

August 10, 2023
Item 4

**TITLE: WEST LAS POSITAS BOULEVARD MULTIMODAL RECONSTRUCTION
PROJECT CONCEPT PLANS**

SUMMARY

On December 6, 2022, City Council approved a design agreement with Mark Thomas to develop the 35 percent design drawings. A 35 percent design is necessary to provide a sufficient level of detail to identify major engineering challenges and all required traffic signal, sewer, water, storm, and dry utility work, as well as the costs for and schedule of the project. While the cost to construct the improvements between Foothill Road and Fairlands Drive is anticipated to exceed the available funding, creating a 35 percent design for the entire length assists with identifying segments of the corridor that can be separated and prioritized, which will aid in the development of a phased plan of construction. Roadway segments outside the full reconstruction area from Hopyard Road to Stoneridge Drive will include updated quick-build options and pricing.

Two alternative concept plans have been developed: Alternative 1, a “quick build” concept identifying the necessary work within the existing roadway with limited changes to the existing infrastructure, and Alternative 2, an “ultimate build” concept identifying work to build a multimodal trail permanently. Alternative 1 change will be made with new striping on the roadway and plastic bollards. Alternative 2 includes changing the buffered areas into planter areas, new curb and gutter and a raised pathway.

The concept plans identify the proposed roadway cross sections and define the useable areas of the right of way, seeking to find the balance between vehicular needs and pedestrian and bicycle needs. With the reduction or narrowing of vehicular lanes and narrowing landscape medians, both concepts meet or exceed the minimum design standards for vehicles and class IV cycle track with exception of the existing bridge crossing at West Las Positas Boulevard limited by the I-680 bridge.

Feedback on the concept plans will help solidify the road cross sections, provide input on pedestrian and vehicular interfaces at bus turnouts, driveway connections and protected intersection layouts. The feedback will be incorporated in the 35 percent design plans to provide cost estimates and a phasing plan based on available funding.

RECOMMENDATION

It is recommended that the Parks & Recreation Commission review the concept plans and provide recommendations.

FINANCIAL STATEMENT

Project funding totals \$12.7 million with \$1.7 million expended/encumbered on previous maintenance, investigations, and designs, leaving a balance of \$11 million for final design and construction of the project. Staff has applied for grant funding with a total amount of \$9.0 million with \$7.3 million from Measure BB and \$1.7 million from Federal Earmark which bring the total project funding for the remainder of work to \$20 million. Staff anticipated that the \$7.3 Measure BB Funding Agreement with Alameda Transportation Commissions will be entered by City Council in October 2023 and \$1.7 million Federal Earmark Funding Agreement with Federal Department of Transportation will be entered by City Council in 2024. Based on the conceptual plan, it is estimated that the construction cost of the project including construction services for alternative 1 and 2 are \$14.5 million and \$38.5 million, respectively. Recommendations along with implementation plans, strategy, and phasing based on available budget will be presented to Council for direction and authorization following the completion of the 35% plans.

BACKGROUND

The West Las Positas Boulevard's roadway has a history of soil settlement and differential movement within the Hacienda Business Park, creating an uneven roadway surface and some localized roadway failures. In 2011, the West Las Positas Boulevard Roadway Repair Project, CIP No. 11514, was generated to fix the roadway. The city has implemented several maintenance repairs projects, pilot repair projects and geotechnical investigations over the years to remediate the uneven roadway that is experiencing pavement distress and/or settlement. The various repairs have provided a short-term fix, but these repairs have not lasted as long as anticipated and the roadway between Hopyard Road and Stoneridge Drive now requires full reconstruction.

In 2018, the City of Pleasanton adopted an update to the Bicycle and Pedestrian Master Plan (Master Plan). The updated Master Plan includes provisions to make the city more pedestrian and bicycle friendly by adopting a low-stress "all ages and abilities" design philosophy and promoting pedestrian and bicycle infrastructure that the entire population can use. The Master Plan identifies the West Las Positas Boulevard corridor between Foothill Road and Fairlands Drive as the highest priority for pedestrian and bicycle improvements. In December 2019, West Las Positas Bicycle and Pedestrian Corridor Improvement Project, CIP No. 17567, was developed.

Originally, the West Las Positas Boulevard Reconstruction Project and the Bicycle and Pedestrian Corridor Plan were conceived somewhat separately. The Reconstruction Project was thought to take longer to implement due likely to its significant cost. However, as the need to undertake the Reconstruction Project has become more urgent, the opportunity to integrate the two efforts has emerged, which will potentially achieve some cost efficiencies for later phases of the Bicycle and Pedestrian Corridor Plan. The City Council's 2021 Work Plan combined the West Las Positas Boulevard Reconstruction and the West Las Positas Bicycle and Pedestrian Corridor Improvement projects into a single project, the West Las Positas Boulevard Multimodal Reconstruction Project (continuing as CIP No. 11514).

In October 2021, the City Council awarded a contract to BSK Associates to conduct an extensive geotechnical study to identify the causes of road failures and develop recommended repair strategies for West Las Positas Boulevard between Hopyard Road and Stoneridge Drive. The study identified the differential settlement was caused from the change in moisture conditions of the underlying soils which is highly susceptible to shrinkage and swell. The recommendations included reconstructing the road including removal of three feet of soil in the worst areas of the roadway and implement measures that help keep the soil in similar moisture content.

On November 15, 2022, the City Council reviewed and adopted the West Las Positas Boulevard Bicycle and Pedestrian Corridor Improvement Plan and authorized the Phase 1 "quick build" improvements between Hopyard Road and Hacienda Boulevards as part of West Las Positas Boulevard Multimodal Reconstruction Project, CIP No.11514. The "quick build" implementation used roadway paint and bollards to create protected bike

lanes and intersections allowing for demonstration of the concepts and was completed in May 2023.

On December 6, 2022, the City Council awarded a contract to Mark Thomas to provide 35 percent design services includes conceptual plans for two alternatives for West Las Positas Boulevard Multimodal Reconstruction Project, CIP No 11514.

On July 24, 2023, the concept plans were presented to the Bicycle, Pedestrian & Trails Committee. The plans were favorably received with comments concerned around the movements at the Santa Rita intersection and pedestrian movements just east of the intersections. The comments will be reviewed and incorporated into the 35% plans.

DISCUSSION

Concept plans have been developed with two alternative concepts: Alternative 1 (Attachment 2), a “quick build” concept identifying the necessary work within the existing roadway with limited changes to the existing infrastructure, and Alternative 2 (Attachment 3), an “ultimate build” concept identifying work to build a multimodal trail permanently. Alternative 1 change will be made with new striping on the roadway and plastic bollards. Alternative 2 includes changing the buffered areas into planter areas, new curb and gutter and a raised pathway.

The existing roadway is shown in Figure 1 below.

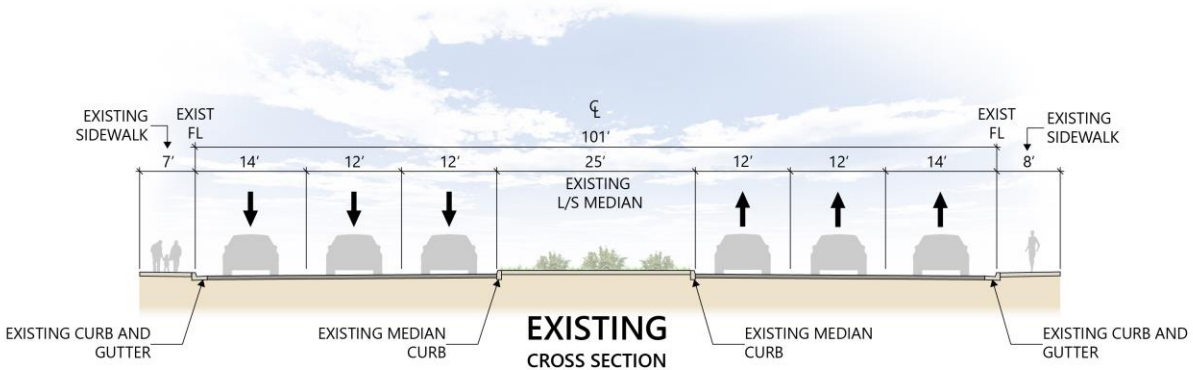


Figure 1

Concept Plan Alternative 1

Alternative 1 utilizes “quick built” elements such as added striping and plastic delineator posts to establish a Class IV cycle track. The improvements will reside within the existing roadway cross-section maintain the existing sidewalk, curb and gutter, and median curb, and include the following (see Figure 2 below):

- Maintain improvements within the existing right of way.

- Provide localized short-term roadway repairs; the roadway pavement surface will receive treatment with either a slurry seal coating or an asphalt concrete overlay as recommended under the City’s Street Resurfacing Program.
- Provide protected intersections and crossing treatments for bicycles and pedestrians at existing signalized intersections using pavement markings and delineators.
- Incorporate green-colored pavement markings to help delineate bicycle infrastructure.
- Upgrade ADA curb ramps where required.
- Provide spot repairs and replacements of existing storm drains where severely damaged.

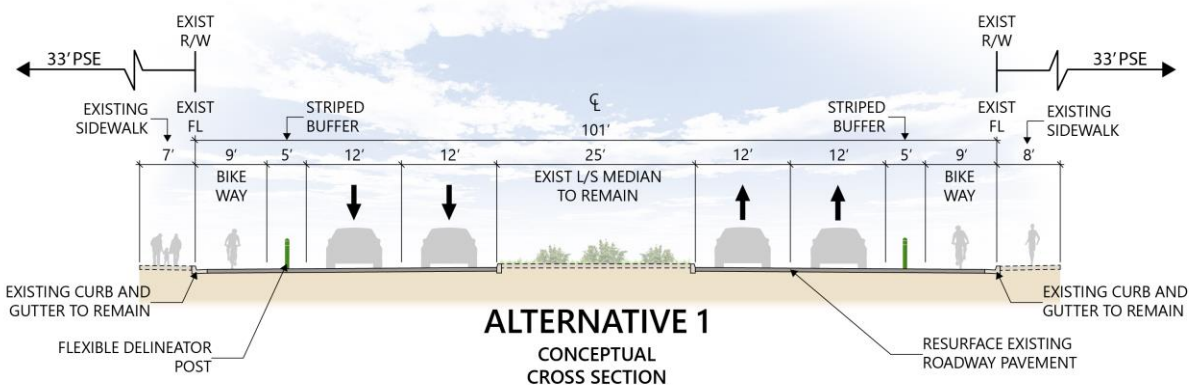


Figure 2

Concept Plan Alternative 2

Alternative 2 what is considered the “ultimate build” project includes landscape buffered areas, raised bikeways, protected intersections, reconstructed or restored medians, extended outside curb and gutter, and include the following (see Figure 3 below):

- Maintain improvements within the existing right of way.
- Rehabilitate or reconstruct pavement per the geotechnical analysis and recommendations.
- Construct new hardscape and landscape medians to accommodate the width needed for a Class IV cycle track.
- Construct protected landscape buffers with concrete curbs to create one-way, Class IV, protected cycle tracks on both sides of West Las Positas Boulevard to offer safe, comfortable riding options for users of all skill levels.
- Provide concrete protected intersections and crossing treatments for bicycles and pedestrians at existing signalized intersections.
- Incorporate green-colored pavement markings to help delineate bicycle infrastructure.
- Upgrade and reconstruct ADA curb ramps and driveways.
- Implement permanent stormwater treatment facilities for areas receiving full reconstruction.

- Provide spot repairs and replacements for existing wet utilities, including existing stormwater, sewer, and water laterals.
- Modify crosswalk aesthetics between Hopyard Road and Stoneridge Drive with colorized stamped asphalt concrete with brick patterns.
- Enhancing bus pull outs

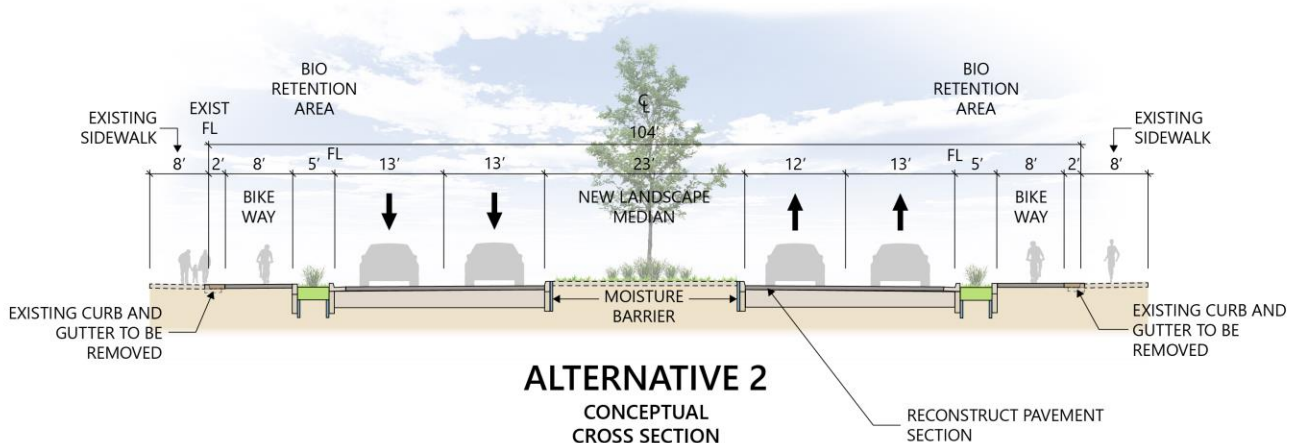


Figure 3

The concept plans identify the proposed roadway cross sections and define the useable areas of the right of way, seeking to find the balance between vehicular needs and pedestrian and bicycle needs. With the reduction or narrowing of vehicular lanes and narrowing landscape medians, both concepts meet or exceed the minimum design standards for vehicles and class IV cycle track with exception of the existing bridge crossing at West Las Positas Boulevard limited by the I-680 bridge. One lane of traffic in both directions will be eliminated between Hopyard and Owens to make room for the protected bike lane in both concepts. For illustration purposes, all figures above represent roadway cross section for section between Hopyard Road and Stoneridge Drive.

Feedback on the concept plans will help solidify the road cross sections, provide input on pedestrian and vehicular interfaces including at bus turnouts, driveway connections and protected intersection layouts. The feedback will be incorporated in the 35 percent design plans. The construction details are not known at this time but will be developed through the final design of the project after the phasing is known working in partnership with the adjacent property owners.

Based on the conceptual designs and feedback, the 35 percent construction plans will be developed which will provide a sufficient level of detail to identify major engineering challenges and all required traffic signal, sewer, water, storm, and dry utility work. The 35 percent plans will also include the cost estimates, tentative schedule, identify project phasing and provide recommendations based on project needs and available budget.

Staff will present the 35 percent construction plans to City Council for direction and adoption in late fall 2023.

ALTERNATIVE ACTION

No action required – informational item only.

Submitted by:



Adam Nelkie
Assistant Director of Public Works/City Engineer

Attachments:

1. Vicinity Map
2. Concept Plan- Alternative 1
3. Concept Plan- Alternative 2