OHLONE GREENWAY SAFETY IMPROVEMENTS PROJECT

COMMUNITY MEETING ON FEBRUARY 22, 2023; 6 – 8 PM

PUBLIC WORKS DEPARTMENT - TRANSPORTATION DIVISION

Hosted by:

Ken Jung, Project Manager, City of Berkeley

With support from:

Jennifer Harmon, Design Lead, Diablo Engineering Group

Phil Erickson, Community Outreach Lead, CD+A

Geoff Rubendall, Traffic Engineering Lead, Fehr & Peers

OHLONE GREENWAY SAFETY IMPROVEMENTS PROJECT

PURPOSE OF THIS MEETING

1. For the public to understand the rationale and design considerations that guided the development of proposed design concepts
2. To receive input from the public in order to finalize the design concepts

OHLONE GREENWAY SAFETY IMPROVEMENTS PROJECT

HOUSEKEEPING ITEMS

- Meeting will be recorded
- 2 hour meeting, from 6 – 8 PM
- Sign-in (name and email) via the Q/A button for project updates
- Updates posted to project website: https://fehrandpeers.mysocialpinpoint.com/ohlonegreenway
- City will present first, then open to public questions and comments at specific intervals, including at end
- To speak: raise hand. When called, un-mute your microphone. 90 seconds to speak.

OHLONE GREENWAY SAFETY IMPROVEMENTS PROJECT

AGENDA

- Background
- Project budget and schedule
- What's been done so far
- What's upcoming
- Review of Conceptual Design Options (including public comments and questions)
- Conclusion

OHLONE GREENWAY SAFETY IMPROVEMENTS PROJECT

BACKGROUND: SCOPE

OHLONE GREENWAY SAFETY IMPROVEMENTS PROJECT

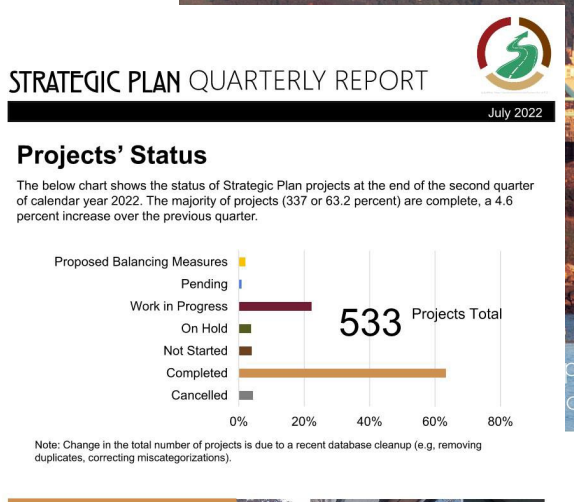
BACKGROUND: PROJECT GOALS

- Upgrade existing multi-use pathway from **Virginia Gardens to Santa Fe Ave.**
- Focused on:
  - Safety of intersections
  - Widening to 12’ or greater where feasible
  - Improved connection at pathway gap on Peralta Ave.
  - Enhanced pathway lighting
  - Landscaping to improve visibility

OHLONE GREENWAY SAFETY IMPROVEMENTS PROJECT

BACKGROUND: COUNCIL-APPROVED PLANS

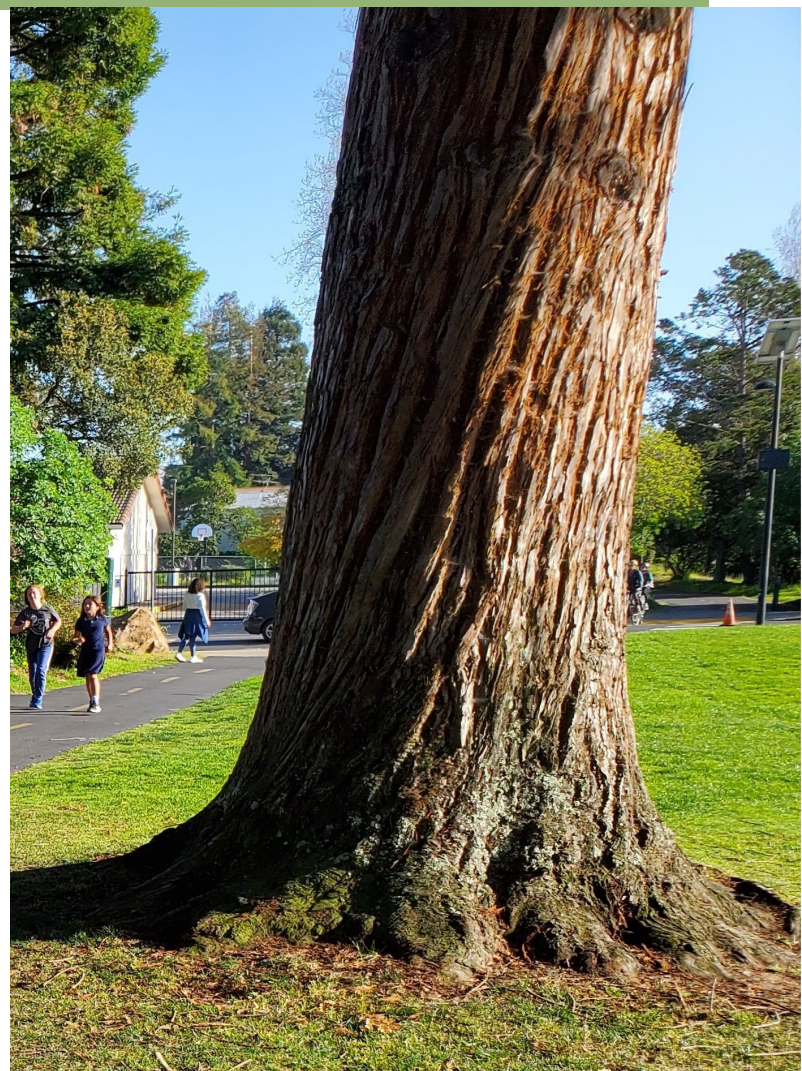
- Project strives to be consistent with Citywide plans:
  - **Bicycle Plan**
  - Pedestrian Plan
  - Climate Action Plan
  - Strategic Plan



OHLONE GREENWAY SAFETY IMPROVEMENTS PROJECT

BACKGROUND: DESIGN CONSIDERATIONS

- Park areas – managed by Parks Department
  - Maintain park atmosphere and open spaces
  - Maintain trees unless in poor condition
    - Cannot substantially increase impact on trees, including root systems
    - Collaboration between Project and City arborists
    - Long-term tree planting plan



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BACKGROUND: DESIGN CONSIDERATIONS

Fire Department

- Minimum lane width
- Roadway clear space
- Emergency access routes
- Vehicle turning/maneuverability

Access for other large vehicles

- Waste collection trucks
- School buses

OHLONE GREENWAY SAFETY IMPROVEMENTS PROJECT

BACKGROUND: FUNDING

- Project funding administered by Alameda County Transportation Commission (Alameda CTC)
  - Alameda County Measure F Vehicle Registration Fee (VRF) program: $1.271 million
  - Alameda County Measure BB: $425,000
  - Additional City funds: $604,000
- City received funding via a competitive application process in 2021
- Project is cost constrained, and construction has not (yet) been fully funded. Construction cost depends on selected design elements.

OHLONE GREENWAY SAFETY IMPROVEMENTS PROJECT

PROJECT STATUS

- Currently in Conceptual Design phase

Conceptual Design → Detailed Design → Bid & Award → Construction

Schedule is subject to change

- Revisions to proposed concepts
- Commission and Council (if needed): March – April 2023
- Detailed design (mid-2023 – early 2024)
- Bid and award construction contract (early to mid-2024)
- Construction* (mid-2024 – early 2025)

*construction funding pending

OHLONE GREENWAY SAFETY IMPROVEMENTS PROJECT

SUMMARY OF DESIGN CONSIDERATIONS

Proposed conceptual designs are intended to take into account:

- Citywide plans and policies
- Emergency access needs
- Maneuverability for other large vehicles
- Physical constraints – trees, drain inlets, fences, public art, etc.
- Cost
- State and Federal Standards
- Other City project (Hopkins Corridor)
- Parking
- Collision history
- Initial community input

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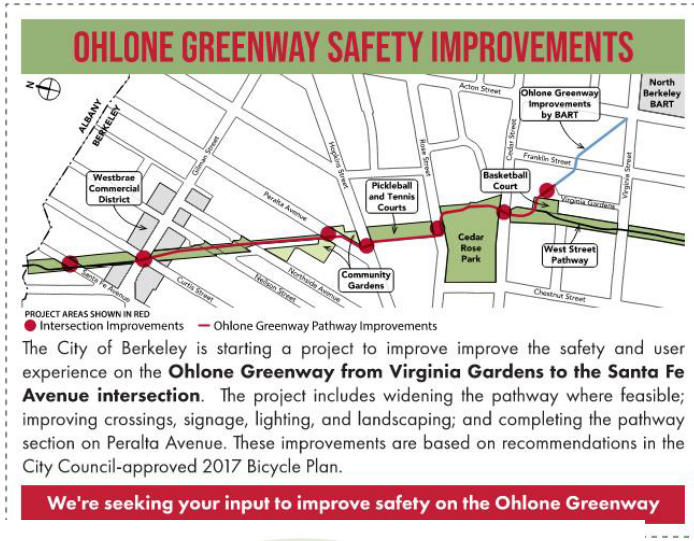
WHAT'S BEEN DONE SO FAR

- **Develop conceptual design options**
- **Outreach to community**
  - Pre-outreach to residents and community gardens at Hopkins/Peralta
  - Mailed postcards
  - Sidewalk decals and posted flyers
  - Project website
    - https://fehrandpeers.mysocialpinpoint.com/ohlonegreenway
  - Mass e-mail notification
  - Councilmember newsletter
  - Citywide communications
  - Survey – available on project website (open until March 1)
  - Community Meeting



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WHAT'S UPCOMING

- Review survey data and other input from public
- Staff-level decision-making in compliance with Citywide plans and policies
- If staff recommendations differ substantially from Citywide plans and/or policies, project should be reviewed by Transportation & Infrastructure Commission and/or City Council as appropriate
  - Use public input as support for proposed improvements
  - Transportation & Infrastructure Commission: advises Council on transportation and public works infrastructure policies, facilities, and services
  - City Council: makes decisions on local laws and policies using input from the community

OHLONE GREENWAY SAFETY IMPROVEMENTS PROJECT

PRELIMINARY SURVEY RESULTS

Comments and themes from the survey thus far indicate:

- Need for lighting in particular areas
- Areas in need of widening and intersection safety improvements
- Desire for separating users of different speeds
- Accessibility concerns
- And much more – City has begun sorting and analyzing the preliminary data

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BACKGROUND: SCOPE

- From the Council-approved Bicycle Plan
- Bike Plan conflicts with Parks Policies and City Ordinance regarding preservation of Coast Live Oak trees
- Requesting public input – how should Council resolve?

OHLONE GREENWAY SAFETY IMPROVEMENTS PROJECT

BACKGROUND: DESIGN ELEMENTS

- Intersection Safety
  - Raised crosswalk

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BACKGROUND: DESIGN ELEMENTS

- Intersection Safety
  - Median
  - Bikeway buffers

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BACKGROUND: DESIGN ELEMENTS

- Intersection Safety
  - Higher visibility markings

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BACKGROUND: DESIGN ELEMENTS

- Intersection Safety
  - Flashing beacons (RRFBs)
  - Lighting

    (at intersections and along pathway)

OHLONE GREENWAY SAFETY IMPROVEMENTS PROJECT

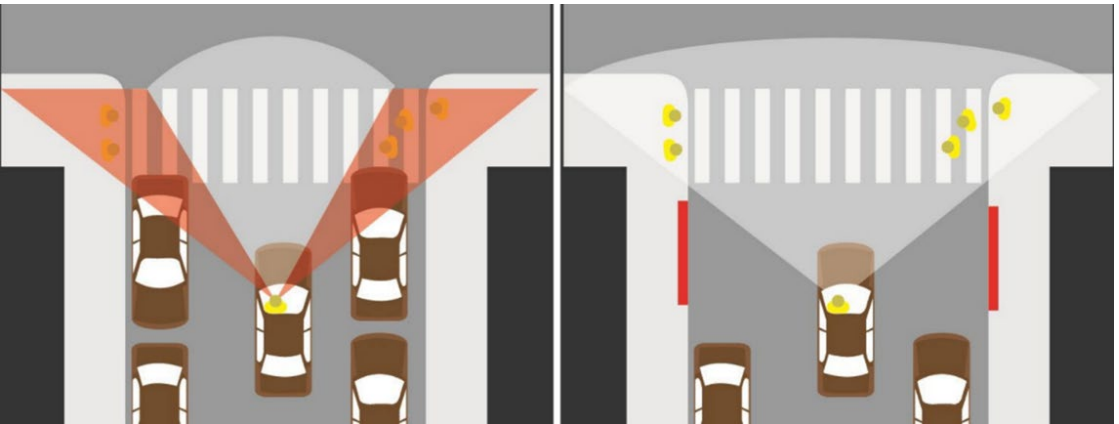
BACKGROUND: DESIGN ELEMENTS

Sightlines at Intersections

- Sidewalk widening
- Red curbs
- Perpendicular crossings

Sightlines along Pathway

- Plants and obstructions



OHLONE GREENWAY SAFETY IMPROVEMENTS PROJECT

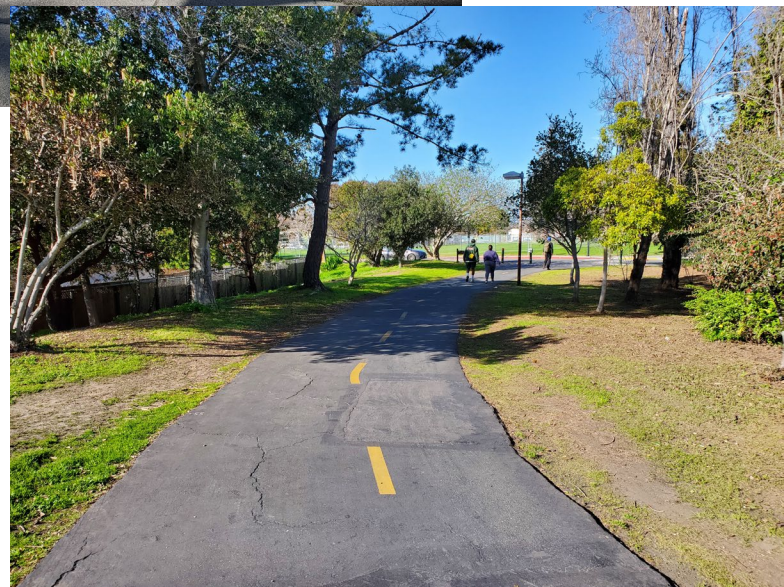
BACKGROUND: DESIGN ELEMENTS

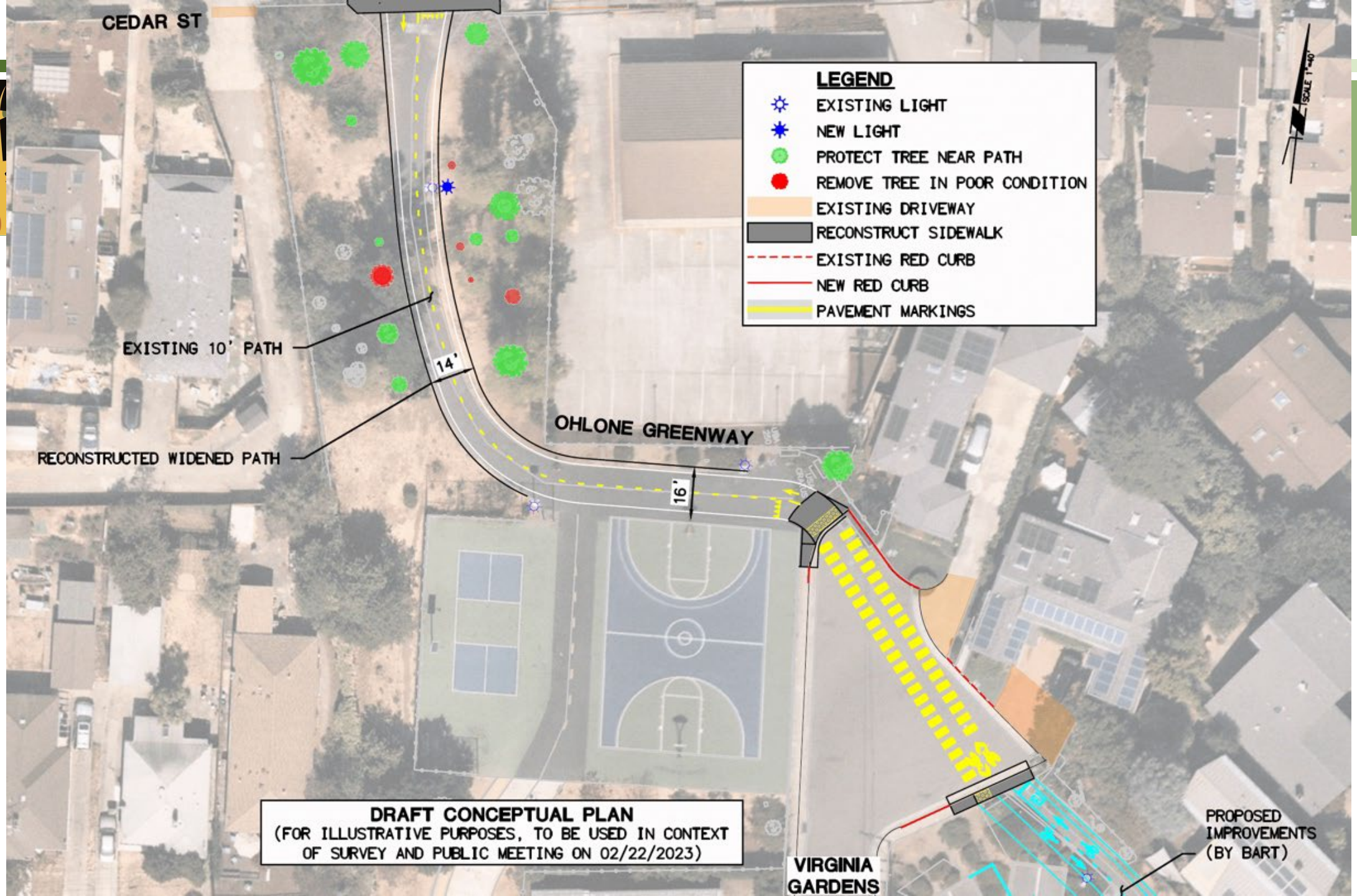
OHLONE GREENWAY SAFETY IMPROVEM

CONCEPTUAL DESIGNS

Virginia Gardens to Cedar St.

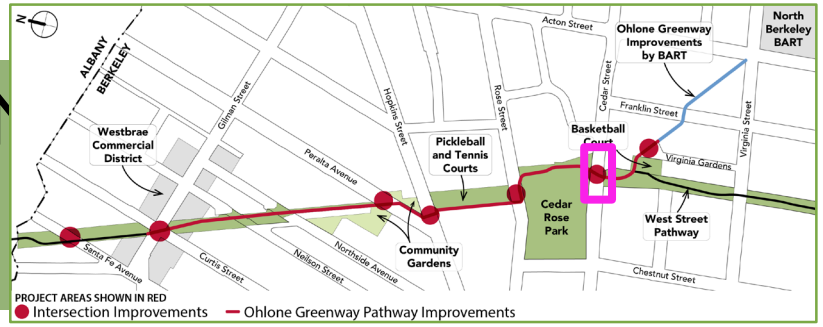
- No reported collision data over past 10 years
- Proposing:
  - Removal of 2 trees (6” diameter and larger) in poor condition
  - Removal of 2 parking spaces




CEDAR ST
LEGEND
EXISTING LIGHT
NEW LIGHT
PROTECT TREE NEAR PATH
REMOVE TREE IN POOR CONDITION
EXISTING DRIVEWAY
RECONSTRUCT SIDEWALK
EXISTING RED CURB
NEW RED CURB
PAVEMENT MARKINGS
SCALE 1"=40'
EXISTING 10' PATH
14'
RECONSTRUCTED WIDENED PATH
OHLONE GREENWAY
16'
DRAFT CONCEPTUAL PLAN
(FOR ILLUSTRATIVE PURPOSES, TO BE USED IN CONTEXT OF SURVEY AND PUBLIC MEETING ON 02/22/2023)
VIRGINIA GARDENS
PROPOSED IMPROVEMENTS (BY BART)

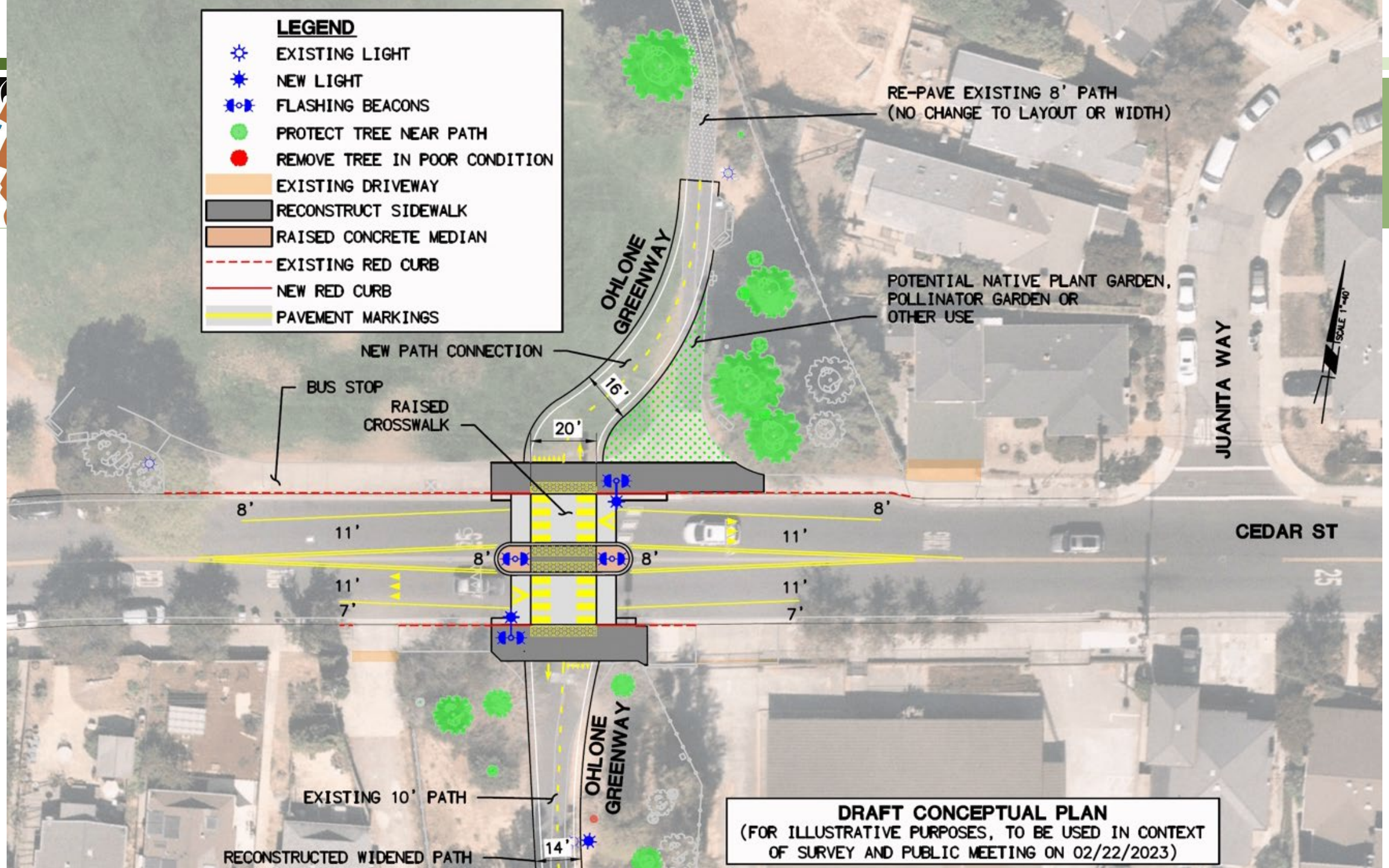
OHLONE GREENWAY SAFETY IMPROVEM

CONCEPTUAL DESIGNS



Cedar St. Crossing

- Data from reported collisions over past 10 years:
  - 3 bikes broadsided by cars (3 injuries)
  - 2 pedestrians/car collisions (2 injuries)
    - 1 pedestrian right-of-way violation
    - 1 car right-of-way violation
- No proposed removal of trees or parking spaces

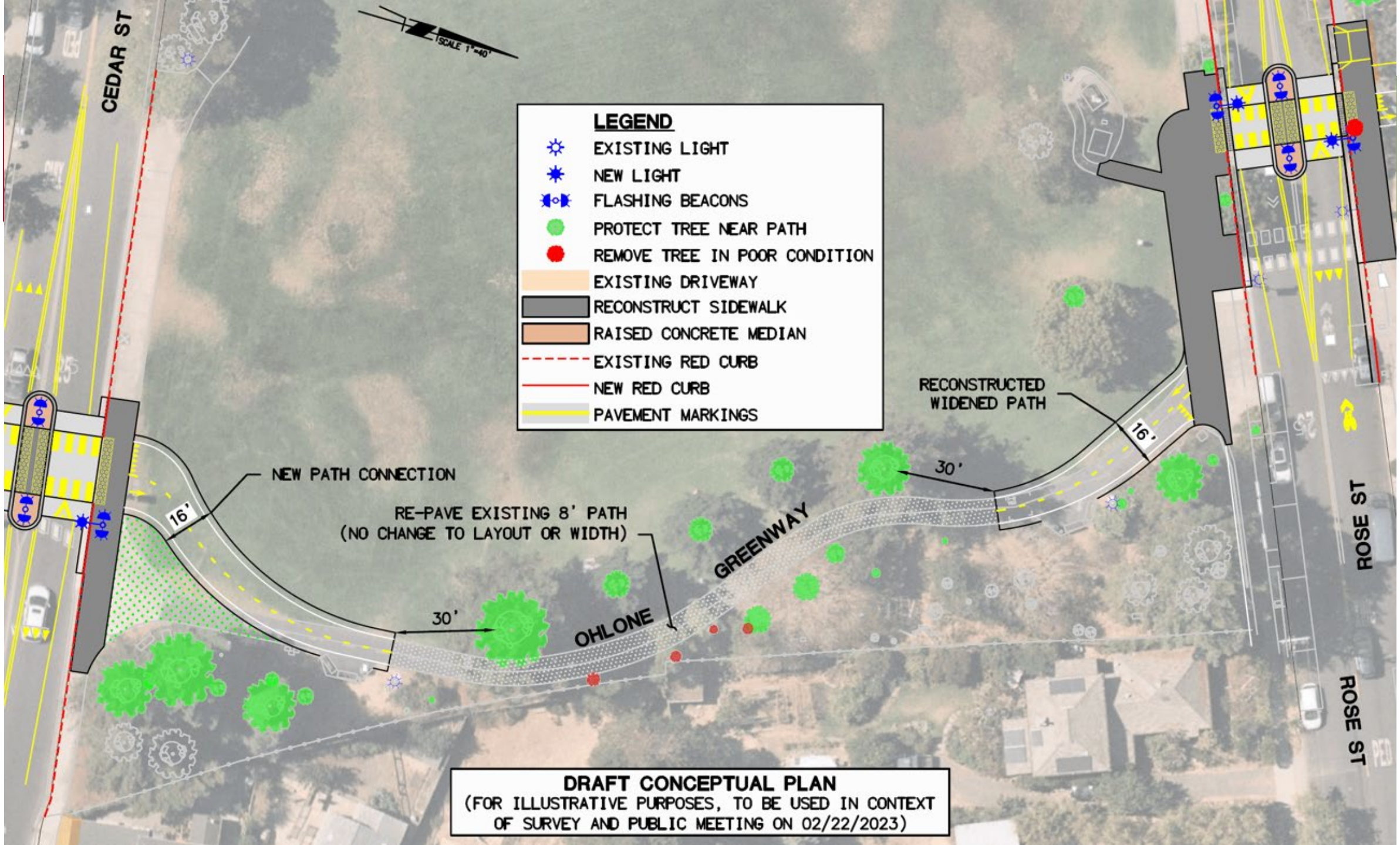

LEGEND
EXISTING LIGHT
NEW LIGHT
FLASHING BEACONS
PROTECT TREE NEAR PATH
REMOVE TREE IN POOR CONDITION
EXISTING DRIVEWAY
RECONSTRUCT SIDEWALK
RAISED CONCRETE MEDIAN
EXISTING RED CURB
NEW RED CURB
PAVEMENT MARKINGS
RE-PAVE EXISTING 8' PATH
(NO CHANGE TO LAYOUT OR WIDTH)
POTENTIAL NATIVE PLANT GARDEN,
POLLINATOR GARDEN OR
OTHER USE
NEW PATH CONNECTION
BUS STOP
RAISED
CROSSWALK
OHLONE
GREENWAY
16'
20'
JUANITA WAY
CEDAR ST
8'
11'
8'
11'
8'
8'
11'
11'
7'
7'
EXISTING 10' PATH
RECONSTRUCTED WIDENED PATH
14'
OHLONE
GREENWAY
DRAFT CONCEPTUAL PLAN
(FOR ILLUSTRATIVE PURPOSES, TO BE USED IN CONTEXT
OF SURVEY AND PUBLIC MEETING ON 02/22/2023)

OHLONE GREENWAY SAFETY IMPROVEM

CONCEPTUAL DESIGNS

Cedar Rose Park

- No data regarding reported collisions along this segment of pathway
- Proposing removal of 3 trees (6" diameter and larger) in poor condition

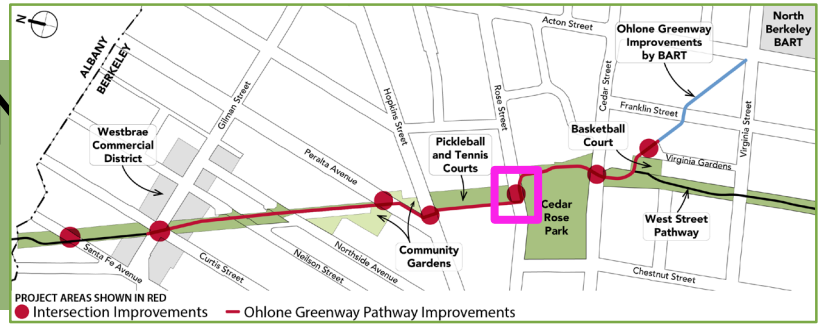

SCALE 1"=40'
CEDAR ST
LEGEND
EXISTING LIGHT
NEW LIGHT
FLASHING BEACONS
PROTECT TREE NEAR PATH
REMOVE TREE IN POOR CONDITION
EXISTING DRIVEWAY
RECONSTRUCT SIDEWALK
RAISED CONCRETE MEDIAN
EXISTING RED CURB
NEW RED CURB
PAVEMENT MARKINGS
RECONSTRUCTED WIDENED PATH
16'
30'
NEW PATH CONNECTION
16'
RE-PAVE EXISTING 8' PATH
(NO CHANGE TO LAYOUT OR WIDTH)
30'
OHLONE
GREENWAY
ROSE ST
ROSE ST
DRAFT CONCEPTUAL PLAN
(FOR ILLUSTRATIVE PURPOSES, TO BE USED IN CONTEXT
OF SURVEY AND PUBLIC MEETING ON 02/22/2023)

Tree Planting Plan

Minimum 1-for-1 tree replacement

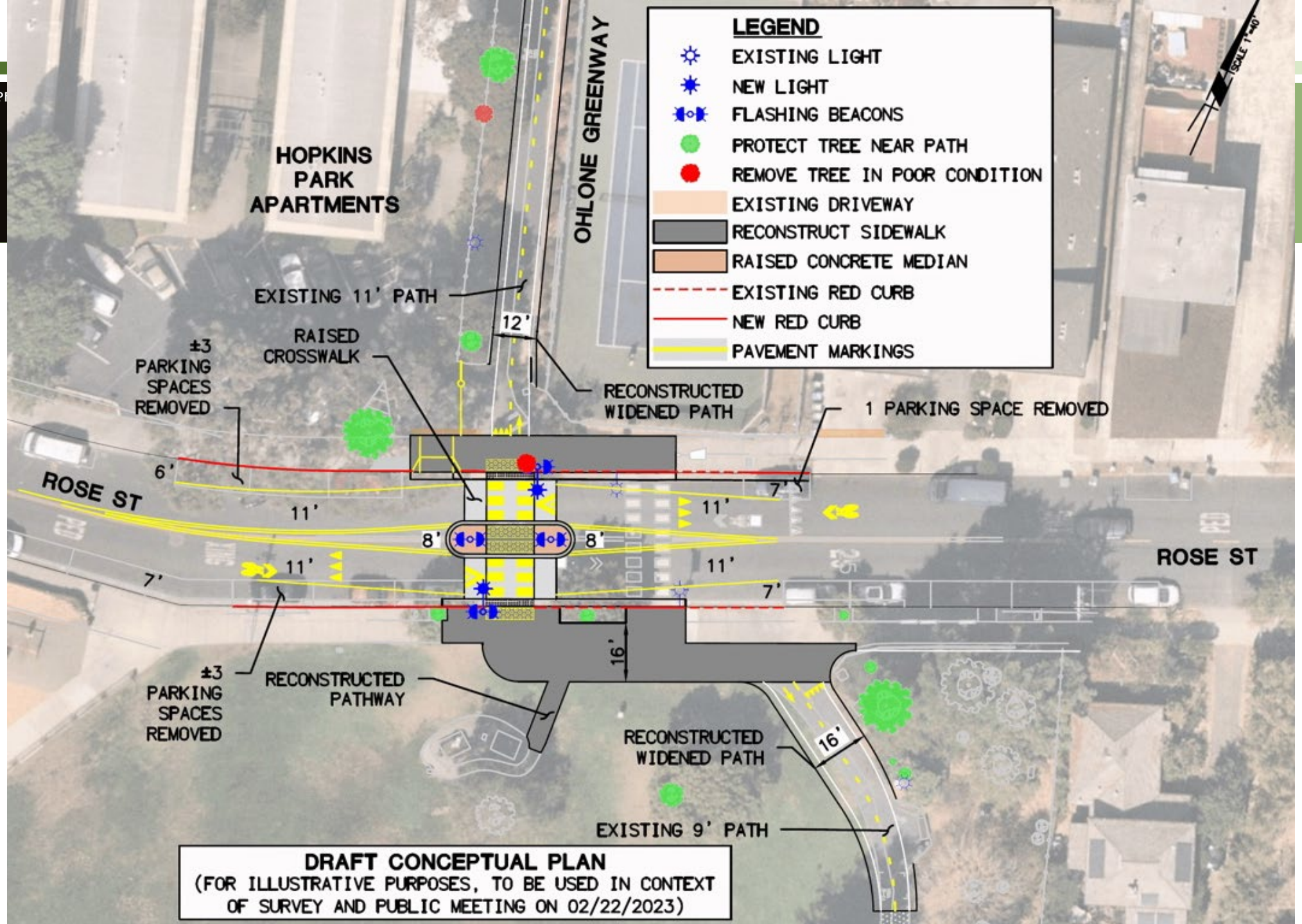
OHLONE GREENWAY SAFETY IMPROVEM

CONCEPTUAL DESIGNS



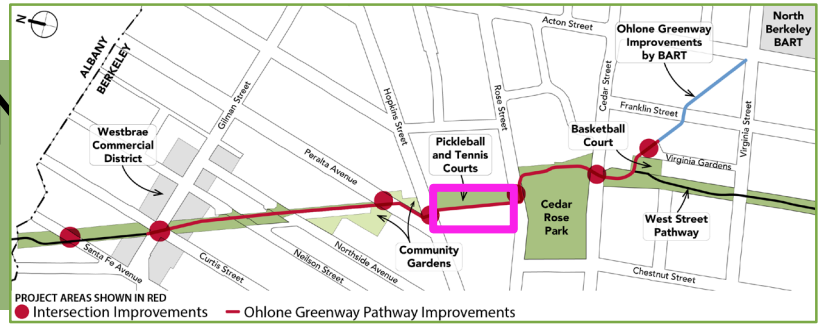
Rose St. Crossing

- No reported collision data over past 10 years
- Proposing removal of 1 tree (12” diameter) in poor condition
- Proposing removal of 7 parking spaces (4 along north side and 3 along south side)


HOPKINS PARK APARTMENTS
OHLONE GREENWAY
LEGEND
EXISTING LIGHT
NEW LIGHT
FLASHING BEACONS
PROTECT TREE NEAR PATH
REMOVE TREE IN POOR CONDITION
EXISTING DRIVEWAY
RECONSTRUCT SIDEWALK
RAISED CONCRETE MEDIAN
EXISTING RED CURB
NEW RED CURB
PAVEMENT MARKINGS
EXISTING 11' PATH
12'
RAISED CROSSWALK
±3 PARKING SPACES REMOVED
RECONSTRUCTED WIDENED PATH
1 PARKING SPACE REMOVED
ROSE ST
6'
11'
8'
8'
11'
7'
11'
11'
7'
7'
ROSE ST
16'
±3 PARKING SPACES REMOVED
RECONSTRUCTED PATHWAY
RECONSTRUCTED WIDENED PATH
16'
EXISTING 9' PATH
DRAFT CONCEPTUAL PLAN
(FOR ILLUSTRATIVE PURPOSES, TO BE USED IN CONTEXT OF SURVEY AND PUBLIC MEETING ON 02/22/2023)

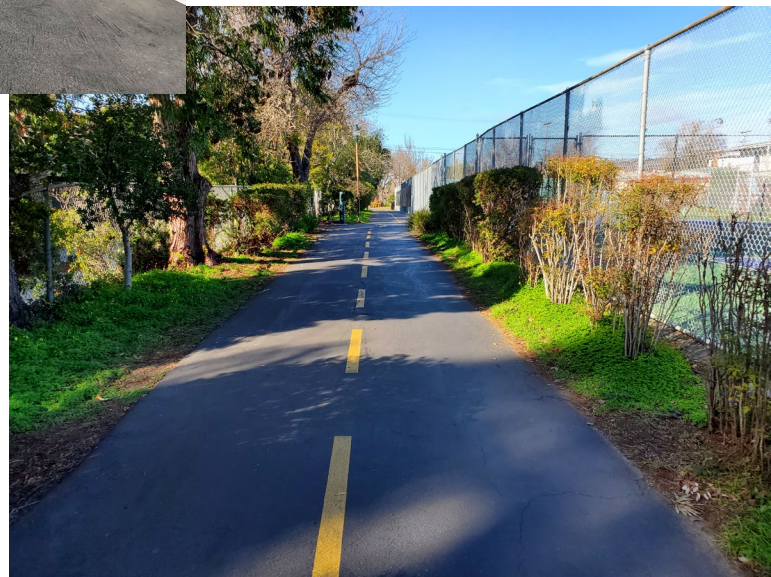
OHLONE GREENWAY SAFETY IMPROVEM

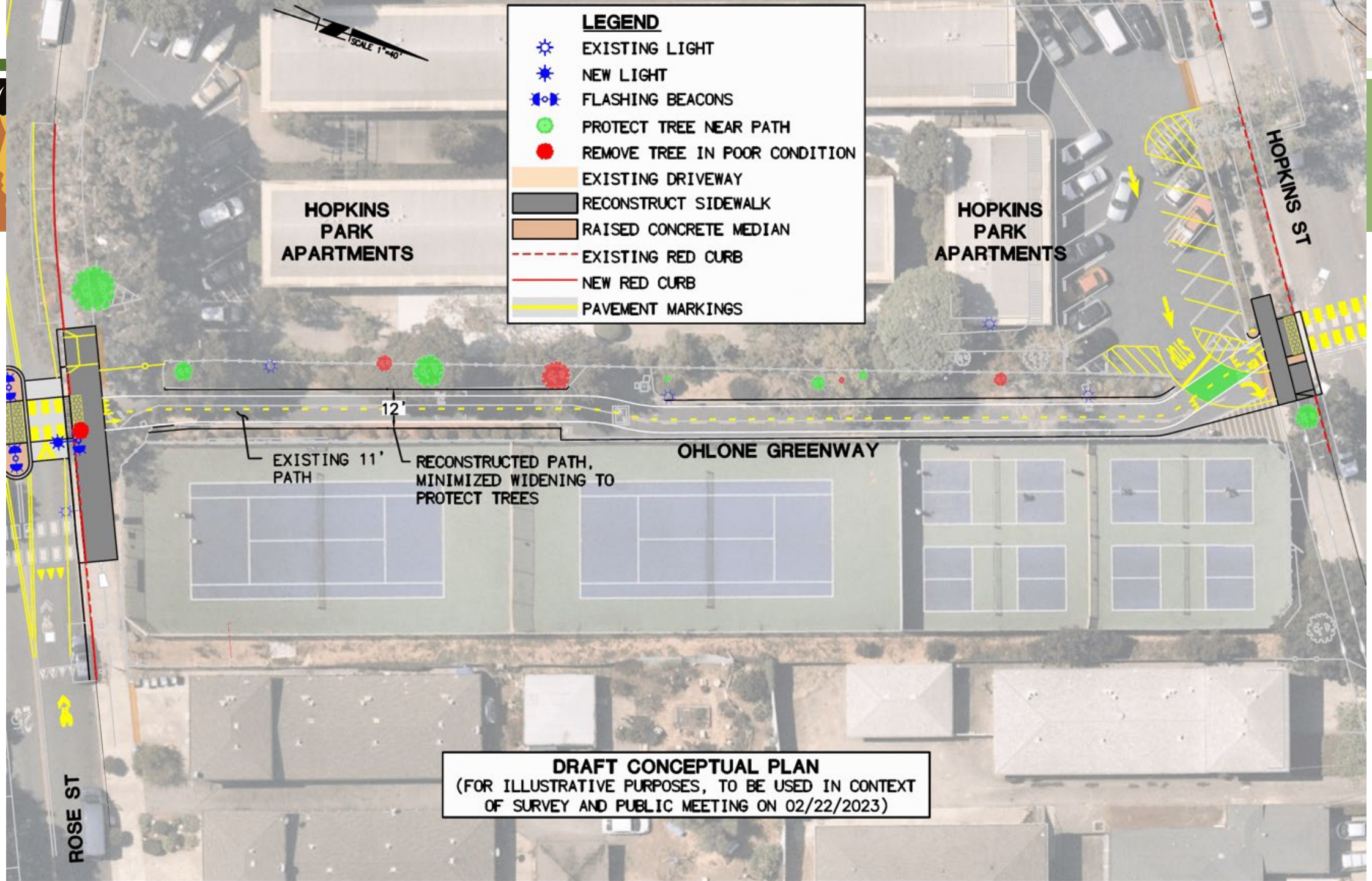
CONCEPTUAL DESIGNS



Rose St. to Hopkins St.

- No data regarding reported collisions along this segment of pathway
- Proposing removal of 3 trees (6” diameter and larger) in poor condition




LEGEND
EXISTING LIGHT
NEW LIGHT
FLASHING BEACONS
PROTECT TREE NEAR PATH
REMOVE TREE IN POOR CONDITION
EXISTING DRIVEWAY
RECONSTRUCT SIDEWALK
RAISED CONCRETE MEDIAN
EXISTING RED CURB
NEW RED CURB
PAVEMENT MARKINGS
SCALE 1"=40'
HOPKINS PARK APARTMENTS
HOPKINS PARK APARTMENTS
HOPKINS ST
12'
EXISTING 11' PATH
RECONSTRUCTED PATH, MINIMIZED WIDENING TO PROTECT TREES
OHLONE GREENWAY
ROSE ST
DRAFT CONCEPTUAL PLAN
(FOR ILLUSTRATIVE PURPOSES, TO BE USED IN CONTEXT OF SURVEY AND PUBLIC MEETING ON 02/22/2023)

OHLONE GREENWAY SAFETY IMPROVEMENTS PROJECT

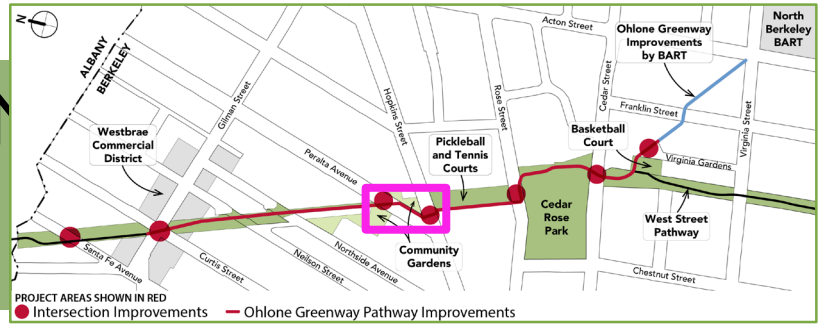
PUBLIC COMMENTS & QUESTIONS

- Virginia Gardens to Cedar St.
- Cedar St. Crossing
- Cedar Rose Park
- Rose St. Crossing
- Rose St. to Hopkins St.

90 sec.

OHLONE GREENWAY SAFETY IMPROVEM

CONCEPTUAL DESIGNS



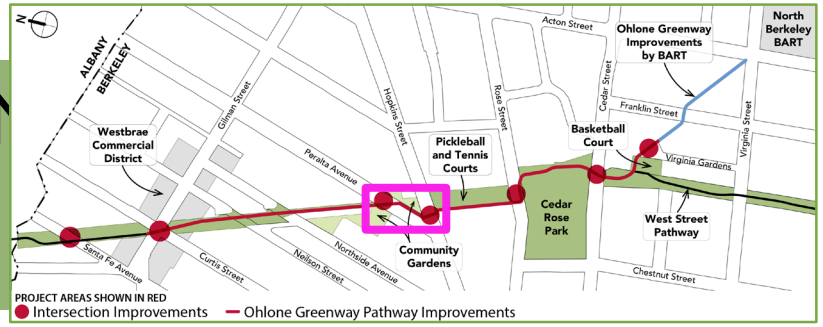
Hopkins St. and Peralta Ave.

Data from reported collisions over past 10 years:

- 2 overturned bikes on their own (2 injuries)
- 2 cars collided with parked car or fixed object (1 injury)
- 3 pedestrian/car collisions (3 injuries)
  - ➢ 3 instances of cars at fault

OHLONE GREENWAY SAFETY IMPROVEM

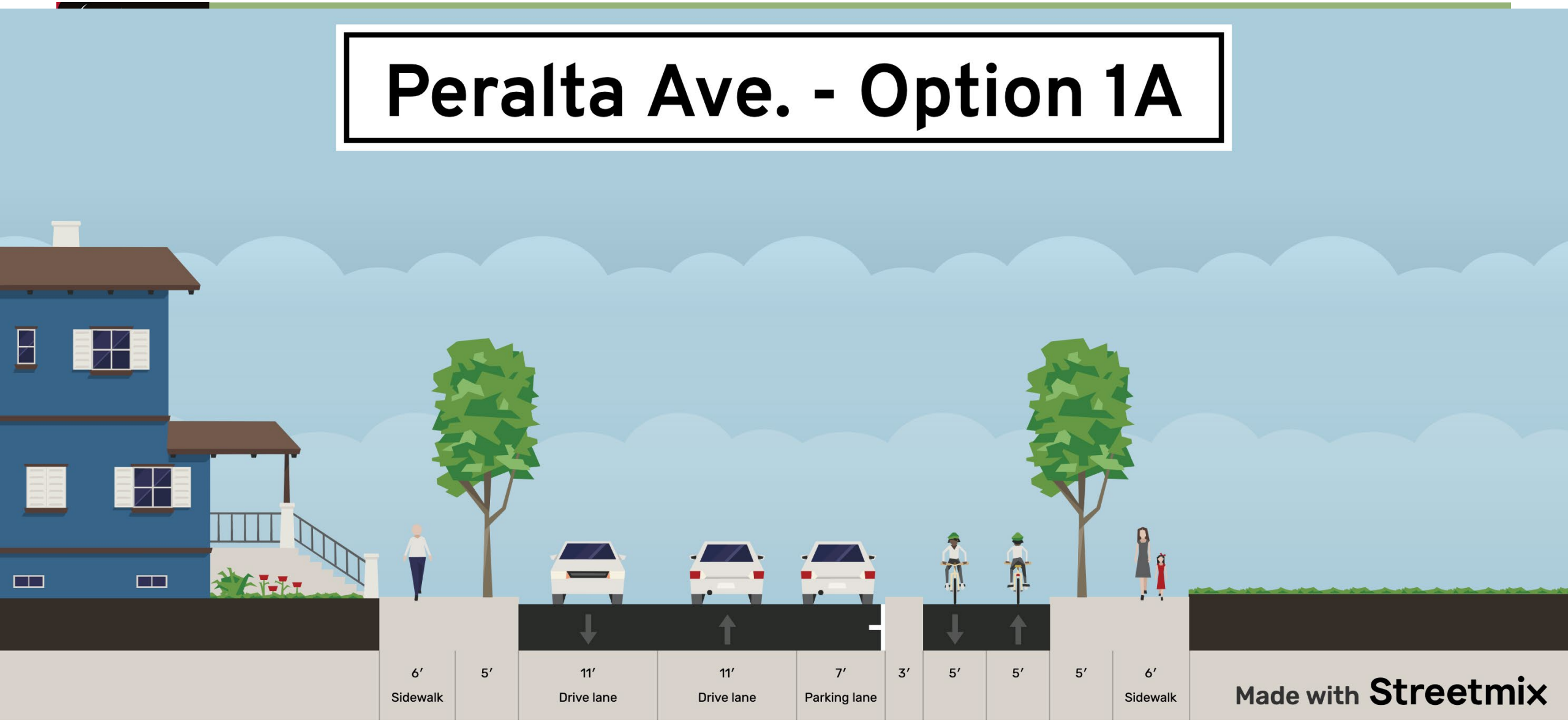
CONCEPTUAL DESIGNS



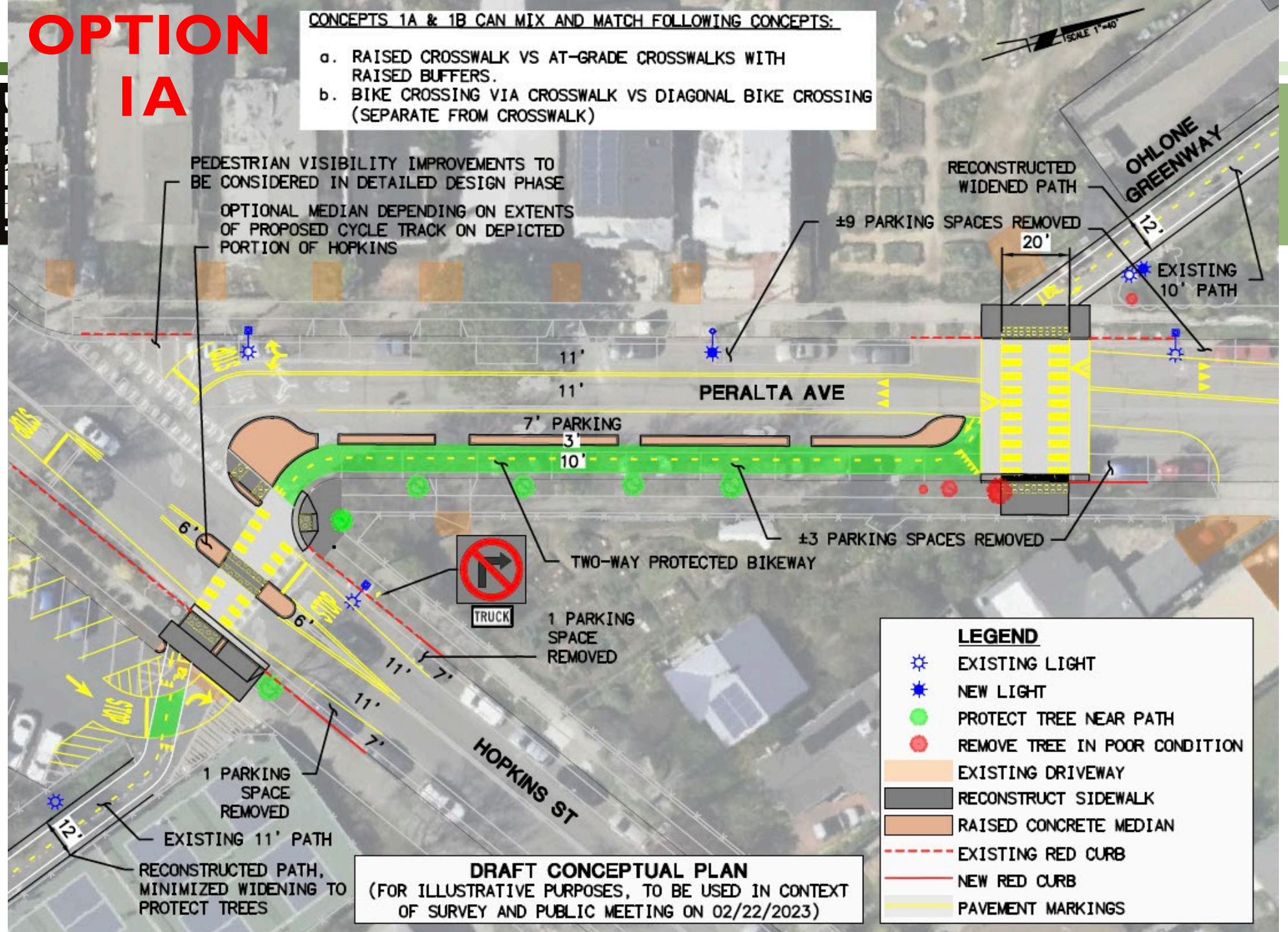
Hopkins St. and Peralta Ave.

- Proposing removal of 4 trees (6" diameter and larger) in poor condition, with possibility of one additional depending on clearances for parking lot ramp reconstruction
- Proposing removal of parking spaces
  - Option 1A: 12 on Peralta + potentially 2 on Hopkins, depending on results of Hopkins Corridor project
  - Option 1B: 10 on Peralta + potentially 2 on Hopkins
  - Option 2: 2 on Peralta + potentially 2 on Hopkins

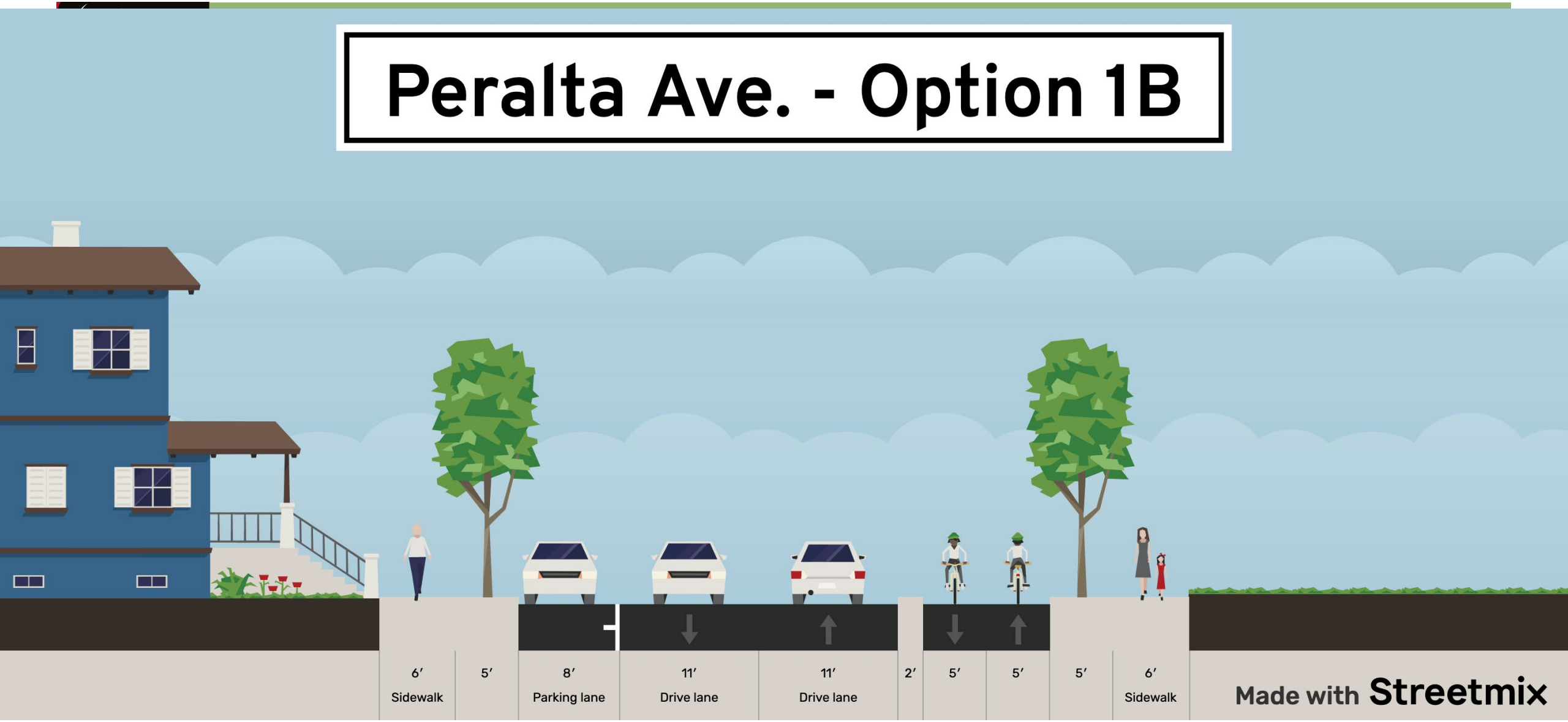
Peralta Ave. - Option 1A



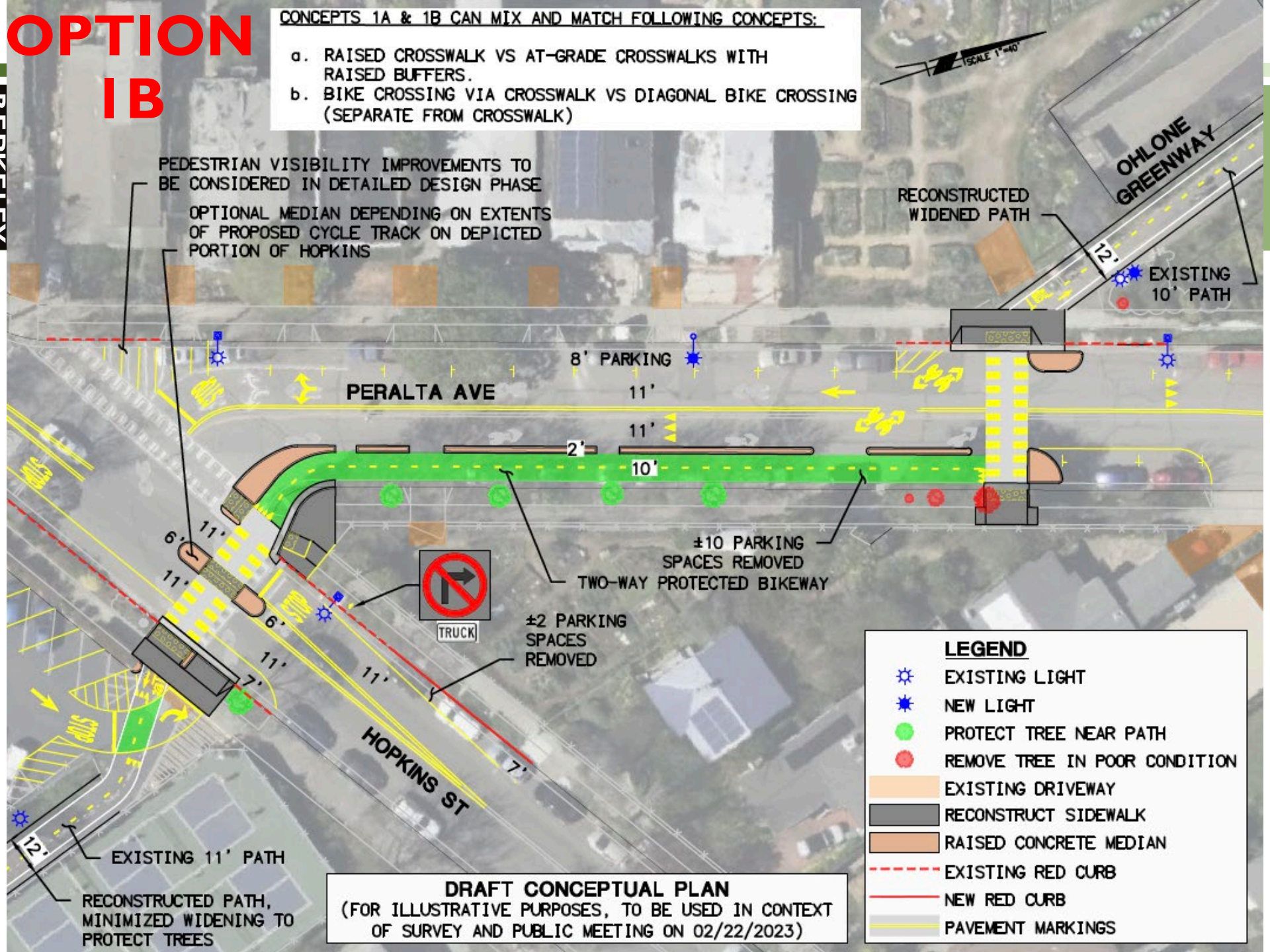
OPTION 1A


CONCEPTS 1A & 1B CAN MIX AND MATCH FOLLOWING CONCEPTS:
a. RAISED CROSSWALK VS AT-GRADE CROSSWALKS WITH RAISED BUFFERS.
b. BIKE CROSSING VIA CROSSWALK VS DIAGONAL BIKE CROSSING (SEPARATE FROM CROSSWALK)
PEDESTRIAN VISIBILITY IMPROVEMENTS TO BE CONSIDERED IN DETAILED DESIGN PHASE
OPTIONAL MEDIAN DEPENDING ON EXTENTS OF PROPOSED CYCLE TRACK ON DEPICTED PORTION OF HOPKINS
RECONSTRUCTED WIDENED PATH
±9 PARKING SPACES REMOVED
OHLONE GREENWAY
12'
20'
EXISTING 10' PATH
11'
11'
PERALTA AVE
7' PARKING
3'
10'
±3 PARKING SPACES REMOVED
TWO-WAY PROTECTED BIKEWAY
6'
6'
TRUCK
1 PARKING SPACE REMOVED
11'
7'
11'
7'
HOPKINS ST
1 PARKING SPACE REMOVED
12'
EXISTING 11' PATH
RECONSTRUCTED PATH, MINIMIZED WIDENING TO PROTECT TREES
LEGEND
EXISTING LIGHT
NEW LIGHT
PROTECT TREE NEAR PATH
REMOVE TREE IN POOR CONDITION
EXISTING DRIVEWAY
RECONSTRUCT SIDEWALK
RAISED CONCRETE MEDIAN
EXISTING RED CURB
NEW RED CURB
PAVEMENT MARKINGS
DRAFT CONCEPTUAL PLAN
(FOR ILLUSTRATIVE PURPOSES, TO BE USED IN CONTEXT OF SURVEY AND PUBLIC MEETING ON 02/22/2023)

Peralta Ave. - Option 1B



OPTION 1B


CONCEPTS 1A & 1B CAN MIX AND MATCH FOLLOWING CONCEPTS:
a. RAISED CROSSWALK VS AT-GRADE CROSSWALKS WITH RAISED BUFFERS.
b. BIKE CROSSING VIA CROSSWALK VS DIAGONAL BIKE CROSSING (SEPARATE FROM CROSSWALK)
SCALE 1"=40'
PEDESTRIAN VISIBILITY IMPROVEMENTS TO BE CONSIDERED IN DETAILED DESIGN PHASE
OPTIONAL MEDIAN DEPENDING ON EXTENTS OF PROPOSED CYCLE TRACK ON DEPICTED PORTION OF HOPKINS
OHLONE GREENWAY
RECONSTRUCTED WIDENED PATH
12'
EXISTING 10' PATH
8' PARKING
PERALTA AVE
11'
11'
2'
10'
±10 PARKING SPACES REMOVED
TWO-WAY PROTECTED BIKEWAY
6'
11'
11'
6'
11'
7'
11'
7'
TRUCK
±2 PARKING SPACES REMOVED
HOPKINS ST
STOP
12'
EXISTING 11' PATH
RECONSTRUCTED PATH, MINIMIZED WIDENING TO PROTECT TREES
LEGEND
EXISTING LIGHT
NEW LIGHT
PROTECT TREE NEAR PATH
REMOVE TREE IN POOR CONDITION
EXISTING DRIVEWAY
RECONSTRUCT SIDEWALK
RAISED CONCRETE MEDIAN
EXISTING RED CURB
NEW RED CURB
PAVEMENT MARKINGS
DRAFT CONCEPTUAL PLAN
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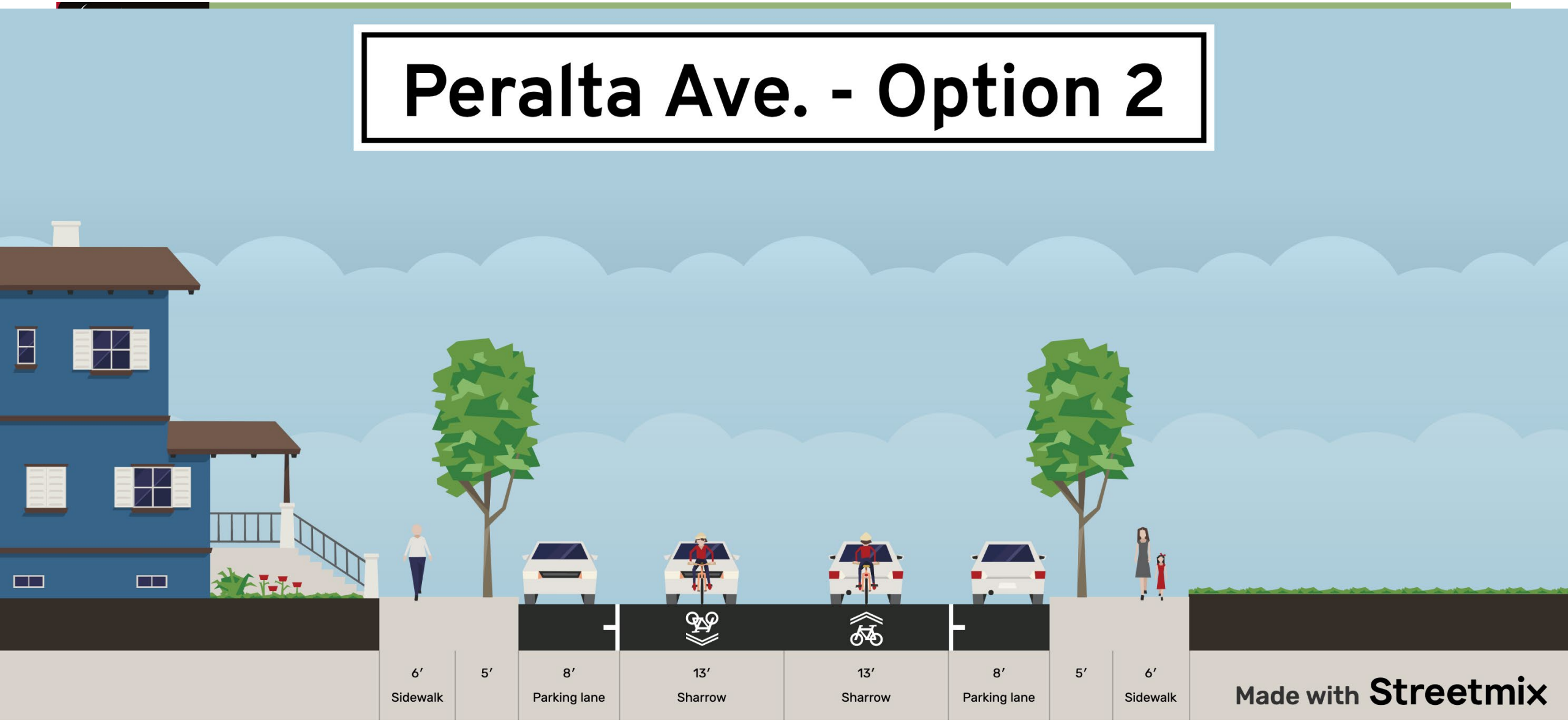
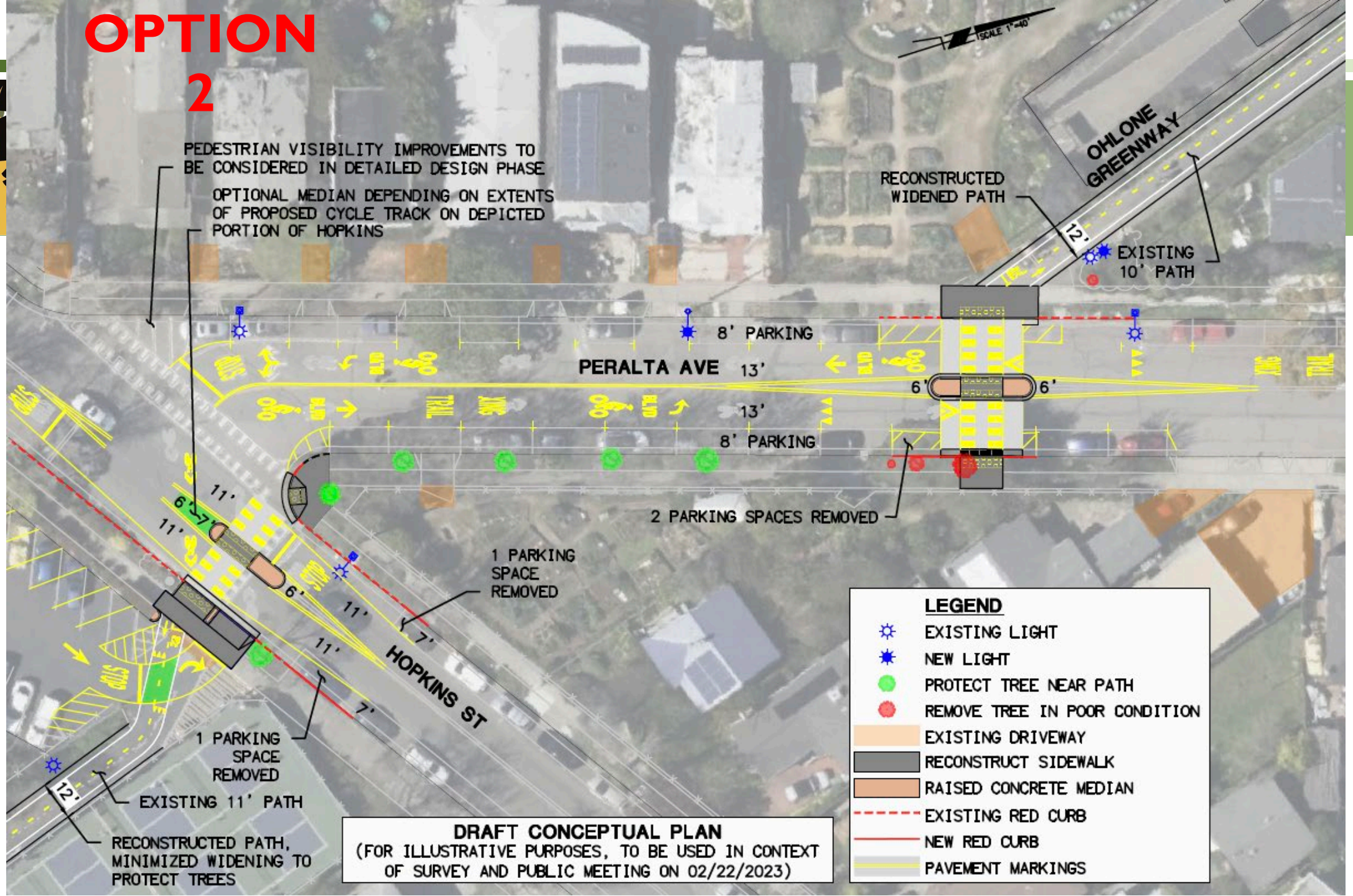
Peralta Ave. - Option 2



OPTION 2


PEDESTRIAN VISIBILITY IMPROVEMENTS TO BE CONSIDERED IN DETAILED DESIGN PHASE
OPTIONAL MEDIAN DEPENDING ON EXTENTS OF PROPOSED CYCLE TRACK ON DEPICTED PORTION OF HOPKINS
RECONSTRUCTED WIDENED PATH
12'
OHLONE GREENWAY
EXISTING 10' PATH
8' PARKING
PERALTA AVE
13'
13'
8' PARKING
6'
6'
2 PARKING SPACES REMOVED
1 PARKING SPACE REMOVED
11'
11'
6'
7'
6'
11'
11'
7'
7'
HOPKINS ST
1 PARKING SPACE REMOVED
12'
EXISTING 11' PATH
RECONSTRUCTED PATH, MINIMIZED WIDENING TO PROTECT TREES
LEGEND
EXISTING LIGHT
NEW LIGHT
PROTECT TREE NEAR PATH
REMOVE TREE IN POOR CONDITION
EXISTING DRIVEWAY
RECONSTRUCT SIDEWALK
RAISED CONCRETE MEDIAN
EXISTING RED CURB
NEW RED CURB
PAVEMENT MARKINGS
DRAFT CONCEPTUAL PLAN
(FOR ILLUSTRATIVE PURPOSES, TO BE USED IN CONTEXT OF SURVEY AND PUBLIC MEETING ON 02/22/2023)

OHLONE GREENWAY SAFETY IMPROVEMENTS PROJECT

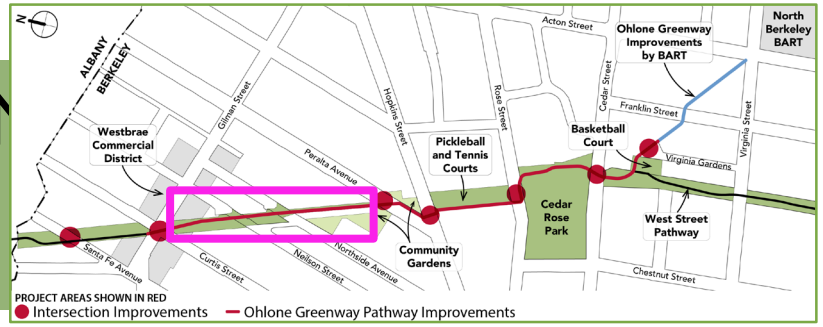
PUBLIC COMMENTS & QUESTIONS

- Hopkins St. and Peralta Ave. Segment

90 sec.

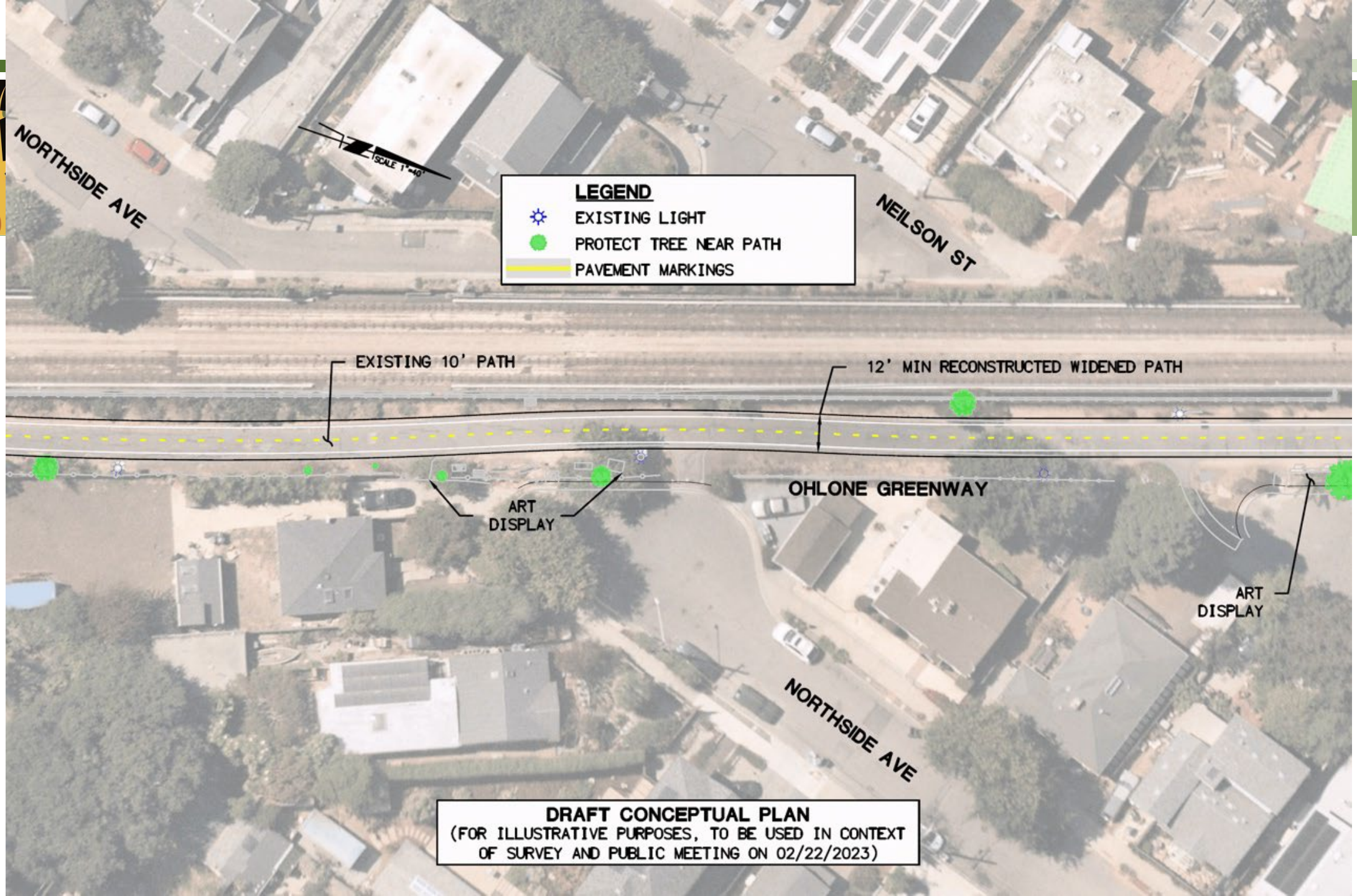
OHLONE GREENWAY SAFETY IMPROVEM

CONCEPTUAL DESIGNS



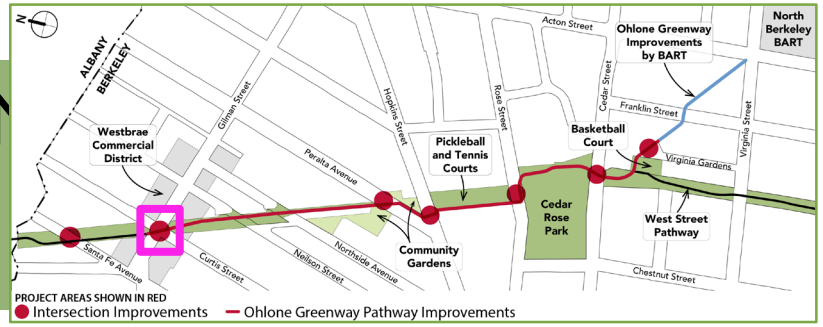
Peralta Ave. to Gilman St.

- No data regarding reported collisions along this segment of pathway
- No proposed removal of trees


NORTHSIDE AVE
SCALE 1"=40'
LEGEND
EXISTING LIGHT
PROTECT TREE NEAR PATH
PAVEMENT MARKINGS
NEILSON ST
EXISTING 10' PATH
12' MIN RECONSTRUCTED WIDENED PATH
ART DISPLAY
OHLONE GREENWAY
ART DISPLAY
NORTHSIDE AVE
DRAFT CONCEPTUAL PLAN
(FOR ILLUSTRATIVE PURPOSES, TO BE USED IN CONTEXT OF SURVEY AND PUBLIC MEETING ON 02/22/2023)

OHLONE GREENWAY SAFETY IMPROVEM

CONCEPTUAL DESIGNS



Gilman St. Crossing

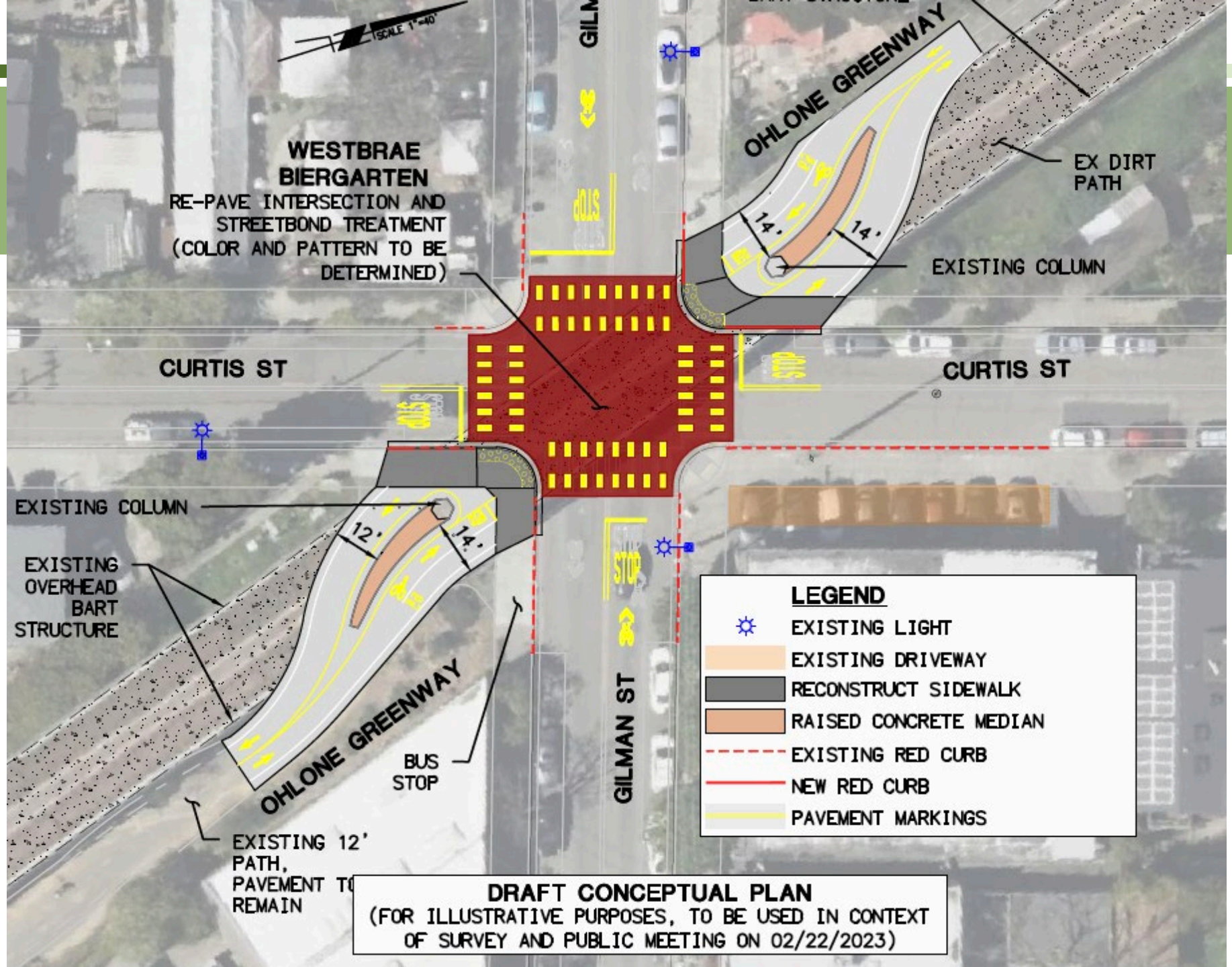
Data from reported collisions over past 10 years:

- 4 cars collided with parked cars
- 1 overturned bike on its own (1 injury)
- 2 cars collided with another car (1 injury)
- 1 car collided with pedestrian, car at fault (1 injury)

- No proposed removal of trees or parking spaces

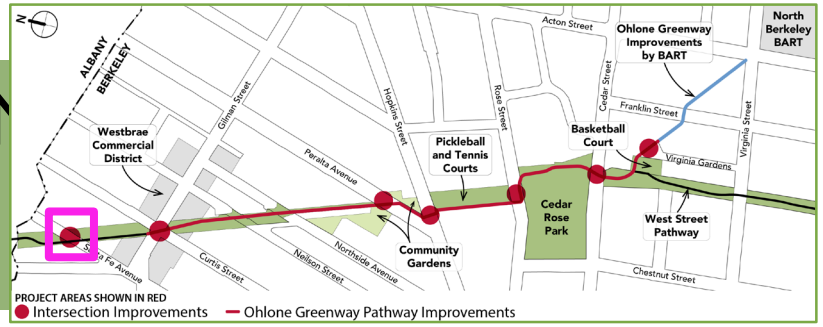
CITY OF BERKELEY

OH



OHLONE GREENWAY SAFETY IMPROVEM

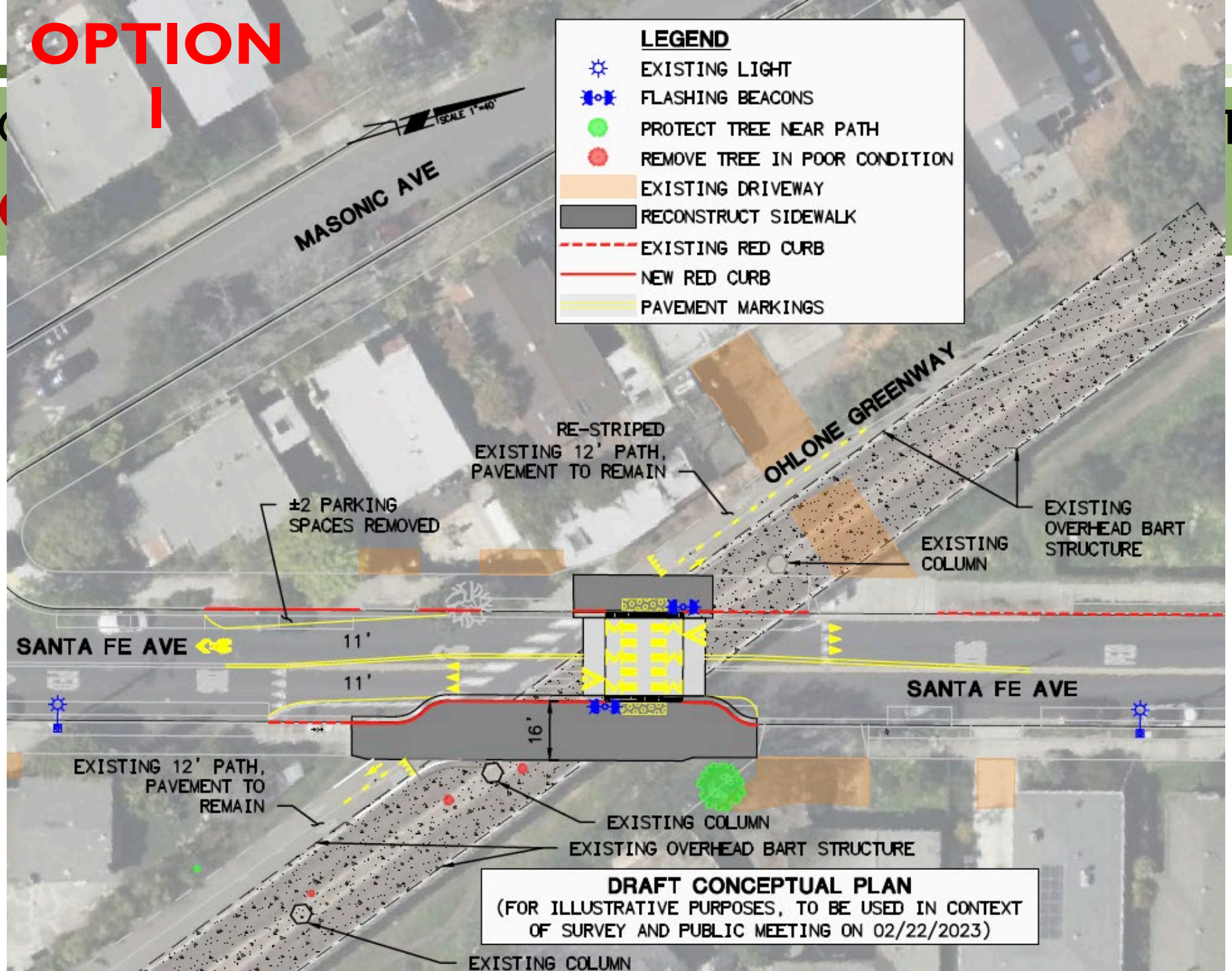
CONCEPTUAL DESIGNS



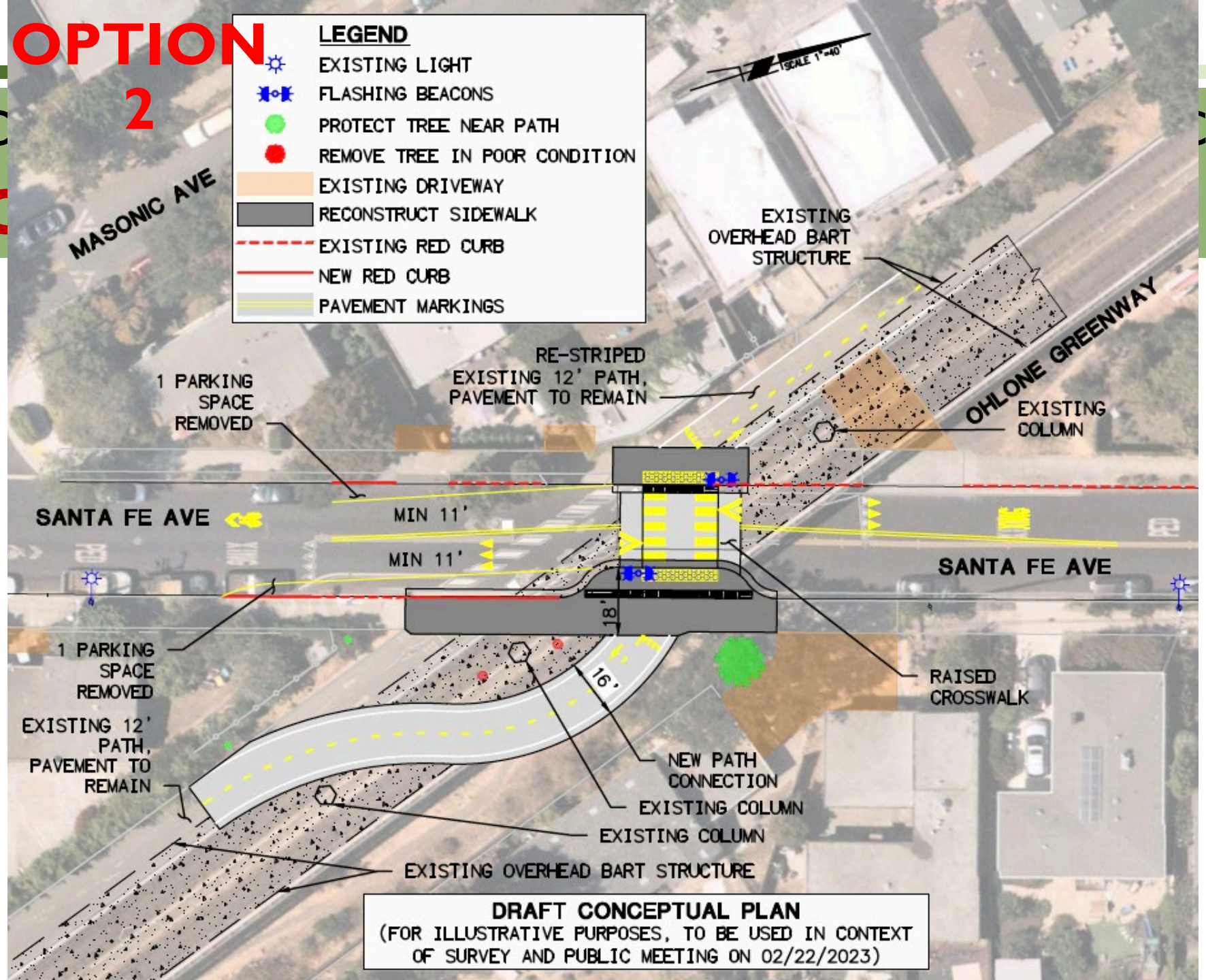
Santa Fe Ave. Crossing

- No data regarding reported collisions at this intersection
- Proposing removal of 1 tree (6" diameter) in poor condition
- Proposing removal of parking spaces
  - ➢Option 1: 2 on west side
  - ➢Option 2: 1 on west, 1 on east

OPTION 1


LEGEND
EXISTING LIGHT
FLASHING BEACONS
PROTECT TREE NEAR PATH
REMOVE TREE IN POOR CONDITION
EXISTING DRIVEWAY
RECONSTRUCT SIDEWALK
EXISTING RED CURB
NEW RED CURB
PAVEMENT MARKINGS
SCALE 1"=40'
MASONIC AVE
OHLONE GREENWAY
RE-STRIPED EXISTING 12' PATH, PAVEMENT TO REMAIN
±2 PARKING SPACES REMOVED
EXISTING COLUMN
EXISTING OVERHEAD BART STRUCTURE
SANTA FE AVE
11'
11'
16'
SANTA FE AVE
EXISTING 12' PATH, PAVEMENT TO REMAIN
EXISTING COLUMN
EXISTING OVERHEAD BART STRUCTURE
EXISTING COLUMN
DRAFT CONCEPTUAL PLAN
(FOR ILLUSTRATIVE PURPOSES, TO BE USED IN CONTEXT OF SURVEY AND PUBLIC MEETING ON 02/22/2023)

OPTION 2


LEGEND
EXISTING LIGHT
FLASHING BEACONS
PROTECT TREE NEAR PATH
REMOVE TREE IN POOR CONDITION
EXISTING DRIVEWAY
RECONSTRUCT SIDEWALK
EXISTING RED CURB
NEW RED CURB
PAVEMENT MARKINGS
SCALE 1"=40'
MASONIC AVE
EXISTING OVERHEAD BART STRUCTURE
OHLONE GREENWAY
RE-STRIPED EXISTING 12' PATH, PAVEMENT TO REMAIN
1 PARKING SPACE REMOVED
EXISTING COLUMN
SANTA FE AVE
MIN 11'
MIN 11'
SANTA FE AVE
18'
16'
1 PARKING SPACE REMOVED
RAISED CROSSWALK
EXISTING 12' PATH, PAVEMENT TO REMAIN
NEW PATH CONNECTION
EXISTING COLUMN
EXISTING COLUMN
EXISTING OVERHEAD BART STRUCTURE
DRAFT CONCEPTUAL PLAN
(FOR ILLUSTRATIVE PURPOSES, TO BE USED IN CONTEXT OF SURVEY AND PUBLIC MEETING ON 02/22/2023)

OHLONE GREENWAY SAFETY IMPROVEMENTS PROJECT

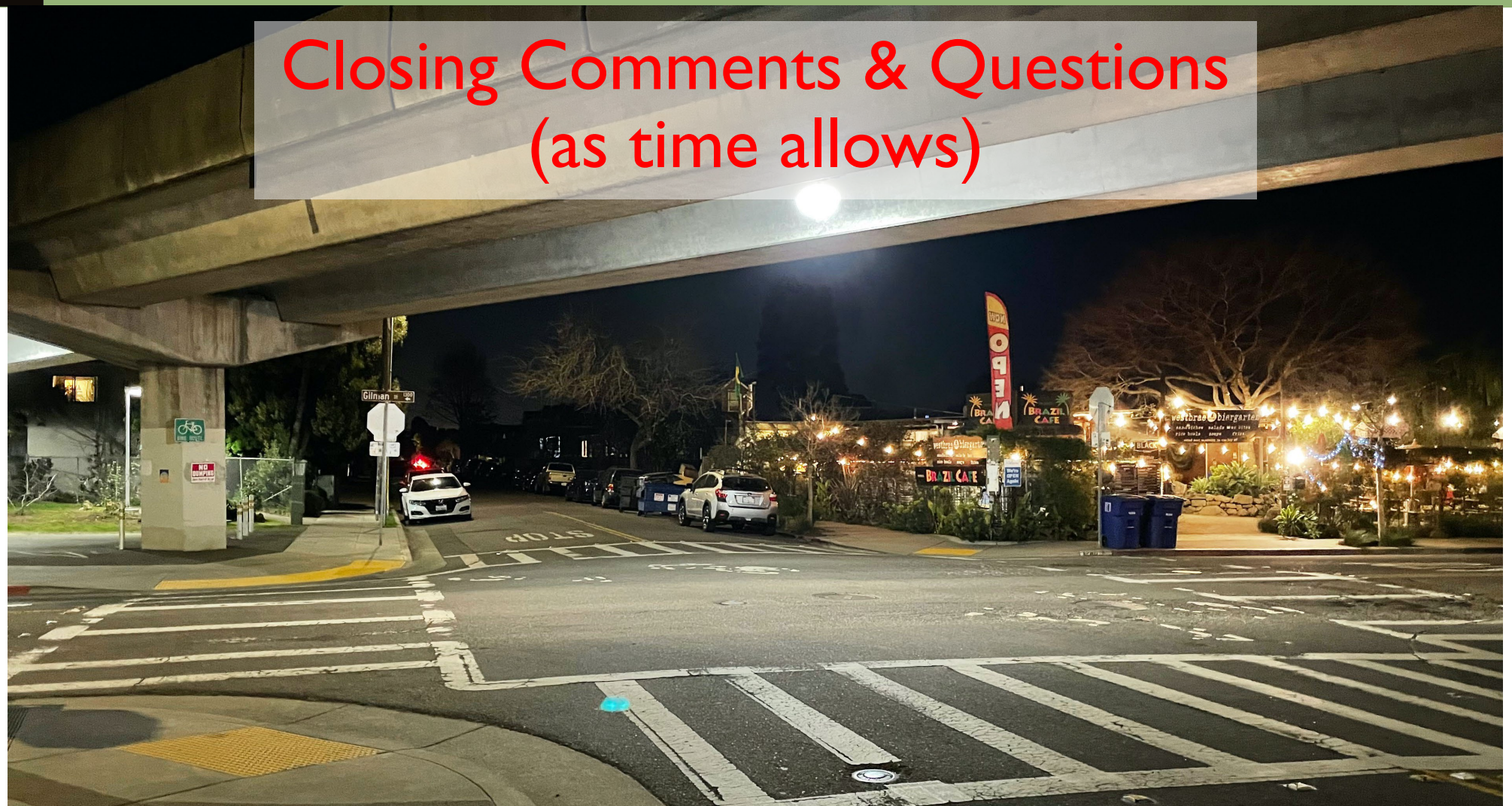
PUBLIC COMMENTS & QUESTIONS

- Peralta Ave. to Gilman St.
- Gilman St. Crossing
- Santa Fe Ave. Crossing

90 sec.

OHLONE GREENWAY SAFETY IMPROVEMENTS PROJECT

PUBLIC COMMENTS & QUESTIONS



Closing Comments & Questions (as time allows)

90 sec.

OHLONE GREENWAY SAFETY IMPROVEMENTS PROJECT

CONCLUSION

Project survey will remain open to March 1st

Go to the project website

Thank You !

Ken Jung, Project Manager

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