



NOTICE OF MEETING

CITY OF PACIFIC GROVE
CITY COUNCIL
ERRATA SHEET



CITY OF PACIFIC GROVE
300 Forest Avenue, Pacific Grove, California 93950

ERRATA SHEET

TO: HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL
FROM: Sandra Kandell, City Clerk/DEI Coordinator
MEETING DATE: 07/17/2024
SUBJECT: City Council Meeting Agenda- Errata Sheet

Attached is additional information for your consideration at the **July 17, 2024** City Council Meeting:

Agenda Item	Information Provided/Corrected
9A	Revised Recommendation Action: 1. Authorize an agreement with Neill Engineers Corp for FY23/24 Capital Improvement Plan engineering services in an amount not to exceed \$573,079 plus a 15% contingency. 2. Alternatively, discuss and take other action on this item. (See attached related email.)
9B	Signature line revised to reflect Bill Peake, Mayor. (See attached revised amendment.)
10A	Library minutes were inadvertently left out of the packet. (See attached Library minutes.)
12A	Additional information for consideration. (See attached additional information.) Memo to CC dated July 17, 2024 re Cedar Sunset Congress Intersection Improvement (See attached memo.)

Attachments

Halabi email 071624
Revised Contract Amendment
LAB Minutes 7-5-24
Additional Information
New Memo 07-17-24

Re: Authorize an agreement with Neill Engineers Corp for FY23/24 Capital Improvement Plan engineering services in an amount not to exceed \$545,871 plus a 15% contingency.

Joyce Halabi <jhalabi@cityofpacificgrove.org>

Tue 7/16/2024 9:06 AM

To: Luke Coletti <lcoletti@cityofpacificgrove.org>; Daniel Gho <dgho@cityofpacificgrove.org>

Cc: Matthew Mogensen <mmogensen@cityofpacificgrove.org>; Bill Peake <bpeake@cityofpacificgrove.org>; Sandra Kandell <skandell@cityofpacificgrove.org>

Hi Councilmember Coletti,

There was a typo in the agenda report, the total requested amount for the FY25/25 contract is \$573,079 plus a 15% contingency. I will work with Sandra to issue an errata with this correction.

In FY23/24, \$223,867 was expended with Neill Engineers on CIP Engineering Services. This figure does not include the project invoices that are currently in process for the last month of FY23/24.

Instead of formally carrying forward the engineering needs from prior year CIP projects into FY24/25, we annually reassess these needs. This reassessment includes both carryforward projects and newly funded projects, allowing us to develop a new contract amount for the fiscal year.

The carryforward projects are outlined below, with engineering estimates ranging from 5% to 10% of the project budget. Projects that are well underway, where the remaining engineering tasks involve construction project management and development of as-builts, are estimated at 5%. Projects where preliminary design is well underway but the final bid packages are being finalized are estimated at 10% of the project cost.

Carryforward Projects:

- Phase 9
- FY23/24 Street Rehabilitation
- David Ave Street Rehabilitation
- Outdoor Dining Extension/Sidewalk Widening
- David Ave Sidewalk
- Priority Storm Drain Repair at Syida Dr

New projects are typically estimated between 10% and 15%, depending on the scale of the project. Some of the smaller scale projects, where engineering needs are minimal are estimated below 10% (specifically, the last 2 projects on the list below).

New Projects:

- FY24/25 Street Rehab
- FY24/25 Crack & Slurry
- Pedestrian Safety - Central/Fountain & Grand/Fountain
- Recreation Trail Improvements – Esplanade Park
- Pico Avenue & Crocker Ave Stormwater Improvement
- Community Center Sewer Repairs

Joyce Halabi
Deputy Public Works Director

City of Pacific Grove
(831)648-5722 x 4201
2100 Sunset Drive, Pacific Grove, CA 93950

From: Luke Coletti <lcoletti@cityofpacificgrove.org>

Sent: Tuesday, July 16, 2024 6:57 AM

To: Daniel Gho <dgho@cityofpacificgrove.org>; Joyce Halabi <jhalabi@cityofpacificgrove.org>

Cc: Matthew Mogensen <mmogensen@cityofpacificgrove.org>; Bill Peake <bpeake@cityofpacificgrove.org>

Subject: Authorize an agreement with Neill Engineers Corp for FY23/24 Capital Improvement Plan engineering services in an amount not to exceed \$545,871 plus a 15% contingency.

Hello Dan -

I notice that this year's (FY 24/25) authorization request for services with Neill Engineers is the *exact* same amount as last year's (FY 23/24) request - \$545,871 plus 15% contingency. Is that a typo?

How much was spent from last year's authorized amount? Put another way, how much is being carried forward from last year?

[07/05/2023 Agenda Report:](#)

Authorize an agreement with Neill Engineers Corp for FY23/24 Capital Improvement Plan engineering services in an amount not to exceed **\$545,871 plus a 15% contingency.**

This contract will allow the progression of the following CIP projects:

- FY23/24 Street Rehabilitation
- FY23/24 Crack and Slurry Seal
- Street Rehabilitation on David Avenue
- Phase 9 Sewer Improvements
- David Avenue Sidewalks
- Priority Storm Drain Improvements on Syida
- Safety Improvements at Robert Down Elementary School
- Design of Sidewalk Extensions for Outside Dining Uses

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[07/17/2024 Agenda Report:](#)

Authorize an agreement with Neill Engineers Corp for FY23/24 Capital Improvement Plan engineering services in an amount not to exceed **\$545,871 plus a 15% contingency.**

This list includes prior year project carryforwards and newly proposed CIP projects adopted in the FY24/25 Budget:

- FY24/25 Street Rehabilitation
- FY24/25 Crack & Slurry Seal
- Pedestrian Safety - Central/Fountain & Grand/Fountain
- Recreation Trail Improvements – Esplanade Park
- Outdoor Dining/Sidewalk Widening
- Pico Avenue & Crocker Ave Stormwater Improvement
- Community Center Sewer Repairs
- Priority Storm Drain Repair at Syida Dr
- Phase 9 Sewer Improvements

- FY23/24 Street Rehabilitation
- David Avenue Sidewalk
- David Avenue Street Rehabilitation

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Thank you.

--

Luke Coletti

Councilmember Pacific Grove

(831) 238-0714

FIRST AMENDMENT TO CITY OF PACIFIC GROVE AGREEMENT FOR PROFESSIONAL SERVICES CATA CUTAN CONSULTING, LLC

This First Amendment to City of Pacific Grove Agreement for Professional Services Catacutan Consulting ("First Amendment") is entered into by the City of Pacific Grove, a political subdivision of the State of California ("City") and Catacutan Consulting, LLC hereinafter called "Catacutan" and shall be effective August 1, 2024.

The City and Catacutan hereby agree to the following terms:

1. On June 10, 2024, the City and Catacutan entered into a City of Pacific Grove Agreement for Professional Services in Exhibit A to the Agreement and generally described as: finance, budget and accounting services.
2. The Agreement provided Catacutan agrees to the following in section 2 of the agreement. "PAYMENTS BY CITY. City shall pay the CONTRACTOR in accordance with the payment provisions set forth in Exhibit A, subject to the limitations set forth in this Agreement. The total amount payable by City to CONTRACTOR under this Agreement shall not exceed the sum of \$40,000."
3. The purpose of this Agreement is revised to the following section, 2: "PAYMENTS BY CITY. City shall pay the CONTRACTOR in accordance with the payment provisions set forth in Exhibit A, subject to the limitations set forth in this Agreement. The total amount payable by City to CONTRACTOR under this Agreement shall not exceed the sum of \$100,000"
4. Except as modified by this First Amendment, the Agreement shall remain in full force and effect.

TN WITNESS WHEREOF, City and Catacutan have executed this First Amendment as of the day and year written below.

CITY OF PACIFIC GROVE

By: _____
Bill Peake
Mayor

Date: _____

By: _____
Brian Pierik
City Attorney

Date: _____

By: _____
Jessie Catacutan

Date: _____



MEETING MINUTES

CITY OF PACIFIC GROVE

LIBRARY BOARD

REGULAR MEETING

Tuesday, May 7, 2024, 4:00 P.M.
Council Chamber – City Hall – 300 Forest Avenue, Pacific Grove, CA

Under the Brown Act, public comment for matters on the agenda must relate to that agenda item and public comments for matters not on the agenda must relate to the subject matter jurisdiction of this legislative body. This is a warning that if a member of the public attending this meeting remotely or in-person violates the Brown Act by failing to comply with these requirements of the Brown Act, then the Mayor or Chair may request that speaker be muted. If a member of the public attending this meeting in-person engages in disruptive behavior that disturbs the orderly conduct of the meeting, they may be removed from the meeting after a warning, pursuant to Council Policy 000-17.

PACIFIC GROVE MEETINGS ARE CONDUCTED IN PERSON AT CITY HALL COUNCIL CHAMBER AND VIRTUALLY.

PLEASE NOTE THE MEETING WILL PROCEED AS NORMAL EVEN IF THERE ARE TECHNICAL DIFFICULTIES ACCESSING ZOOM. THE CITY WILL DO ITS BEST TO RESOLVE ANY TECHNICAL ISSUES AS QUICKLY AS POSSIBLE.

YOU MAY VIEW AND LISTEN TO THE MEETING LIVE VIA ZOOM AT:

https://www.cityofpacificgrove.org/Zoom_LB

[Please click here for directions to dial into the meeting audio.](#)

AGENDA

CALL TO ORDER/ROLL CALL-Attending: Mayor, Bill Peake; Library Director, Charlene Williams; Board Chair, Tama Olver; Board members; Carla Nielson, Karin Locke, Alycia Perez; City Council Liaison, Lori McDonnell. Absent; Tom Oldham.

1. **APPROVAL OF AGENDA**-Motion to approve-Carla, Seconded-Alycia. Approved 4/0/0 with Tom absent.
2. **COMMISSION AND STAFF ANNOUNCEMENTS (City-Related Items Only)**
 - A. Staff Presentation
Reference: Charlene Williams, Library Director

Youth Services Librarian, Mary Weyant discussed her position, (which she has held for over 5 years) and defined her main responsibilities as youth programming and acquisitions. She collaborates with the Natural History Museum and Everyone's Harvest to offer a monthly craft time for children, in addition to providing outreach to pre-schools using the new MOVE vehicle. Forest Grove and Robert Down K-4th grade classes have a field trip to the library each school year. This summer's Reading Program will host 8 performances, either at the library or Jewell Park. Several questions were asked by board members.

- How do you measure goal attainment? Answer: She looks at statistics, outreach efforts, but most importantly the personal feedback from patrons of the library.
- What is the budget for acquisitions? Mary was not able to quote a dollar amount but will check on this and report back at a future time.
- How can the board be of assistance and what are her biggest constraints? Answer: Time. Limited staffing hours available.

Charlene reviewed the May 2024 Programming

- Staffing-Hired Malinda DeRouen as a 30 hour/week Library Clerk. Catrina Coyle's hours were increased to 40 and she will assist more with the adult events.
- Children's programs-Regular story times, "Badges and Books" attendance: 17. "Music with MaryLee" has returned. "Lego at the Library Nights" is on April 3 and May 1. "Bilingual Storytimes" on April 13 and May 11. "Crafternoon" has become increasingly popular.
- Teen Programs-"Friendship Bracelets and Books" on April 16 had an attendance of 5. "Comics and Manga" meetup on May 7. "Teen World Building and Map-making" on June 11 as well as "Paint Party" June 25.
- Events-Attended Canterbury Woods NLW event on April 8, Monterey Bay Quilters Guild opening reception on April 5, "Charged Particles"+ poet Marc Zegans on April 12, Poetry Consortium meetup on April 13, Dr. Barbara Mossberg on April 19, (play concert), and April 20, (Memoir Writing Workshop). Upcoming: Monterey Bay Poetry Consortium on May 11, F&F 50th Birthday Celebration at Jewell Park on May 18, Carol Marquart on May 24, "Meet the Author" on June 14 and the Recycled Book/Art Workshop, (part of the Adult Summer Reading program), on June 22.
- MOVE-was shown at the City Council meeting on April 3, debuted in the "Good Old Days" Parade, has been to pre-schools and Public Works. It is planned for it to be used for outreach to Canterbury Woods this month.
- CIP-Front door replacement was added as a potential capital improvement project, (\$20,000). The existing door is loud and cheaply built, without the option for replaceable parts.

3. **COUNCIL LIAISON ANNOUNCEMENTS**-(Reference: Lori McDonnell) Matthew Mogensen is now the City Manager. He will be attending the next City Council meeting. With the change in the number of council members from six to four, the city will be adopting district voting. More to follow on that issue. Monterey One Water will allow consumers to pay their property taxes and water bills online, on a monthly basis, through "EZ Smart Pay". George Washington Park will be getting new play equipment. There is a "Tech Infrastructure" assessment to address the issues of speed, reliability, privacy and redundancy. Enforcing a six-week window for election signage being posted is not enforceable.

4. **GENERAL PUBLIC COMMENT**

General Public Comment must deal with matters subject to the jurisdiction of the City and the Library Board that are not on the Regular Agenda. Comments from the public will be limited to three minutes and will not receive Library Board action. Comments regarding items on the Regular Agenda shall be heard prior to the Library Board's consideration of such items at the time such items are called. Written correspondence may be submitted to the Library Board in advance of the meeting, to provide adequate time for its consideration.

- A. Written General Public Comment-None.

5. **APPROVAL OF THE MINUTES**

- A. Library Board Minutes: January 2, 2024

Reference: Carla Nielson, Secretary

Action: Karin motioned, Alycia seconded the motion. Approved 4/0/0. Tom absent.

REGULAR AGENDA

6. **UNFINISHED AND ONGOING BUSINESS**

- A. Non-Monetary Donations

Reference: Tama Olver, Chair

Action: Charlene and the LAB determined that the President of F&F, (Kim Bui), needs to provide input prior to the agreed upon policy being initiated. Carry over as a future agenda item.

- B. Outreach, Communication, and Community Involvement

Reference: Carla Nielson, Secretary

Action: Carla shared the interview she and Tom had with new Library Director Charlene Williams and high- lighted areas where the committee might assist, to bring new offerings to the patrons. At the next LAB meeting the committee will discuss which idea to champion and next steps regarding Outreach& Communication.

- C. Coordination Group for City Boards and Commissions

Reference: Tama Olver, Chair

Action: Discuss and decide regarding Library Board participation in a group representing all boards and commissions with the objective of promoting consistency in operations. If it is decided to participate, decide how the board would be represented. Held over from prior meeting. *This is no longer an active idea. Remove from agenda.*

- D. Record Keeping for Purchased Art

Reference: Tama Olver, Chair

Action: Charlene has a copy of a donation form for new donated items. Carry forward to next meeting.

7. **NEW BUSINESS**

A. Future Agendas

Reference: Tama Olver, Chair

Action: Discuss future agenda item proposals. New items to be added to July Agenda:

- Review of Mission Statement (Stated goals vs. Library offerings)
- Request for a presentation from F&F regarding their role and how it relates to the LAB

Next Meeting – July 2, 2024

ADJOURNMENT-5:00 pm

Respectfully Submitted,

Carla Nielson
Secretary

Approved by Chair:  Tama Olver (05/06/2024 20:52 PDT)

Date: 05/07/2024

Sunset Drive / State Route 68 Improvement Project

Frequently Asked Questions



TAMC
TRANSPORTATION AGENCY FOR MONTEREY COUNTY



The City of Pacific Grove, TAMC, and Caltrans are working to improve the Sunset Drive (State Route 68) corridor between Forest Avenue and the five-way Congress Avenue/Cedar Street intersection. The purpose of the project is to improve safety for all modes of transportation with better bicycle and pedestrian connections, an enhanced crossing at 19th Street, and improvements at the Cedar Street/Congress Avenue intersection.

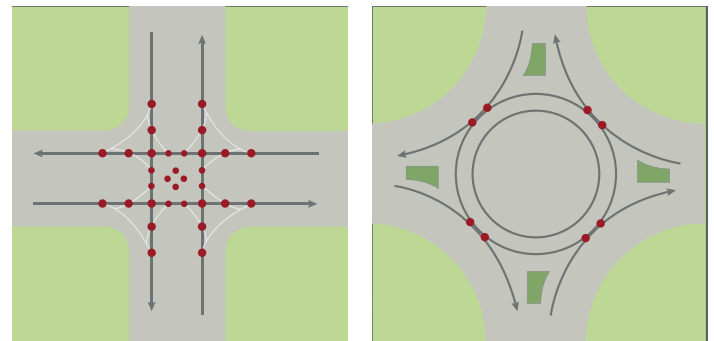
One potential solution being explored for the five-way intersection at Sunset Drive, Cedar Street, and Congress Avenue is a roundabout. This fact sheet provides more information in response to questions that have come up frequently during community engagement activities.

How do roundabouts reduce conflicts compared to traffic signals or stop signs?

Not only do roundabouts reduce the number of potential conflict points compared to traditional intersections, but they virtually eliminate dangerous head-on and high-speed right-angle collisions that are most likely to result in severe injury or fatality.

At traditional four-legged intersections, drivers may enter and exit each leg with a left turn, through, or right turn movement, resulting in 32 potential conflict points where these paths of travel diverge, cross, or merge.

At a roundabout, potential conflicts are limited to the entry and exit of the circulating lane at each leg, resulting in 8 potential conflict points. Potential conflicts occur at much shallower angles, as well, significantly reducing the severity of collisions that do occur.



Source: "Roundabouts: A Safer Choice." FHWA.
<https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/fhwasa08006.pdf>

Roundabouts:

- Reduce overall crashes by 35%¹
- Reduce injuries by 76%¹
- Reduce fatalities by more than 90%²

Do roundabouts help reduce speeding?

Won't drivers go faster if they don't have to come to a complete stop, like at a signal or stop sign?

Roundabouts are designed with "horizontal deflection" that incorporates back-to-back curves to the right and left on entry and exit, rather than the straight paths allowed by a traditional intersection. These curves physically limit how fast a driver can travel without hitting a curb, potentially damaging their vehicle or getting injured—which most rational drivers will avoid. The approach, circulating, and exit angles are carefully calculated to allow a maximum speed of 25 mph for a standard passenger car. Larger vehicles must travel slower.

At a signalized intersection with a green light, an approaching driver could be traveling significantly faster than the posted speed limit because there is no geometric limitation on their speed.

¹ NCHRP Report 572: Roundabouts in the United States. National Cooperative Highway Research Program, Transportation Research Board (TRB), National Academy of Sciences (NAS), Washington, D.C., 2007.

² "Safety effects of Roundabout Conversions in the United States: Empirical Bayes Observational Before and After Study." Transportation Research Board 1751, TRB, NAS, Washington, D.C., 2001.

How to people on bicycles use roundabouts?



1. Experienced riders can travel as a vehicle
2. Novice riders use the shared use path
3. Pedestrian refuges are wide enough to shelter bicyclists
4. Enter and exit the shared use path from bike ramps located away from the intersection

Bicyclists have two options for navigating roundabouts: they can merge into the vehicle lane and use the circulating lane, or they can use a Class I Shared Use Path and crosswalks around the outside perimeter.

Bicyclists who choose to stay in the roadway will merge into the vehicle lane in advance of the roundabout, merging out of the bicycle lane when it ends. Bicyclists should “take the lane,” riding in the center of the shared lane with vehicles to ensure they are visible to approaching drivers and discourage unsafe passing. They will enter the roundabout, yielding to drivers and bicyclists already in the circulating lane, and then travel in a counterclockwise direction before exiting at the desired roadway leg.

Bicyclists who prefer not to share the road with vehicles can instead use the Class I Shared Use Path around the perimeter of the roundabout. Bicycle ramps located about 100 feet from the roundabout provide access onto and off of the

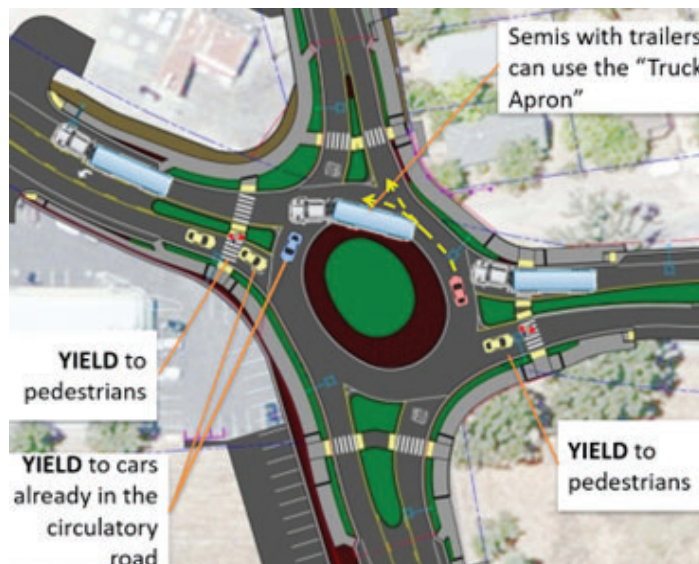
path at intersection approaches and exits. Once on the path, which is shared with pedestrians, bicyclists may travel either clockwise or counterclockwise and use marked crosswalks to cross roadway legs as required. The bicyclist can then use a ramp to exit the path on the far side of the intersection and continue in a bicycle lane or the roadway.

Can trucks and other large vehicles get through roundabouts?

During the design process, checks are performed to make sure that the same trucks and large vehicles that are currently allowed to drive on Sunset Drive, Congress Avenue, and Cedar Street will still be able to navigate the intersection and make the necessary turns. These checks are part of the design process whether the intersection is a roundabout, traffic signal, or stop sign.

Currently, “California Legal” (CA-Legal, 65 feet long) trucks are currently allowed to travel both directions along Sunset Drive (a Caltrans requirement). Buses (40 feet long) are permitted to travel both directions along both Sunset Drive and along Congress Avenue, however, turns are tight and don’t necessarily work in all directions. Buses making some right turns have to encroach into the opposing lane today.

In the roundabout alternative currently being considered, CA-Legal trucks can travel through and make U-turns from both Sunset Drive approaches (an improvement over the current condition, where U-turns cannot be completed), but must use a mountable “truck apron.” Buses can travel straight through, make left and right turns, and make U-turns from both Sunset Drive and Congress Avenue approaches, unlike today, without using the mountable apron.



Sunset Drive / State Route 68 Improvement Project

Frequently Asked Questions

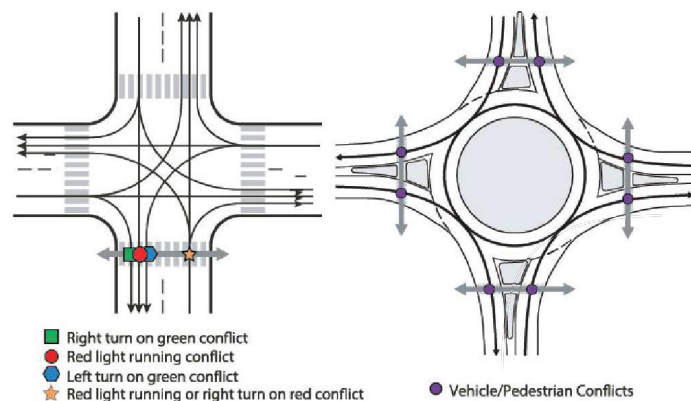


Are roundabouts really safer for people bicycling and walking?

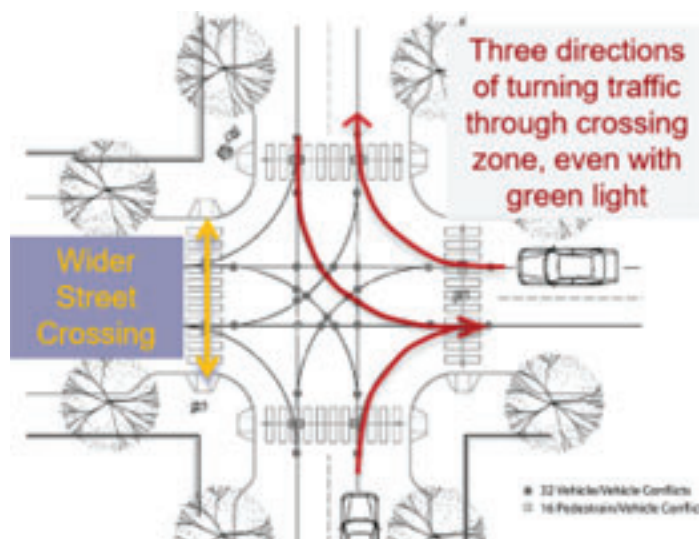
The Federal Highway Administration (FHWA) has identified roundabouts as a Proven Safety Countermeasure because of how effective they are at reducing crashes that result in injuries or fatalities—especially for people walking and bicycling.

Safety for people walking and bicycling is improved in a few ways: through lower vehicle speeds, fewer potential conflict points, and shorter/simplified crossings.

Roundabouts are designed so that drivers cannot physically steer a car through the intersection at speeds faster than 15-25 mph. Lower vehicle speeds mean drivers have more time to see a bicyclist or pedestrian in the roadway and respond by braking, and collisions that do occur will be less likely to cause injuries or fatalities.³



Source: "Roundabouts with Pedestrians & Bicycles: A Safe Choice for Everyone." FHWA. <https://safety.fhwa.dot.gov/intersection/roundabouts/fhwasa15016.pdf>



When struck by a vehicle at 48 mph, a pedestrian has about a 90% chance of being injured and about a 75% chance of being killed.

At 33 mph, the chance of injury is 50% and fatality is 25%.

At 25 mph, a pedestrian has only a 25% chance of being injured and about a 10% chance of being killed.

The number of potential crosswalk conflict points is far fewer at roundabout intersections compared to traditional stop sign or traffic signal intersections.

Crossings are also simplified compared to traditional intersections, which can have crossings as long as 40 to 60 feet depending on the amount of lanes and angles of approach (one crossing on Sunset Drive today is 55 feet long). In a roundabout, pedestrians and bicyclists using the shared use path cross only one lane and one direction of traffic at a time—about 20 feet or less—reducing their exposure to potential conflicts.

Crossings are set back from the circulating lane by at least one car length, which allows drivers to yield to people walking or bicycling in the crossing before pulling forward to assess gaps in traffic in the circulating lane and enter the roundabout. Similarly, drivers exiting the roundabout can pull fully out of the circulating lane before yielding to a pedestrian or bicyclist in the crossing, allowing others in the circulating lane to continue.

³Tefft BC. Impact speed and a pedestrian's risk of severe injury or death. *Accid Anal Prev.* 2013 Jan; 50 871-8. doi: 10.1016/j.aap.2012.07.022. Epub 2012 Aug 27. PMID: 22935347.



Are roundabouts more expensive than other intersection types?

When comparing costs of different types of intersection “control,” both up-front construction costs and ongoing maintenance and operations costs should be considered, as well as “service life,” which is the average length of time before the facility will most likely need to be replaced or upgraded. The service life of a roundabout is approximately 25 years, more than twice the average of 10 years for a typical traffic signal.

Stop signs are the least expensive type of intersection control. They are inexpensive both to construct and to maintain. However, the existing stop-controlled five-way intersection has been identified as challenging by the community—yielding/right-of-way is often unclear, and bicycle/pedestrian crossings are long and uncomfortable, creating an intersection that can be chaotic, unpredictable, and feel unsafe for some people.

Traffic signals typically cost less than roundabouts to construct, because they tend to require less significant reconfiguration of the intersection. Depending on the complexity of the signal, phasing/programming, and coordination with other nearby signals, though, traffic signals have higher ongoing maintenance and operations costs year after year. Electrical components will also require periodic replacement at the end of their useful life, especially in a location where they are exposed to salt air.

Roundabouts have a higher up-front construction cost because they involve more reconstruction of curbs, drainage, and surrounding bicycle and pedestrian facilities. Once constructed, however, maintenance costs are minimal.

Specific detailed cost estimates for the intersection have not been developed yet, and will vary for each control type based on context-specific factors including whether Cedar Street is closed, rerouted, or maintained as part of the intersection.

MEMORANDUM

To: The Honorable Mayor and Council members

From: Matt Mogensen, City Manager

Subject: July 17, 2024, City Council Agenda Item 12.A

Date: July 17, 2024

Agenda Item 12.A for the July 17 City Council Meeting concerns conceptual options for Cedar, Sunset & Congress Intersection Improvements. The staff report provided and the presentation provided the City Council and public were developed to provide the City Council with the relevant information needed to consider the conceptual options for the subject intersection improvements. To expand on this effort, I am providing additional information here to further assist the City Council.

The conceptual options presented are proposed to be financed primarily with a \$5 million set aside that TAMC has earmarked for Pacific Grove to do safety enhancements on the 68 corridor. The funds are from Measure X Regional funding. The options presented in the staff report are a four way stop sign project that is estimated to be below \$5 million and a roundabout option that is estimated above \$5 million. If the project exceeds \$5M we will need to apply for grants or discuss with TAMC as there is a larger bucket of regional Measure X funding that may be used. Grants will be easier to seek and obtain if we select a roundabout for the single-build alternative.

The conceptual projects include bicycle and pedestrian amenities. Bikes can go on the road or the shared use paths. Experienced riders would probably use the roadway, but since we are connecting to the Forest Grove Elementary School, we will design the shared path as an 8 to 10 footpath that can accommodate young/inexperienced bike riders and walkers simultaneously. The estimated costs include the new pedestrian paths.

Both proposed project alternatives include a Right of Way Relinquishment at 870 Congress. The final design has not been completed so the extent of right-of-way relinquishment may change from what is depicted on the page 105 of the Agenda Packet.

The roundabout project depicts bus large vehicle turning movements on page 106 of the Agenda Packet. The route is not a MST bus route however it may accommodate larger vehicles from time to time.

The City was allocated \$1 million from TAMC to work on the engineering and planning for the safety enhancements. To date the City has expended \$284,175 of these funds.

Lastly, the general safety enhancement efforts to this intersection are currently supported by TAMC and we have an agreement to that effect with them. Should the City wish to use the funds on an alternative safety enhancement project on the 68 corridor, the City would need to terminate the current agreement with TAMC and propose a new agreement specifying those proposed improvements.

I hope this additional information further assists the City Council Discussion.