

**CITY OF ALBANY
CITY COUNCIL AGENDA
STAFF REPORT**

Agenda Date: March 2, 2009
Reviewed by: BP

SUBJECT: Pierce Street Pavement Rehabilitation and Path - Design contract with Kimley-Horn and Associates

REPORT BY: Ann Chaney, Community Development Director
Randy Leptien, City Engineer

STAFF RECOMMENDATION

That Council authorize the City Administrator to enter into a two-phase design contract with Kimley-Horn and Associates for the Pierce Street Pavement Rehabilitation and Path project in the amount of \$198,580 (Phase 1 is \$41,542, and Phase 2 is \$157,038).

- First phase will consist of public meetings and 20% plans for the pavement reconstruction on Pierce Street and a bicycle/pedestrian path (widened sidewalk) from the northerly City limits, along the Pierce Street soundwall to Buchanan Street via Cleveland Avenue; and
- Second phase will consist of preparing 100% plans for the pavement reconstruction, and the widened sidewalk bike/ped path along the soundwall from the northerly City limits to the south end of 555 Pierce Street.

The contract Scope states that Phase 2 services cannot proceed until the City issues a written authorization (Attachment 1).

PURPOSE

The purpose of this design contract is to develop design solutions that respond to the City Council's action in April 2007 to conditionally approve of this project. Because the approved option proposed to relocate the existing parallel parking on the eastside to the west side of the street, the Council included a condition that staff meet with residents and address concerns about safety along the sidewalk, and accommodating parking for moving vans and delivery trucks. This report provides what steps have been taken since that time and recommends that the Council approve a contract to proceed with the preparation of 20% design plans.

BACKGROUND

In 2002, the cities of Richmond, El Cerrito, and Albany used a \$100,000 grant from ABAG's Coastal Conservancy Program, to prepare the *Cerrito Creek/Bay Trail*

Connector Feasibility Study. For the Albany portion, the study recommended a concept plan for a bicycle path from the Cerrito Creek path to the Bay Trail, via a path along the soundwall, through the Caltrans property, and either along Cleveland Avenue to the Buchanan overcrossing or on a bridge that passed over Cleveland Avenue and the railroad. A follow-up study was conducted for the 500 block of Pierce Street section, which refined the concept plan and recommended a Class 1 bike lane along the soundwall until it narrows, at which point it would become a Class 3 “Share the Road” bicycle route, that connect to the Buchanan Street overcrossing. This concept was approved by the City Council.

In 2006, funding became available to rehabilitate the street pavement on Pierce Street. Because of interest in constructing a bicycle path, the City engineers and consultants formulated restriping options that included a path along the Pierce Street soundwall. It was believed that combining the two projects would result in a significant cost savings due to economy of scale and reduced inconvenience to residents.

During 2006 and 2007, the Traffic and Safety Commission held several public meetings and forwarded a recommendation to the City Council. During the public process, some residents expressed concerns about the loss of parking, impaired visibility when exiting the southernmost garage entrance at 555 Pierce Street, and need to accommodate on-street moving van parking, as well as trash and mail pick up.

In April 2007, the Albany City Council accepted the Traffic and Safety Commission recommendation and conditionally approved a plan for Pierce Street Pavement Rehab and Path project that incorporated a bike path. This plan showed a loss of one (1) on-street parking space (114 parking spaces currently exist). Because the plan proposed to relocate the existing parallel parking on the eastside to the west side of the street, the Council included a condition that staff meet with residents and address continued concerns about safety along the sidewalk, and accommodating parking for moving vans and delivery trucks.

On June 26, 2007, City staff and consultant met with Pierce Street residents. Staff summarized issues and concerns raised by residents; presented ideas for addressing those concerns; and listened to additional questions and input.

During 2008, meetings between the City and AC Transit resulted in that Agency stating that restriping the street to a standard lane width would necessitate a bus turnout. Thus, preliminary plans have been developed that incorporate two new bus turnouts. In a meeting between City representatives and Caltrans Director William Kempton, the City raised the concept of the bicycle path and received an encouraging response. City staff also met with Caltrans District 4 Right-of-Way staff, and discussed a bike path extension through Caltrans owned land as shown on Attachment 2. Caltrans District 4 staff is aware of the City’s interest in preparing 20% plans for this alignment running along the west side of the Caltrans property and did not express opposition to continued exploration of that alignment.

DISCUSSION

Phase 1 of the contract would provide for preparation of 20% design plans for the following:

- 1) New pavement on Pierce Street (from northerly City limits to south end of 555 Pierce; and from Calhoun to Buchanan Street)
- 2) Widened sidewalk next to soundwall for a separated bike/ped path (Segment I)
- 3) Four (4) raised crosswalks across Pierce Street
- 4) Two (2) bus turnouts with provisions for two bus shelters
- 5) Narrower travel lanes: reduce southbound lane from 20 to 12 feet; and northbound lane from 14 to 12 feet
- 6) Bike/ped path from the south end of 555 Pierce Street, through Caltrans property to the intersection of Washington and Cleveland Avenues, and then possibly cross to the west side of Cleveland Avenue to connect with the Buchanan Street overcrossing. (See Attachment 2 - bicycle concept map for Segment II of the bike path).

Issues to be addressed during project design will include: minimize loss of on-street parking, provide on-street moving van parking, enhance visibility when exiting the southernmost garage entrance at 555 Pierce Street, and accommodate trash and mail pick up.

Phase 2 of the contract, if authorized to proceed, would consist of completion of 100% construction plans and documents for all the above except No. 6.

ANALYSIS

On February 20, 2009, a letter was sent to condominium association presidents and property managers at 535 Pierce (Bayside Commons), 545 Pierce (Bridgewater), and 555 Pierce (Gateview). They were asked to distribute the letter to their residents or request copies from the City. The letter provides a summary status of the Pierce Street Pavement Rehab and Path project, project benefits, as well as a summary of resident concerns and a City staff response. For certain issue areas, more detailed analysis is required. Thus one of the reasons for entering into a contract with Kimley-Horn and Associates is to develop design solutions that address moving van parking, accommodation for trash and mail pick-up, visibility when exiting the southernmost garage at 555 Pierce Street and minimizes the loss of parking (Attachment 3).

Regarding environmental review, staff will return to City Council with a scope of services from a qualified environmental consultant to prepare an environmental document that evaluates the entire length of the bicycle/pedestrian path. It is expected the project will involve a negative declaration.

SUSTAINABILITY IMPACT

This project involves entering into a contract for 20% design plans. However, should the project be constructed, incorporation of a bicycle path will move toward the completion of an important connector trail between the Ohlone Greenway and the Bay Trail. This trail will provide commuter and recreational bicyclists a safer route that would lead to a reduction in freeway congestion and thereby have a direct benefit on air quality.

FINANCIAL IMPACT

The proposed fee for the attached Scope of Services is \$198,580, with Phase 1 being, \$41,542 and Phase 2 being \$157,038. Phase 2 cannot proceed without written approval by the City. The Pierce Street Pavement Rehabilitation and Path project are shown in the Capital Improvement Program as two separate, but related projects: Pierce Street Rehabilitation Project (P51) and Cerrito Creek/Pierce Street Bike Path (S48).

The adopted CIP shows funding available for design purposes as follows:

Pierce Street Rehabilitation Project (P51)	\$186,791
Cerrito Creek/Pierce Street Bike Path (S48)	<u>\$ 27,000</u>
Total funding for Design	\$ 213,791

Thus, adequate funding exists for this \$198,580 contract to perform 20% and ultimately 100% construction plans and documents.

The City has recently applied for an ACTIA (discretionary funds) grant in the amount of \$575,000 for the construction of Segment I of the bicycle project (between the northerly City limits along the 500 block of Pierce Street). Grant awards will be announced in May 2009. While a match was not required for the grant application, projects with committed local funding score higher in the process and have more probabilities of being funded. In the grant application, staff applied the cost of design toward the match for the grant.

Attachments

1. February 23, 2009 – Letter and Scope of Services from Kimley-Horn and Associates
2. Bicycle alignment map for Segment II (south of 555 Pierce Street to Buchanan Street)
3. February 20, 2009 letter to Pierce Street Homeowner Association residents