Board Discussion:
Measure K Bond
Project Planning

Martinez Unified School District
June 16, 2014 Special Board Discussion Meeting

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Board Inquiry

1) Board Inquiry #1: Given the district's established priorities (educational program, health/safety), what projects should be funded with the remaining Measure K dollars?

2) Board Inquiry #2: How do we continue to plan for the needs of the future?
Master Project List

--Presented April 21, 2014 (Special Board Discussion Meeting)
* includes updated comments as of June 11, 2014
* includes some updated budget figures as of June 11, 2014
* includes information about state eligibility funding
  - $1,971,534 received
  - $5,247,488 pending
* Measure K funds available (estimated): $16,052,609
Traffic Study-John Muir Elementary

“Fehr & Peers conducted an assessment of vehicle and pedestrian circulation around John Muir Elementary School in the Martinez Unified School District. The assessment focuses on conditions during the morning drop-off and afternoon pick-up periods. This memorandum summarizes our observations and recommendations to improve circulation around the school.”

Near-Term Solution (Striping Only)- Estimated Cost: $15,000
Near-Term Solution (Extension) - Estimated Cost: $75,000
Total, Near-Term Solution – Estimated Cost: $90,000

Long-Term Solution – Estimated Cost: $500,000
Near-term Improvements

- **Relocate mid-block crosswalk west to the narrower portion of Vista Way.** This would provide a shorter crossing distance for pedestrians and move them away from vehicle conflicts such as the parking lot driveway and pull-out area. The crosswalk should be placed a minimum of 20 feet from the end of the pull-out area to ensure that vehicles have already merged into a single travel lane. Curb ramps would be needed on both sides of Vista Way.

- **Prohibit entry/exit to the west parking lot during pick-up time.** This would eliminate conflicts between pedestrians on the sidewalk and vehicles turning into the driveway, as well the vehicle-vehicle conflict merging in from the drop-off area. This would provide opportunity to extend the pick-up area farther to the west as well.

- **Remove perpendicular parking on Vista Way** to extend pick-up/drop-off area to eliminate conflicts between vehicles backing out of stalls and traffic on Vista Way.

- **Eliminate four parking stalls in east parking lot** to provide turn around space at end of lot and encourage use of this lot as a "park and walk" as opposed to the west lot.

- **Extend the west parking lot into the playground area.** This would provide approximately 32 additional parking stalls. New fencing would be needed to separate the playground area from the new parking lot. Access to the bathroom building would also need to be restricted or accommodated across the parking lot drive aisle, potentially with gates that would need to be opened and closed during the school day. Otherwise, this would primarily be restriping of the existing pavement. Faculty/staff that currently park in the east lot should park in this area to facilitate use of the east lot for “park and walk” drop-off operations.

Cost, Near-Term Improvements: $90,000
Long-term Improvements

- **Extend the east parking lot** to provide a turnaround area and minimize parking stall loss.
- **Extend the pull-out area east along Vista Way** to accommodate additional queued vehicles without blocking westbound through traffic on Vista Way. This would require relocation of at least three utility poles and a drainage inlet, as well as reconstruction of exiting curb, gutter, and sidewalk. Assuming the extension only occurs along school frontage and through the empty lot, an additional six cars could be queued outside the travel way.

These improvements could be implemented together or individually, although we recommend the relocation of the crosswalk and removal of perpendicular parking occur together.

Cost, Long-Term Improvements: $500,000
Existing Conditions

- Parking lot used for pick-up / drop-off
- Curb loading area
- Conflicts between pedestrians on sidewalk, cars leaving curb, and cars entering/exiting driveway
- Minimal queuing west of school
- Cars parked on both sides of Vista Way across portion of sidewalk does not appear to block pedestrians or vehicles
- Conflicts between pedestrians in crosswalk, cars backing out of perpendicular parking, cars on Vista Way, and cars pulling away from curb
- Vehicles parallel parked in driveway waiting to pick-up
- Vehicles queued for pick-up/drop-off block westbound travel lane. Through traffic pulls into opposing lane to pass
- Vehicles queues of 3-5 cars beyond stop sign during pick-up
- **Long Term:** Add additional pavement for turnaround space.
- **Short Term:** Remove four parking stalls and create turnaround. Encourage use of lot for pick-up / drop-off for kindergarten (park and walk).
- **Long Term:** Extend pull-out area to east (requires utility pole relocation).
- **Extend parking lot for staff / event parking.**
- **Remove perpendicular parking. Extend / shift pick-up / drop-off area.**
- **Relocate crosswalk to narrow portion of road. Provide ADA curb ramps.**
- **Prohibit turns in / out of driveway during pick-up (could potentially allow day-care shuttles only).**
Traffic Study-John Swett Elementary

“Fehr & Peers conducted an assessment of vehicle and pedestrian circulation around John Swett Elementary School in the Martinez Unified School District. The assessment focuses on conditions during the morning drop-off and afternoon pick-up periods. This memorandum summarizes our observations and recommendations to improve circulation around the school.”

Near-Term Solution (Striping Only) – Estimated Cost: $15,000
Mid-Term Solution (Additional lot/Extension) – Estimated Cost: $225,000
Total, Near/Mid-Term Solutions: $240,000

Long-Term Solution – Estimated Cost: $1,000,000
Near-term Improvement

Remove parking on east side Alhambra Valley Road and add a two-way left-turn lane from south of Gilbert Court to the beginning of the existing left-turn pocket. This would provide additional storage space for queued vehicles and allow southbound through traffic to pass. A two-way left-turn lane is recommended due to the long length and it would provide access into and out of residential driveways. With this improvement additional vehicles could queue outside the travel way but periodic queue spill would still be expected to occur, especially during the afternoon pick-up period.

Cost, Near-Term Improvements: $15,000

Total for Both: $240,000

Mid-term Improvement

Construct additional parking lot north of the existing parking lot. Provide one-way drive aisles and pick-up/drop-off area. This would result in a net gain of 34 parking stalls and 270 feet of queuing space along the front of the school. In the mid-term, the existing driveways would be used to enter/exit the new parking area. Ideally, drop-off/pick-up would occur in the new section to maximize queue length to the south. However, this would likely require additional supervision to get children down to the area and a structure to protect the children during rainy days.

Would include some contouring (grading) for water diversion

Cost, Mid-Term Improvements: $225,000
Long-term Improvements

If necessary, an additional right-turn out only driveway could be added onto Alhambra Valley Road. This would provide more direct access out of the new loading area. If directing traffic back to the existing driveway is sufficient, this improvement would not be needed.

Other options were considered, such as constructing a new road through the center of the baseball fields and school grounds to create a longer vehicle queuing area removed from Alhambra Valley Road. This was not considered further as it would require a large amount of pavement and would likely result in additional bicycle pedestrian conflicts. Another option considered was to circulate traffic through the new parking lot clockwise to maximize the queue space available; however, this would result in pick-up and drop-off occurring on the left side of the vehicle and would potentially result in vehicle conflicts as they pull away from the curb on the passenger side of the vehicle.

Cost, Long-Term Improvements: $1,000,000
Existing Conditions

- Vehicle queues extend to Alhambra Avenue during pick up and drop off.
- Queued traffic spills out of turn pocket and blocks southbound through lane. Traffic uses dirt shoulder or opposing lane to get around.
- Left turn lane filled by 2:15 p.m. (20 minutes before school lets out).
- Vehicles queued northbound to enter school during pick up block through lane. Traffic uses opposing lane to get around.
- Parking available on Gilbert Court during pick up / drop off.
- On-street parking used during pick up / drop off.
- Parking lot used for pick up / drop off.
- Crosswalk conflicts with loading area.
- Area kept clear during pick up / drop off.
**Short Term:**
Remove on-street parking and provide two-way left turn lane to Gilbert Court.

**Mid-Term:**
Extend parking lot and drop-off area north.

**Long Term:**
Add right-out only driveway.
Decision Point #1:

Staff Recommendation:

- John Muir: Near-Term Solution: $90,000
- John Swett: Near/Mid-Term Solutions: $240,000

Total, Both Sites: $330,000

Potential Funding Source: State Funding
Updated Safety/Security Plans & Budgets

--Essential Question: What are our expected outcomes with regard to our Safety/Security Plans?

Safety of Students
  • Routing all visitors through a single point of entry?
  • Securing the interior of the school from the public?

Security of Campus/Property
  • Preventing trespassers
  • Preventing theft/vandalism of school property?

-- Consideration Points:
  • Security cameras
  • Privacy Screening
  • Fencing (campus enclosure – interior)
  • Other
Decision Point #2:

Staff Recommendation:

- Approve Safety/Security Plans with Board-identified components
AHS CONCEPTUAL PLANS

--Presentation by Hibser-Yamauchi Architects
Board Discussion

• Questions?
Which projects should be funded next?

What are the next steps regarding long-range facilities plans for the future?

• Additional information needed?

• Next steps?