

July 8, 2021
Item 4

TITLE: REVIEW THE SCHEMATIC PLAN AND PUBLIC COMMENTS FOR THE PROPOSED NEVADA STREET IMPROVEMENTS PROJECT AND PROVIDE RECOMMENDATIONS TO INCORPORATE IN THE PROJECT DESIGN

SUMMARY

The proposed Nevada Street Improvements, located between California Avenue and Bernal Avenue, complete the Nevada Street extension identified in the 2005-2025 General Plan and close the gap in the Arroyo del Valle trail, as identified in the 1993 Community Trails Master Plan. City Staff and their consultant, Callander Associates Landscape Architecture, have completed the schematic plan for the proposed improvements. The project will provide an alternative route for bicyclists and pedestrians to travel from the Vineyard Avenue area to downtown. Improvements will include street widening, streetlights, on-street parking, bike-lanes, ramps, a plaza, a trail, and a linear park with a shade structure and landscaping.

Staff conducted a public meeting to obtain input regarding the concept, met with residents of the Irby Ranch development, and presented the schematic plan to the Bicycle, Pedestrian and Trails Committee (BPTC) for comments regarding the proposed plan.

RECOMMENDATION

1. Review the concept plans and public and BPTC comments.
2. Receive the staff presentation and public comments.
3. Provide recommendations on the schematic plan to incorporate in the project design.

FINANCIAL STATEMENT

The projected cost of construction for the project as shown in the schematic plan is approximately \$1.5 million. Sufficient funds have been allocated in the CIP budget to cover this amount, plus the consultant fees for the design. Final project costs will be based on projected construction costs, the Parks and Recreation Commission recommendation, and City Council approval.

BACKGROUND

Nevada Street was identified in the 2005-2025 General Plan to be extended from California Avenue to Stanley Boulevard. Additionally, the plan identified the need for a new traffic signal to be located at the Bernal Avenue/Nevada Street intersection. Since the adoption of the General Plan, the City approved the Irby Ranch development, which was conditioned to connect Nevada Street through to California Avenue. Construction of the development and associated improvements are nearly complete, and Nevada Street is ready to be opened upon completion of the Bernal Avenue/Nevada Street traffic signal project. The new traffic signal project at the Bernal Avenue/Nevada Street intersection has been awarded and construction is expected to be completed fall 2021.

Additionally, the 1993 Pleasanton Community Trails Master Plan identified a future regional trail (an 8 to 12-foot-wide multi-use trail route) to be located along the Arroyo del Valle. The trail was intended to be one of the main trail routes connecting the Arroyo de la Laguna trail to the west and to the east towards Shadow Cliffs and beyond to Livermore. Since the approval of the 1993 Trails Master Plan, the City has worked to implement the plan as follows:

- 1994 – As part of Pleasanton’s centennial celebration, the City constructed the Centennial trail that connects downtown from the trailhead at Rotary Park to the Arroyo de la Laguna trail
- 2016 – The City constructed bike lanes and installed sidewalks on both sides of Stanley Blvd between Main Street and First Street
- 2019 – The Trails Master Plan identified the Arroyo del Valle trail and the connection of the Iron Horse Trail to Shadow Cliffs as two of the top three trail priorities.
- 2020 – The Irby Ranch development completed the construction of intersection improvements, including safe pedestrian crossings, at the Stanley/First/Nevada Street intersection, along with a multi-use trail between the Stanley Boulevard/First Street/Nevada Street intersection and California Avenue. The development also extended the bike lanes on Nevada Street from Stanley Boulevard to California Avenue.
- 2021 – The City is constructing intersection improvements at Nevada Street and Bernal Avenue, including bicycle and pedestrian friendly traffic lights and a four-way crosswalk.

The existing project site, located on Nevada Street between California Avenue and Bernal Avenue, consists of the existing street and an approximately 60-foot-wide property between Nevada Street and the top of the slope (down to the Arroyo del Valle). Currently, the property is primarily used as a parking lot by the commercial businesses in the area. In addition, the Valley Humane Society utilizes the western portion of the project site for additional parking and as a storage area under their agreement with the City.

The site is directly adjacent to the Fire Station 1 parking lot which includes a couple picnic tables that are under-utilized. The site also serves as an access point to the Zone 7 maintenance road that travels southeast under the Bernal Avenue bridge.

The existing section of Nevada Street consists of a two-lane road with a 5-foot sidewalk on the north side, no sidewalk and an asphalt curb on the south side, no on-street parking, and bike lanes on both sides of the street with the bike lane on the north side of the street being used for parking.

DISCUSSION

This proposed project will be the final improvements to complete the Nevada Street extension and close the gap in the Arroyo del Valle trail along Nevada Street between California Avenue and Bernal Avenue. The project will provide an alternative for bicyclists and pedestrians to travel from the Vineyard Avenue area to downtown. Improvements will include street widening, streetlights, on-street parking, bike-lanes, ramps, a plaza, a trail, and a linear park with a shade structure and landscaping.

The improved portion of the street will include parking and bike lanes on both sides of the street and 11-foot-wide vehicular travel lanes in both directions. The trail improvements will include a 10-foot wide Class 1 trail from the Valley Humane Society to the Zone 7 maintenance access road adjacent to Fire Station 1, which travels underneath the Bernal Avenue bridge and connects to Shadow Cliffs east of Bernal Avenue. The Zone 7 access road is intended to serve as the main trail route, although a portion of the road was washed out a few years ago and requires improvements. Zone 7 is currently working to obtain the permits required to make the improvements. An all-season route heading east from the maintenance road will utilize the bike lanes on Nevada Street for bike traffic and a new 6-foot wide sidewalk for pedestrians that will connect with the existing 4-foot wide sidewalk down to the new traffic signal at Bernal Avenue and Nevada Street.

Additionally, the existing sidewalk on the east side of Bernal Avenue will be widened to a 10-foot-wide Class 1 trail between the new signal and the existing Zone 7 access road trail entrance at the Bernal Avenue bridge.

The western portion of the site will be modified to allow the Valley Humane Society to continue to utilize the space for parking and storage under their agreement.

Staff, along with their consultant Callander Associates Landscape Architecture, completed the design for the Schematic Plan. The design was coordinated with the Valley Humane Society, Zone 7, and the Livermore Pleasanton Fire Department spring 2021. The proposed design tried to address the needs of all parties, including the local businesses, bicyclists, and residents, within the spatial constraints of the site, in addition to trying to meet the goals of adopted plans.

On Wednesday, June 16, 2021, City staff and their consultant held an on-site public meeting to obtain feedback from the surrounding commercial and residential neighbors.

Notifications for the meeting were mailed out to all tenants and property owners within 500 feet of the project site as well as those who might utilize this road to get to or from their business or residence. The meeting was posted on social media; flyers were handed out to the surrounding businesses and signs were posted at the project site regarding the public meeting.

The feedback received from the meeting and through email correspondence included:

1. The project should be part of a larger trail plan
2. This project is an important connection between downtown and Shadow Cliffs, but it would be even better if it included the construction of, and connection with, the Transportation Corridor Trail and the Iron Horse Trail.
3. People are excited for the trail connections
4. Work with Zone 7 to improve the trail underneath the Bernal Avenue bridge
5. Clean-up the Aufdermaur property to the west of the Valley Humane Society
6. There are a lot of families that ride their bikes and walk along Nevada Street in the evening, so it would be beneficial to have a safe place to walk or ride.
7. Concerns with the general maintenance of the Zone 7 property, including fire concerns and undesirable people loitering on the property
8. There are some concerns amongst the auto shops about the project inviting an increased number of pedestrians and cyclists and the potential safety issues/conflicts between the pedestrians/cyclists and vehicles.
9. Add as much street parking as possible – there isn't enough parking in the area
10. Everyone loves the park idea – it will give the surrounding residences a destination and will provide the commercial property workers with a place to go for lunch or to relax. The park will also give the customers a place to go while their cars are getting worked on.
11. There was some concern regarding the development of the Aufdermaur property and making sure that the property owner, the tenant, and surrounding properties are involved in that development conversation with the City.
12. The auto and towing companies would like to still be able to afford to stay in the neighborhood.
13. The bike lanes are important
14. Don't put too many amenities in the park
15. Limit the curves in the sidewalk east of the Zone 7 maintenance road entrance to no more than they are currently shown.
16. Include a bike-ramp from the on-street bike lanes to go to the Zone 7 maintenance road/dry season trail.
17. Include private spaces in the linear park, to the extent that it is safe and feasible, to allow people a comfortable private space to read or eat.
18. Adjust the bike path as it comes into the plaza so it goes straight (instead of curving it toward the plaza as it is currently shown).

Additionally, City staff met with several residents of the new Irby Ranch development on June 26, 2021, to discuss the proposed plan with them. The residents' concerns regarding the project centered around making it safe for all users.

City staff also presented the schematic design and public comments to the Bicycle, Pedestrian, and Trails Committee (BPTC) on June 28, 2021. Their feedback included:

1. Include signage that identifies the trail route, both along the proposed improvements and elsewhere to help bikers navigate the route
2. Consider adding a kiosk with a trail map at Rotary Park
3. Is there going to be a time limit on parking?

4. Provide visual cues/barriers at the plaza to prevent people from accidentally driving through Wyoming Street and onto the plaza
5. Work on the design to prevent bicycle/pedestrian conflicts at the plaza
6. Include signs stating that it is okay to ride your bike on the trail
7. Remove or reduce the left turn lane from Nevada Street to Bernal Avenue
8. There are concerns about the narrow sidewalks to the east of the plaza – people are going to still ride their bikes on the sidewalk even though it is narrow. Recommend widening the paths to the extent feasible – preferably to 10 feet wide
9. The Zone 7 access road is in poor condition and needs to be improved. Work with Zone 7 to create a paved road that all bikes can use
10. The clearance under the Bernal Avenue bridge is too low (approx. 7-ft) and something needs to be done to address this or advise trail users of the condition.
11. The existing gates at the Bernal Avenue bridge are too narrow to comfortably get a bike through them
12. A BPTC member recommended asphalt trails over concrete trails because they do not like riding over the joints in the concrete.
13. Provide a connection to the BMX park for the trail users that will be accessing the park
14. The trail component of the project falls short of what is called out on plans (the Downtown Trails Master Plan, the 1993 Community Trails Master Plan, etc.)
15. There should be a strong connection from the Transportation Corridor trail to the Arroyo del Valle trail, including to the proposed segment of trail

The City is seeking recommendations from the Parks and Recreation Commission on the schematic plan based on their review of the project and associated public and BPTC comments, to be incorporated in the project design.

The design work for the project is expected to continue into 2022 with project construction expected to occur summer 2022. The Parks and Recreation Commission will receive regular project updates as part of their Landscape Architecture Quarterly Status Reports.

Submitted by:



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Attachments:

- Attachment 1 – Nevada Street Improvements Schematic Plan
- Attachment 2 – Enlargement of Nevada Street Improvements