



**DATE:** February 28, 2017

**TO:** Mayor and City Council

**FROM:** Director of Public Works

**SUBJECT** Mission Boulevard Corridor Improvements Phase 2 and 3 Project Update

### **RECOMMENDATION**

That Council reviews this report and comments on the design and program plan for the Mission Boulevard Corridor Improvements Phase 2 and 3 Project.

### **BACKGROUND**

On November 27, 2007, Council approved Phase 1 of the Route 238 Corridor Improvement Project, which covered roadway and street improvements on Mission Boulevard from A Street to Industrial Parkway and Foothill Boulevard from Mission Boulevard to Apple Avenue, and certified the Final Environmental Impact Report (FEIR) for the project. Subsequently, Caltrans relinquished portions of State Routes 92, 185, and 238 to the City within the Phase 1 project limits. During the relinquishment discussions, the City and Caltrans agreed that Caltrans would relinquish, and the City would accept, the majority of the remaining state highways within the City boundaries after the Phase 1 project was completed and after sufficient Local Area Transportation Improvement Program (LATIP) funding became available to improve these additional highway segments. Construction of the Phase 1 project was completed in January 2014. LATIP funds totaling \$30 million were approved by the California Transportation Commission (CTC) for use on all phases of this project. The CTC allocated \$8.1 million of this amount for the Route 238 Phase 1 expenses.

Phase 2 and 3 is a continuation of the Phase 1 project (see Attachment II). Phases 2 (State Route 238) and 3 (State Route 185) of the project will improve Mission Boulevard from Industrial Parkway to the south City limit near Blanche Street, and from A Street to the north City limit at Rose Street, respectively (see Attachments III and IV). On [October 28, 2014](#), Council approved an agreement with BKF Engineers for professional services to begin design work for Phase 2 and preliminary design (35%) for Phase 3. The design of Phases 2 and 3 incorporates the Complete Streets policy with infrastructure to make travel safe and convenient along and across Mission Boulevard for all users, including pedestrians, bicyclists, transit users, motorists, and trucks.

## DISCUSSION

Since design work began, the project has proceeded through several design phases including completion of 65% for Phase 2 and 35% for Phase 3. The current condition of the infrastructure in both phases are generally poor. There are missing or substandard sidewalks and curb ramps. The existing traffic signals and equipment need upgrades. Furthermore, street lighting is insufficient, there are no designated bike facilities, and the pavement condition is poor. Improvements along the Mission Boulevard corridor are designed to improve multi-modal access. Specifically, improvements will include access to accommodate pedestrians, bicyclists, transit users, motorists, and trucks.

Phase 2 and 3 improvements will include the following:

- Repair or reconstruction of existing sidewalks, curbs and gutters, median islands, valley gutters, and driveways that are in poor condition or deficient
- New curb, gutter, and sidewalk in sections with missing sidewalk
- New street trees in tree wells between the curb and sidewalk
- Adjust existing driveways to conform to the new sidewalks, curbs, and gutters
- Adjust pavement, modify, and add new storm drain inlets to improve drainage
- Rehabilitate existing pavement using Cold In-place Recycling (CIR) and a new pavement overlay; the CIR method reuses the existing pavement as base material
- Upgrade intersections to comply with the latest ADA accessibility standards
- Upgrade existing traffic signals to include Adaptive Traffic Management System technology, which will improve signal timing by adapting to the traffic conditions in real time
- New signage and modifications to bus stops
- New fiber optic lines within the project limits
- New LED and dimmable street lighting
- Undergrounds of existing overhead utility lines

### Improvements specific to Phase 2

- New protected bike lanes, including buffered divider planter strips
- New landscaping in the median islands and divider planter strips
- New traffic signal at Mission Boulevard/Rousseau Street and a full traffic signal at Mission Boulevard/Blanche Street
- New gateway entry features at Blanche Street

### Improvements specific to Phase 3

- In each direction, one travel lane widened for shared use with bicyclists
- Improve crosswalks at uncontrolled crossings with bulb outs and flashing beacons
- New gateway entry features at Rose Street

### California Public Utilities Commission Rule 20 Programs

On December 14, 2010, in anticipation of Phases 2 and 3 of the Mission Boulevard Corridor project, Council adopted Ordinances to form Underground District No. 29 (Mission Boulevard

from A Street to the north City limit) and Underground District No. 30 (Mission Boulevard from Arrowhead Way to the south City limit) to use the Rule 20A funds allocated each year to the City by PG&E to replace existing overhead utility facilities with underground facilities. Due to higher than anticipated costs for recently completed undergrounding projects and because PG&E convinced the CPUC to reduce local agency Rule 20A allocations, the City cannot complete the undergrounding work in Phases 2 and 3 using only Rule 20A funds. Staff is working on a five year borrow on the City’s Rule 20A allocations and has acquired Rule 20A allocations from the City of Corcoran. It is estimated that approximately \$2.4 million of Rule 20A funding will be available. Staff is currently working with PG&E to determine the limits of work under the Rule 20A program. The remainder of segments will be performed under Rule 20B where the project pays for the majority of the undergrounding work.

**FISCAL IMPACT**

Phases 2 and 3 will be funded by LATIP funds, matching funds from Measure BB and Rule 20A allocations for Underground District Nos. 29 and 30. The estimated funding breakdown are as follows:

Funding Source	Amount
LATIP	\$21,900,000
Measure BB	\$21,500,000
Rule 20A	\$2,400,000
Total	\$45,800,000

The estimated project costs are as follows:

Phase 2	Estimated Cost
Design	\$2,000,000
Utility Undergrounding	\$6,000,000
Construction	\$22,000,000
Construction Admin, Inspection, Testing	\$1,500,000
PLA/CWA	\$1,000,000
Phase 2 Project Total	\$32,500,000

Phase 3	Estimated Cost
Design	\$1,000,000
Utility Undergrounding	\$5,000,000
Construction	\$8,000,000
Construction Admin, Inspection, Testing	\$1,000,000
PLA/CWA	\$500,000
Phase 3 Project Total	\$15,500,000

Phase 2 and 3 Project Total	\$48,000,000
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Staff is working to obtain additional funding to close the \$2.2 million shortfall. Additionally, some improvements, such as the privacy fencing and the divider planter islands can be removed from the project to reduce project cost, and may be completed as part of a separate future project.

## **SUSTAINABILITY FEATURES**

1. Water:  
The project includes the installation of drought tolerant plants to reduce the amount of water usage.
2. Environment:  
This project has implemented Bay-Friendly Landscaping techniques to use native plants and climate appropriate plants for the median islands and sidewalk planters. The project will be reviewed for Bay-Friendly certification after the project is complete. Permeable pavers will also be used to treat storm water runoff from the sidewalk and filters pollution from the storm water before entering the San Francisco Bay. This project will use Cold In-place Recycling to rehabilitate the pavement. The CIR method reuses the existing pavement as base material and thereby conserves on new raw material resources and reduces on greenhouse gases with reduced hauling.
3. Energy:  
This project will install street lights with energy efficient LED lighting and dimming features to provide electricity and maintenance cost savings.

## **COMPLETE STREETS**

The project will include features to make accommodations for pedestrians, bicyclists, transit riders, and motorists. Pedestrians will benefit from new sidewalks and new curb ramps. Bicyclists will have dedicated bike lanes in Phase 2 locations and sharrows lanes in Phase 3 locations. For transit users, the existing bus stops will be maintained and lighting for future bus shelters identified by AC Transit for improvements will be included in the project. For motorists, new pavement, intersection improvements, new traffic signals and traffic signal upgrades to the Adaptive Traffic Management System will help to address congestion. These proposed improvements are consistent with the City's Complete Streets Policy.

## **PUBLIC CONTACT**

Staff held two well-attended community meetings for Phase 2, one on November 12, 2015 and a second meeting on October 20, 2016. A community meeting for Phase 3 was held on October 12, 2016. Overall, the meeting attendees were receptive of the planned improvements. In these meetings, Phase 2 residents generally liked the overall design and wanted to see more trees planted. Some community members expressed their desire for replacement of the Fairway Park signs. For Phase 3, business owners preferred that little to no trees be planted because they may block their business signs or make egress from their businesses difficult. The location of any new trees will take business signs and sight distances into consideration.

A dedicated [web page](#) to share the information about the project is available on the City's website.

## **SCHEDULE**

The following is the tentative schedule for this project:

### Phase 2

Complete Design	May 2017
Begin Construction	August 2017
Complete Construction	September 2018

### Phase 3

Complete Design	October 2017
Begin Construction	January 2018
Complete Construction	November 2018

This schedule is highly dependent upon utility companies, such as PG&E and AT&T, providing the necessary support for the undergrounding design effort in a timely fashion.

## **NEXT STEPS**

Following this work session, staff will incorporate Council's comments and return in the next few weeks to enter into a professional service agreement for the remainder of the design work for Phase 3.

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Approved by:



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Kelly McAdoo, City Manager