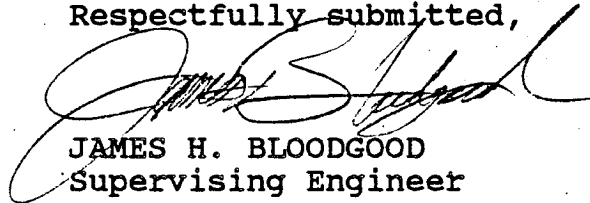
MBE/WBE

None.

RECOMMENDATION

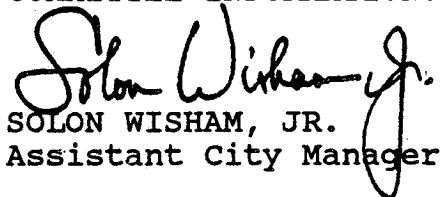
This report is provided for the Committees' information only. No action is required.

Respectfully submitted,



JAMES H. BLOODGOOD
Supervising Engineer

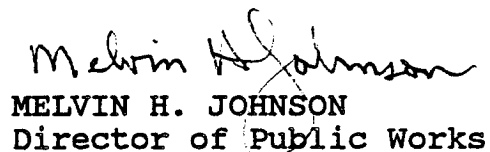
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February 14, 1989
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