



STAFF REPORT

TO: Mayor and City Council
FROM: Ahmed Aly, Project Manager
VIA: Andrew Poster, Director of Public Works
SUBJECT: **Downtown Paving, Sidewalk, and Storm Drain Rehabilitation Project**
DATE: June 7, 2021

Approved for Forwarding:

Alan E. Piombo, Jr., City Manager

1 **Issue:** Receive an update on the Downtown Project and consider a resolution to:
2 1. Approve Plans, Specifications, and Estimates of Phase II of the project and
3 accept the filing of a CEQA Notice of Exemption for this phase of the project.
4 2. Authorize the City Manager to award the construction contract to the lowest
5 responsive/responsible bidder.

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7 **Recommendation:** Adopt Resolution for Phase 2 and provide feedback on Phase 3.
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9 **Background:** In 2018, the City Council awarded a design contract to Harris and
10 Associates for the Downtown Rehabilitation Project. The Mayor and City Manager
11 appointed a Design Advisory Committee (DAC) to provide input and guidance on the
12 design concepts. The DAC is comprised of representatives from businesses, the
13 Chamber of Commerce, Bicycle and Pedestrian Advisory Committee, Planning
14 Commission, residents, ADA community, and City Council. The DAC meetings have
15 served as opportunities to provide project updates, review project goals, gather input,
16 and refine the design options.

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18 The first phase of the project focused on underground sewer main rehabilitation
19 throughout all of downtown, paving, and ADA curb ramp upgrades on West Blithedale
20 Avenue, portions of Throckmorton Avenue, Corte Madera Avenue, and Gardner Street
21 and was completed last summer.

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Discussion: The second phase of the project focuses on pedestrian safety and includes ADA upgrades, pedestrian bulb-outs, and associated storm drain enhancements at the following intersections:

1. E. Blithedale Ave and Throckmorton Avenue.
2. E. Blithedale Avenue and Buena Vista Avenue.
3. Throckmorton Avenue and Corte Madera.
4. Throckmorton Avenue and Madrona Street.
5. Sunnyside Avenue and Parkwood Street.
6. Sunnyside Avenue and Laurel Wood Avenue.

The two main purposes of the curb ramps are to 1) improve visibility (from both the pedestrian and motorist points of view), and 2) to reduce the distance of roadway pedestrians are required to cross. In some cases, ADA compliance isn't achievable without widening the sidewalk toward the street.

Parking Impacts

California traffic design guidelines and best practices call for removing visual barriers within 20 feet of a crosswalk. The project eliminates ten parking stalls as shown on the attached diagram to meet this safety guideline. Staff has notified adjacent businesses of the reduced parking and the need to comply with public safety guidelines.

The MilVali Salon, expressed dissatisfaction with eliminating the parking in front of their store and concern for the economic impact on their business. The Mill Valley Market understood the need to eliminate the parking in front of the store and expressed interest in utilizing the additional sidewalk space to provide services to their customers. No other comments regarding the loss of parking were received by staff.

There have been ample on-street and public parking lot spaces available during the pandemic. In anticipation of parking demand returning to pre-pandemic levels, staff has discussed the following options to mitigate the loss of parking:

1. Leasing private parking stalls for public use.
2. Reclassifying some downtown Employees Only Parking stalls to be available for public parking, and relocating those Employee stalls to outbound Miller Avenue.
3. Converting Bernard Street into a one-way street, which would add approximately five parking stalls to the downtown inventory.
4. Modifying parking meter rates and/or time limits to help better manage the use of available parking.

Some of the above options have been discussed or noted in the various public meetings, but none have been analyzed, nor are specifically recommended at this time.

Public Outreach and Construction Logistics

The project's outreach and communication plan included door-to-door visits to various businesses, Downtown Advisory Committee (DAC), Bicycle and Pedestrian Advisory Committee (BPAC), special stakeholder, and community-wide meetings. The meetings were advertised on the city's website, MV Connect Newsletter, NextDoor,

70 DPW Twitter account, and via direct email invitations to the City’s downtown contact
71 database.

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73 This year’s project will have a smaller impact than Phase I, with a reduced scope of
74 work, number of allowable working days, and effecting a limited number of corners at
75 a time. Staff is in the process of procuring Construction Management and Inspection
76 duties. Pending favorable bids, construction of the downtown ramps will start in mid-
77 July and be completed by the end of September 2021. The project team will continue
78 working with the Chamber of Commerce, residents, and business owners to notify and
79 inform the public of construction schedules and impacts.

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81 ***Addressing Pedestrian Safety Concern***

82 Staff received notice of alleged safety concern due to the combined slope of the
83 pedestrian ramp and the steep roadway profile potentially creating a tripping hazard in
84 front of Equator Coffee at the intersection of Miller Avenue and Throckmorton
85 Avenue. The proposed mitigation includes flattening the existing pedestrian ramp and
86 creating a landing area at that location with a new temporary ramp built out into the
87 street. Although the intersection is not slated to be rehabilitated until a future phase,
88 and staff does not agree that a tripping hazard exists, staff recommends addressing this
89 concern this summer. The attached plan has been circulated to neighboring businesses
90 and the Chamber of Commerce (“Plan”). The ramp will be protected by striping and
91 delineators. This temporary ramp will be built by city staff with asphalt to address the
92 concern and to maximize the use of the limited project funding for the ultimate
93 configuration. Following initial construction, staff will continue to monitor, maintain,
94 and modify the improvement, as necessary. If this temporary configuration is found to
95 be successful, staff may implement similar temporary ramps at other intersection
96 corners. The Plan satisfies reasonable design criteria and reasonable engineering
97 practices and is consistent with good engineering practices.

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99 ***Additional ADA Ramps Upgrade at Various locations***

100 To gain competitive construction bid prices and facilitate construction and inspection
101 logistics, staff have included 17 additional curb ramp upgrades at various locations
102 throughout the town in the bid package. These ramp upgrades are part of the annual
103 street paving program and are required to comply with ADA standards. Construction
104 of these ramps will not delay the implementation of the downtown ramps.

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106 ***Remaining Phases***

107 The third phase of the project includes ADA upgrades, pedestrian bulb-outs, pavement
108 repair, and associated storm drain enhancements at:

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- 110 • Lytton Square
- 111 • Throckmorton Avenue from Corte Madera Avenue to Madrona Avenue
- 112 • Miller Avenue from Sunnyside Avenue to Throckmorton Avenue
- 113 • Sunnyside Avenue from East Blithedale Avenue to Miller Avenue

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114 Staff has received comments on Phase 3 through the various public forums. Some of
115 the key comments include:

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1. Realignment of Miller Avenue at Sunnyside Avenue intersection.

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- 117 2. Consideration of widening the sidewalks along Miller to allow for outdoor
118 dining and public events.
119 3. Consideration of locating train Engine #9 to the downtown area.
120 4. Support for converting Bernard Street into one way.
121 5. Realigning Throckmorton Avenue between Lytton Square and the Depot Plaza.
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123 Items 1, 2, and 3 are not included in the project scope or budget. Should Council wish
124 to proceed with these items, staff will seek a proposal from consultants to study these
125 options. The proposal would provide potential cost and schedule impacts on
126 incorporating these options into the project. The consultant proposals are expected to
127 cost between \$50,000 to \$100,000.
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129 If Council desires to go in this direction, staff anticipates returning to Council in the
130 fall with a recommended consultant. This would delay the construction of Phase 3 of
131 the project by at least one year.
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133 Story-map style signs will be installed in the coming weeks at the Buena Vista/E
134 Blithedale and Corte Madera Avenue/Throckmorton Avenue intersections providing
135 project information and notifying the public how to provide feedback on the concepts.
136 The project team will continue DAC meetings, public outreach, and engagement to
137 help fine-tune the project design of future phases.
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139 **Fiscal Impact:**

140 A summary of the approved budgets and estimated costs for the project are as follows:
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142 Estimated Available Budget:

143	Carryover	\$ 146,000
144	Downtown Fund 2021/2022	\$ 1,972,976
145	Total	\$ 2,118,976

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147 Estimated Construction Cost for Phase II:

148	Construction	\$ 568,836
149	Contingency (10%)	\$ 56,884
150	Construction Management	\$ 100,000
151	Total Phase II	\$ 725,720

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153 Remaining Available budget \$ 1,393,256

154 The conceptual design construction estimates for Phase III \$ 2,750,000

155 **Phase III Project Short Fall** **(\$1,356,744)**
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157 The additional ADA ramps at various locations are expected to cost approximately
158 \$200,000 and will be funded by the Annual Pavement Rehabilitation Program.
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160 **Attachments:**

- 161 1. PS&E: [Mill Valley, CA - Current Projects](#)
162 2. Temporary pedestrian ramp at Miller/Throckmorton intersection
163 3. CEQA Notice of Exemption Finding
164 4. Resolutions

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- 165 5. Phase 2 Parking Impacts
- 166 6. List of locations/types of various ramp upgrades