

dynamic; and to use new technology. Information was researched accordingly. Staff explored designs for shelters in other cities and countries; internal discussions were held with the Planning & Building Agency; with PWA's Administration division which handles the Clear Channel contract; Information Services to obtain technical guidance; and with PWA's Construction division for constructability matters. Discussions were held with OCTA and interviews with riders were conducted. Santa Ana sites were visited as well. The principal request from riders is that the shelters should provide shade. It was noted that transit stops must be durable. Photos of global installations were provided, some more ambitious and customized than others. Emerging goals include a cutting edge look, consideration of technology and green building, adaptable design for varying right of way conditions, and completion of the project within budget. Special features to consider include real time information boards, wi-fi capabilities, mobile phone charging, digital boards for City news, and green building. The transit stops to be improved at this time are along major transit thoroughfares. Two concepts and proposed prototypes were presented. One concept is a linear design; the other is a triangular design. The panels of the proposed shelters were discussed with Committee members, including the types of materials typically used. The next steps were explained, including finalization of the concept, development of the design, preparation of contract documents and the bid release. It is expected that the contract will be awarded in summer of 2016, with installation in Fall-Winter of 2016.

Committee member Benavides expressed his appreciation of staff's efforts on the functional elements and design of the project. He indicated that he likes the concept of the design used in Ciudad Juarez, as well as elements of the curved awing which shows some creativity. It was clarified that the panels could be used for the city's branding campaign.

Chairman Sarmiento said that this is an opportunity to have different themes, noting that cities like San Francisco and San Antonio design their bus shelters to fit elements of particular neighborhoods; for instance, the downtown shelters may be more colorful due to the artist's village. Other items to be taken into consideration include weather and graffiti. He is not pleased with the look of the plastic which looks nice initially but then are not attractive when they are weathered. Pitching the top or angling may be considered, but it is important that the stops wear well. It was emphasized that the design be very functional and usable for seniors and the disabled, so the linear design may be a better choice for shade. It was also mentioned that other cities also sell advertising space.

4. WATER SYSTEM COMPUTERIZED HYDRAULIC MODEL PRESENTATION {Strategic Plan No. 6, 1 & 2}

Water Resources Manager Nabil Saba provided an update for the Water System Computerized Hydraulic Model project that was approved by Council approximately two years ago. The water system computerized model will help to

develop a water system master plan, as well as possible improvements to the current system. The system received high marks by the Orange County Fire Authority.

Paul Hauffen, representing ID Modeling, summarized components of the project. He explained that a calibrated computer model is used to identify and predict water system vulnerabilities, fire flow capacity; water quality; energy savings; assist with master planning; and future operational support. The computer model mimics how the water system performs, looks and reacts under varying conditions; and is ultimately used to evaluate the overall water system to create a Master Plan. An overview of the software used for modeling was provided. An evaluation determined that the City's system is robust with strong pipes, high pressure, with accurate fire flows. Water quality issues were also evaluated and validated that the city water system is strong. Energy issues were evaluated and operational possibilities were considered under various conditions, and there is a potential to reduce energy costs by 10% by making minor changes to the pumping system. A criticality analysis identified an area on Broadway from Santa Clara to First Street that is critical in case of a system failure due to the high number of water valves; and a reasonable response plan should be prepared in case of an unforeseen event. This model may now be used for CIP prioritization, support with operations and water quality. Future development was mentioned, and it was clarified that the computerized model is a perfect tool to predict and address possible adverse impacts of future development.

5. OCTA BUS PLAN UPDATE {Strategic Plan Nos. 3, 2C; 5, 4B & 6, F}

City Manager Cavazos provided a background of the proposed OCTA 2016 bus service plan, noting the concerns of local bus riders, and the Council's opposition to the elimination of some bus routes. The January 19, 2016 Council meeting elucidated many public comments in opposition to the eliminated routes.

Senior Management Assistant Jorge Garcia provided detail of the plan update, noting that a public hearing was held by OCTA on January 25, 2016; and the OCTA Board directed their staff to revise the proposed plan. OCTA then proposed a new Route 150 which combined Routes 51 and 145; including the elimination of Saturday service on Route 150. Service was actually increased in some areas of the city along certain routes.

A Route 560 Bravo Line was added, and provides faster service along Seventeenth Street/Westminster, and requires an additional bus bay at the Santa Ana Regional Transportation Center (SARTC). Further changes affecting service to, from and through Santa Ana College were discussed by the college and OCTA, and a compromise was reached. Service to SARTC will continue for Routes 55, 53, 206 and 462; and further service will be attained when the streetcar is completed. The distinction between the terms "route" and "circulator" was emphasized, as changes to a bus route mandate specific public

notifications, while circulators do not have the same noticing requirements. Implementation of the changes to the bus plan is expected to occur in June 2016 and ample communication to the public will occur.

Committee member Benavides suggested monitoring the situation; and to consider advocating for additional service in the future if warranted. Chairman Sarmiento inquired whether studies of the ridership were conducted for peak or off-peak hours. It was clarified by Mr. Garcia that service during the highest peak times was studied, and for Route 150 the average frequency of service will change from 45 minutes to 30 minutes. However, during the off peak times from 12:00 p.m. to 3:00 p.m., frequency of service will change from 45 minutes to 60 minutes. Only Saturday service was eliminated to Route 150 pursuant to the ridership counts which were reviewed by City staff. In summation, bus service will be faster when riders need service the most.

COMMITTEE MEMBER COMMENTS - None

FUTURE AGENDA ITEMS - None

ADJOURNED – 6:10 P.M.



Lorrie Ortiz
Recording Secretary
Public Works Agency