DATE: May 21, 2019

TO: Mayor and City Council

FROM: Director of Public Works

SUBJECT: Resolution Authorizing the City Manager to Execute an Amendment to the Professional Services Agreement with Mark Thomas & Company in an Amount Not-to-Exceed $475,000 for the Mission Boulevard Corridor Improvements Phase 3 Project

RECOMMENDATION

That Council adopts the attached resolution (Attachment II) authorizing the City Manager to execute an amendment to the Professional Services Agreement (PSA) with Mark Thomas & Company in an amount not-to-exceed $475,000 for the Mission Boulevard Corridor Improvements Phase 3 project.

SUMMARY

Mark Thomas & Company is providing design services for the Mission Boulevard Corridor Improvements Phase 3 project. Design services are on-going and have exceeded the agreement amount due to a number of design changes and added scope. Additional design services by Mark Thomas & Company are necessary to complete the project design.

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 this project. The CTC allocated $8.1 million of this amount for the Route 238 Phase 1 expenses.

Phase 2 and 3 are continuations of the Phase 1 project. 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. 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 Council's Complete Streets policy, with infrastructure to make safe and convenient travel along and across Mission Boulevard for all users, including pedestrians, bicyclists, public transit users, and motorists.

As part of their original contract, BKF Engineers completed the 35% design for Phase 3. A Request for Proposals was released for the final design of Phase 3. Staff recommended Mark Thomas & Company to complete the final design based on their qualifications, experience, project understanding, and approach. On April 11, 2017, Council approved an agreement with Mark Thomas & Company for professional services to complete the design for Phase 3 of the project.

Phase 3 improvements will include the following:

- Reconstruction of existing sidewalks, curbs and gutters, valley gutters, and driveways that are in poor condition or deficient
- New street trees in between the curb and sidewalk
- Adjust existing driveways to conform to the new sidewalks, curbs, and gutters
- Adjust pavement to modify and add new storm drain inlets to improve drainage
- Rehabilitate existing pavement using Cold In-place Recycling (CIR) and a new pavement overlay (CIR method reuses the existing pavement as base material thereby conserving new raw material resources and reducing greenhouse gases with reduced hauling)
- Upgrade intersections to comply with the latest Americans with Disabilities Act (ADA) accessibility standards
- Upgrade the existing traffic signal at Sunset Boulevard with Adaptive Traffic Management System technology to improve signal timing by adapting to traffic conditions in real time
- New signage and relocation of bus stops
- New fiber optic lines within the project limits
- New LED and dimmable street lighting
- Undergrounding of existing overhead utility lines
- Improve crosswalks at uncontrolled crossings with bulb outs and flashing beacons
- New gateway entry features at Rose Street
- New bike lanes

DISCUSSION

Mark Thomas & Company completed the 65% design plans, which generally maintained the roadway configuration as it is presently, with 10-foot wide sidewalks, 7-foot wide parking lanes, and 12-foot wide and 11-foot wide travel lanes for motorists. To accommodate bicyclists, given the existing right-of-way limitation, the 12-foot lane would

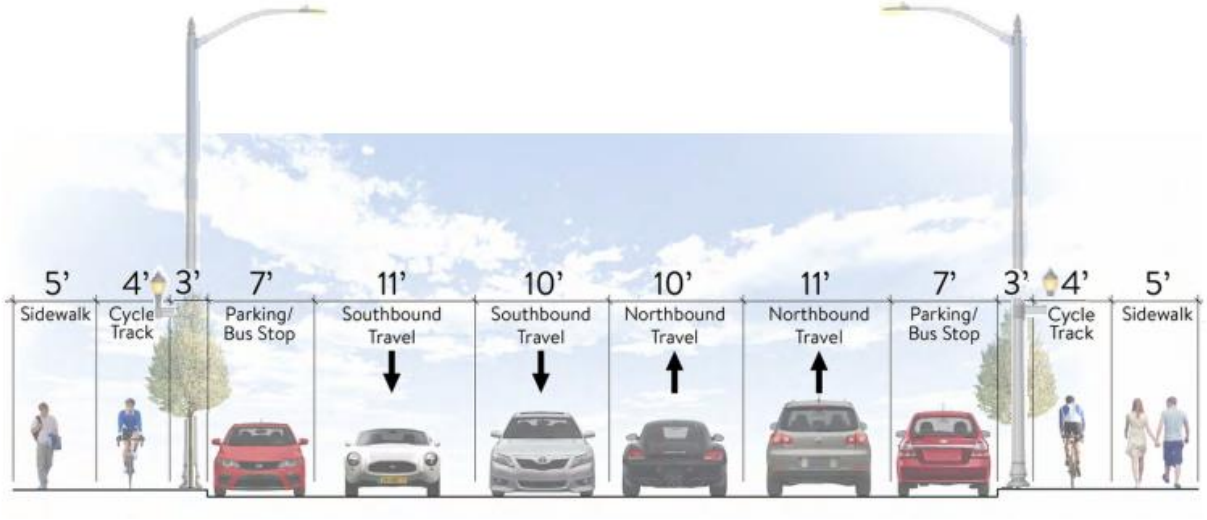
be a shared lane for bicyclists and motorists. This design was presented to the Council Infrastructure Committee (CIC) on January 24, 2018. At that meeting, the Committee directed staff to conduct additional studies and designs to consider the feasibility of separated bike lanes on Mission Boulevard.

A number of design alternatives were done and presented to the CIC at subsequent meetings. The alternatives to accommodate bike lanes included:

1. Alternative 1: Reducing motorist travel lanes from two to one in each direction
2. Alternative 2: Maintain 2-lanes motorist travel with 6-foot wide sidewalk
3. Alternative 3: Maintain 2-lanes motorist travel with 8-foot wide sidewalk
4. Alternative 4: Maintain 2-lanes motorist travel with 7-foot wide sidewalk

Each alternative has its advantages and disadvantages. Traffic studies performed for Alternative 1 showed that traffic congestion levels would increase significantly. All alternatives would accommodate bicyclists by including bike lanes between the outside travel lane and parking lane. Due to the narrow 80-foot right-of-way, there was not enough room in alternatives 2-4 for a bike buffer zone, which was not ideal for an arterial roadway with bus routes.

Based on a suggestion by Bike East Bay, a non-profit organization that works towards promoting bicycling as an everyday means of transportation and recreation, a final design to better accommodate bicyclists shifts the bike lane between the parking lane and the sidewalk, better known as a cycle track. The cycle track would consist of a 5-foot wide sidewalk, a 4-foot wide cycle track, a 3-foot wide section for trees/streetlights, a 7-foot wide parking lane, and 11-foot and 10-foot wide lanes for motorists as shown below:



Staff evaluated the cycle track and concluded that it merits further consideration. The concept was presented to the CIC and received the Committee's support.

The cycle track and the alternative designs were not included in the original scope of Mark Thomas & Company's services; however, to keep the design schedule, they agreed to provide the design and studies for alternatives 1-4 within the original contract amount. To complete the cycle track design, an increase to the contract amount will be needed. Furthermore, right of way services related to temporary construction easements and public utility easements were not included in the original scope of work and will be necessary before construction. The total added scope of work is estimated at $475,000 and staff recommends that Council approve increasing Mark Thomas & Company's contract by this amount.

ECONOMIC IMPACT

Completion of Phase 3 improvements would result in a complete street and positive economic benefits for businesses along the Mission Boulevard Corridor.

FISCAL IMPACT

Phase 3 will be funded by Measure BB funds and the sales of the surplus land acquired for the Route 238 Phase 1 project. These properties are at the northeast and southeast corners of Mission Boulevard and Carlos Bee Boulevard and at the northeast corner of Mission Boulevard and Broadway Street. The estimated funding source breakdown is as follows:

Funding Source	Amount
Measure BB	$10,900,000
Route 238 Surplus Land Sales (LATIP)	$2,400,000
Total	**$13,300,000**

The estimated project costs for Phase 3 are as follows:

Phase 3	Estimated Cost
Design	$1,725,000
Utility Undergrounding	$5,000,000
Construction	$8,400,000
Construction Admin, Inspection, Testing	$1,000,000
PLA/CWA	$500,000
Phase 3 Project Total	**$16,625,000**

As shown above, currently, there is a shortfall of $3,325,000. Staff is working to obtain additional funding to close the shortfall. An updated cost estimate will be provided for Phase 3 when 95% of the design is completed and ultimately when the Phase 3 project receives construction bids.

STRATEGIC INTIATIVES

This agenda item supports the Complete Streets Strategic Initiative. The purpose of the Complete Streets initiative is to build streets that are safe, comfortable, and convenient for everyone regardless of age or ability, including motorists, pedestrians, bicyclists, and public transportation riders. This item supports the following goals and objectives:

Goal 1: Prioritize safety for all modes of travel

Objective 3: Ensure that roadway construction include complete streets elements

Goal 2: Provide Complete Streets that balance the diverse needs of users of the public right-of-way

Objective 1: Increase walking, biking, transit usage, carpooling and other sustainable modes of transportation by designing and retrofitting streets to accommodate all modes

The project will include features to accommodate pedestrians, bicyclists, public transit riders, and motorists. Pedestrians will benefit from new sidewalks and new curb ramps. Bicyclists will have bike lanes separated from travel lanes in Phase 3. For transit users, the existing bus stops will be relocated, along with lighting for future bus shelters as identified by AC Transit for improvements. For motorists, new pavement, intersection improvements, and traffic signal upgrades with the Adaptive Traffic Management System will improve congestion.

SUSTAINABILITY FEATURES

1. Water:
   The project includes the installation of drought tolerant plants to reduce water usage.

2. Environment:
   This project has implemented Bay-Friendly Landscaping techniques to use native and climate appropriate plants for the sidewalk planters. The project will be reviewed for Bay-Friendly certification after the project design is complete. Permeable pavers will also be used to treat storm water runoff from the sidewalk and filter pollution from the storm water before entering the San Francisco Bay. This project will use CIR to rehabilitate the pavement.

3. Energy:
   This project will install street lights with energy efficient LED lighting and dimming features to provide electricity and maintenance cost savings.

PUBLIC CONTACT

Previous community meetings were held on October 12, 2016 and July 12, 2018. Flyers were sent to the Downtown and Prospect Hill neighborhoods inviting the community to attend these project update meetings. On February 20, 2019, a community meeting was held at City Hall to provide an update on the project with emphasis on the cycle track.

NEXT STEPS

If Council approves, the City Manager will executive the amendment to the agreement authorizing Mark Thomas & Company to complete the design phase.

Prepared by: Kathy Garcia, Deputy Director of Public Works

Recommended by: Alex Ameri, Director of Public Works

Approved by:

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Kelly McAdoo, City Manager