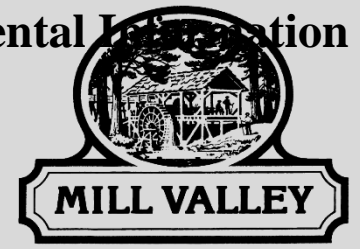


E Blithedale Ave Rehabilitation

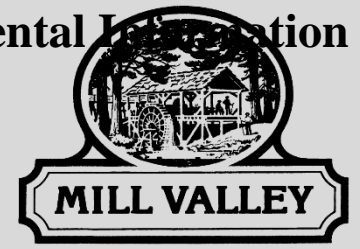
May 10, 2021



What is the East Blithedale Avenue Rehabilitation Project?

- Roadway Rehabilitation Project:
 - Repave roadways
 - Repair damaged curb, gutter and sidewalks
 - Replace non-ADA compliant curb ramps
 - Upgrade existing traffic signals to meet current standards
 - Improve ped access and safety where feasible
 - TAM Grant to add Class II bike lanes from Lomita Drive to Tower Drive (City Limits)





Project Overview

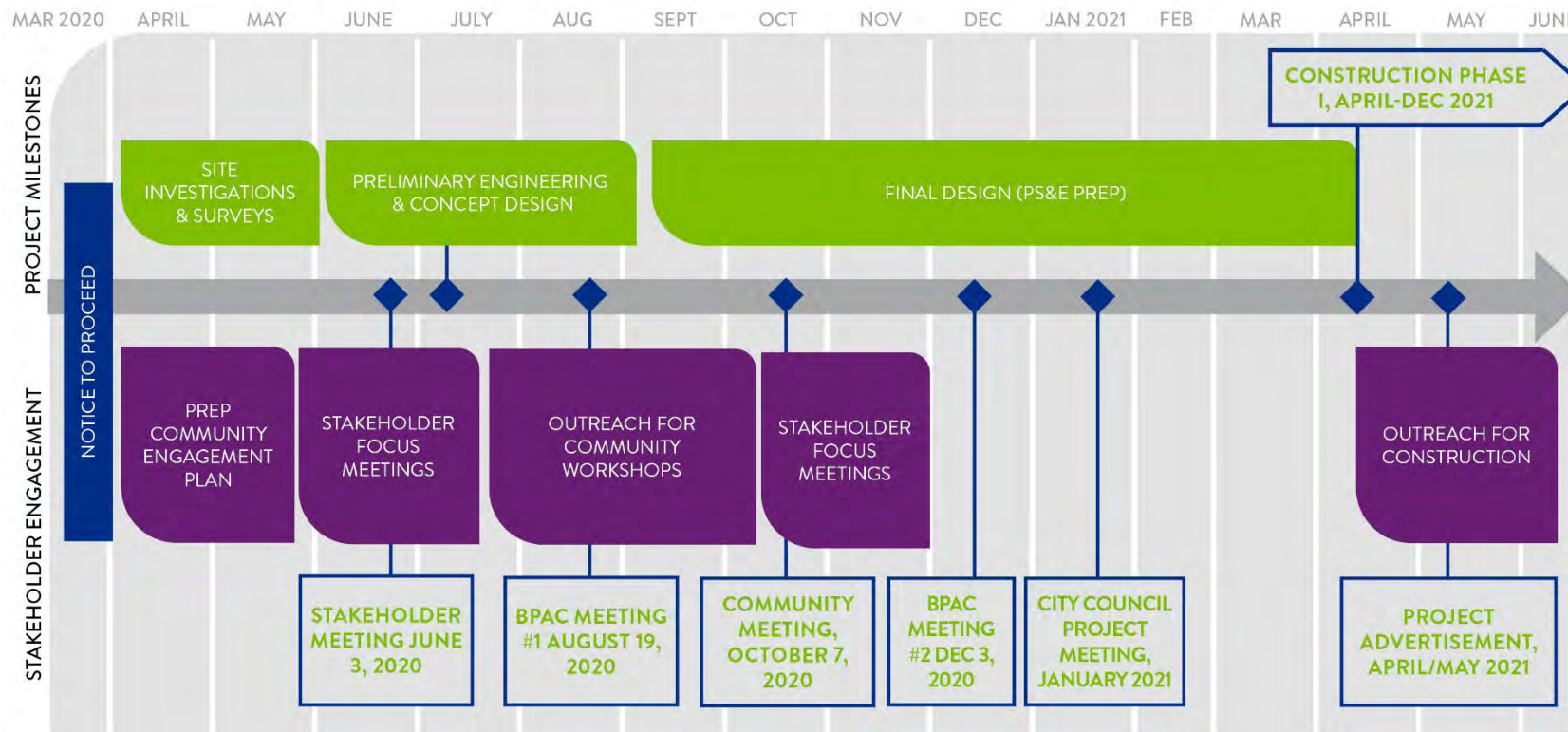
- **Project Limits:** Sunnyside Ave to Highway 101 Interchange
 - Phase 1 – Highway 101 to Camino Alto
 - Phase 2 – Camino Alto to Elm Ave
 - Phase 3 – Elm Ave to Sunnyside Ave
- **Phase 1 Construction:** Anticipated in Summer 2021
- **Other Planned Corridor Projects:**
 - City Sewer Line Rehabilitation 2022
 - MMWD Water Line Replacements Planned for 2022
 - **Ashford Avenue:** Repaving Lomita to E. Blithedale in Summer 2021





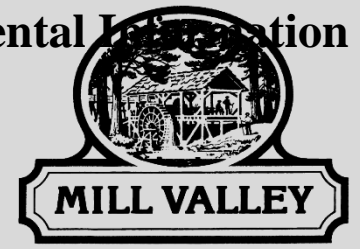
Project Schedule and Outreach Activities

Design Timeline



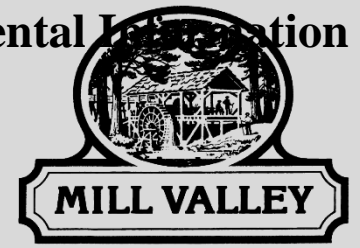
Construction Outreach:

- Anticipated start of construction is June 2021
- Construction phase community meetings are anticipated in May/June 2021
- Additional outreach for Phases 2 and 3 in Fall 2021



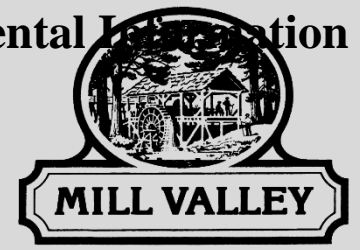
Phase I Construction Schedule:

- City Council Approve Phase I Project Design Plans May 17, 2021
- Open Bid May 27, 2021
- The roadway construction is expected to start in mid-June
- Substantially completed by the end of October 2021
- Replacement of the traffic signal poles is expected to be completed by January 2022 due to the long lead time for manufacture and delivery of the poles.

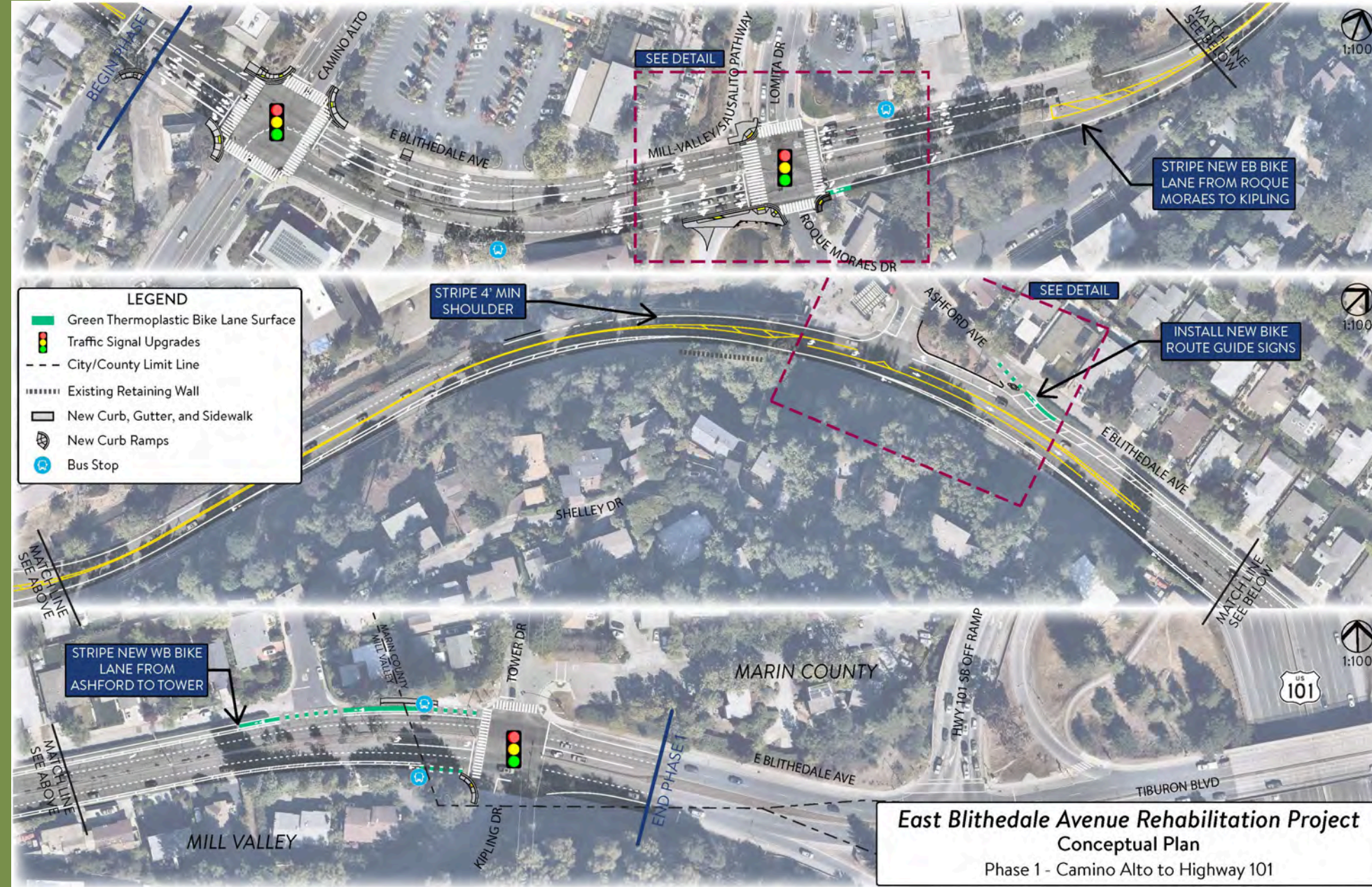


Project Funding

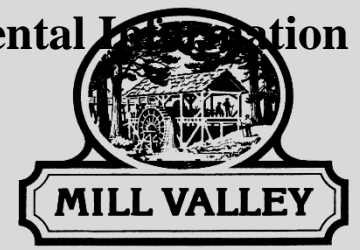
Funding Source	Phase 1 Construction	Future Phases
TAM Measure AA (Rehab)	\$1,210,000	-
TAM Measure AA (Bike Lane Grant)	\$ 400,000	-
Gas Tax	\$100,000	
MST	\$700,000	
Roadway Impact Fee	\$150,000	
City Annual Street Rehab	\$1,500,000-	\$3,250,000
<i>Federal HSIP Grant</i>	-	\$250,000
Total	\$4,060,000	\$3,500,000
Construction Estimate	\$3,700,000	\$5,000,000



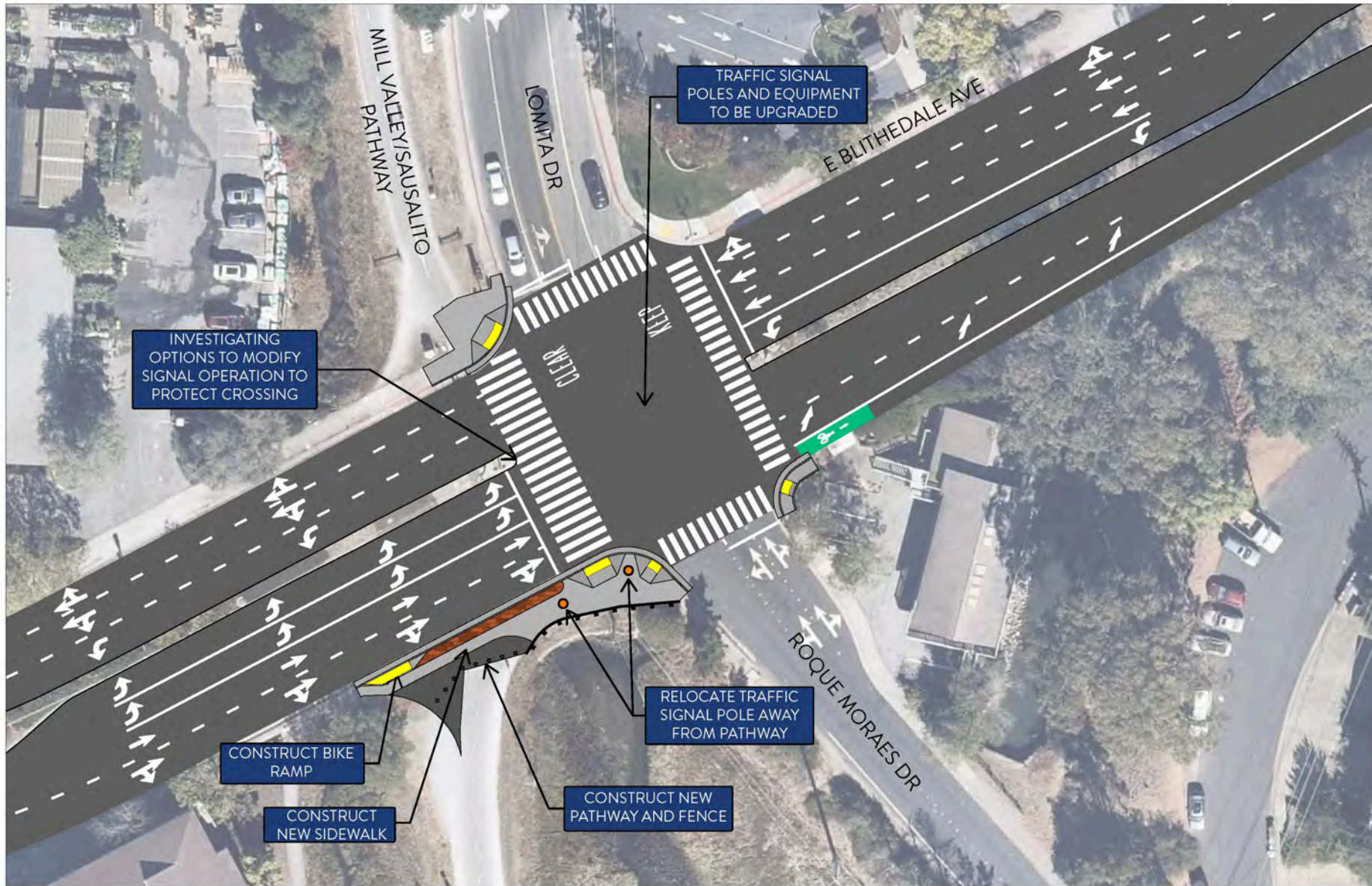
Phase 1 Plan - Current Design

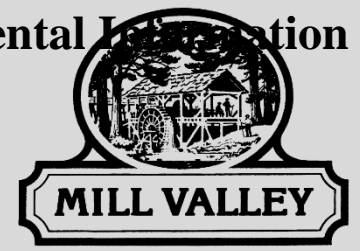


East Blithedale Avenue Rehabilitation Project
 Conceptual Plan
 Phase 1 - Camino Alto to Highway 101

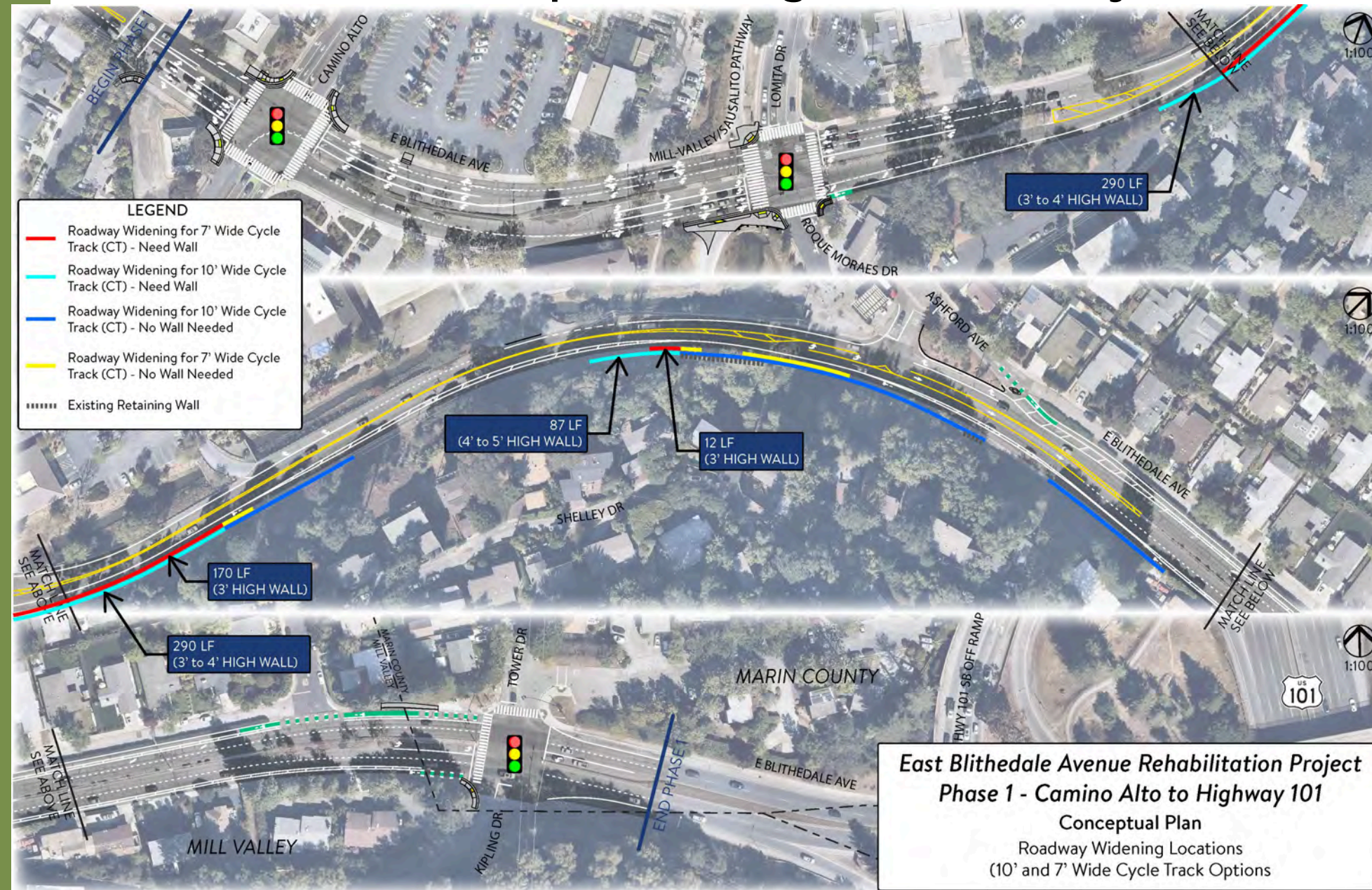


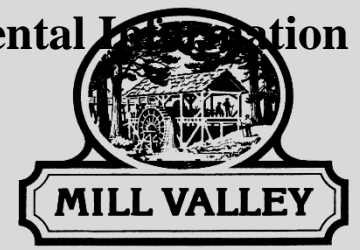
Phase 1 Roque Moraes/Lomita Improvements



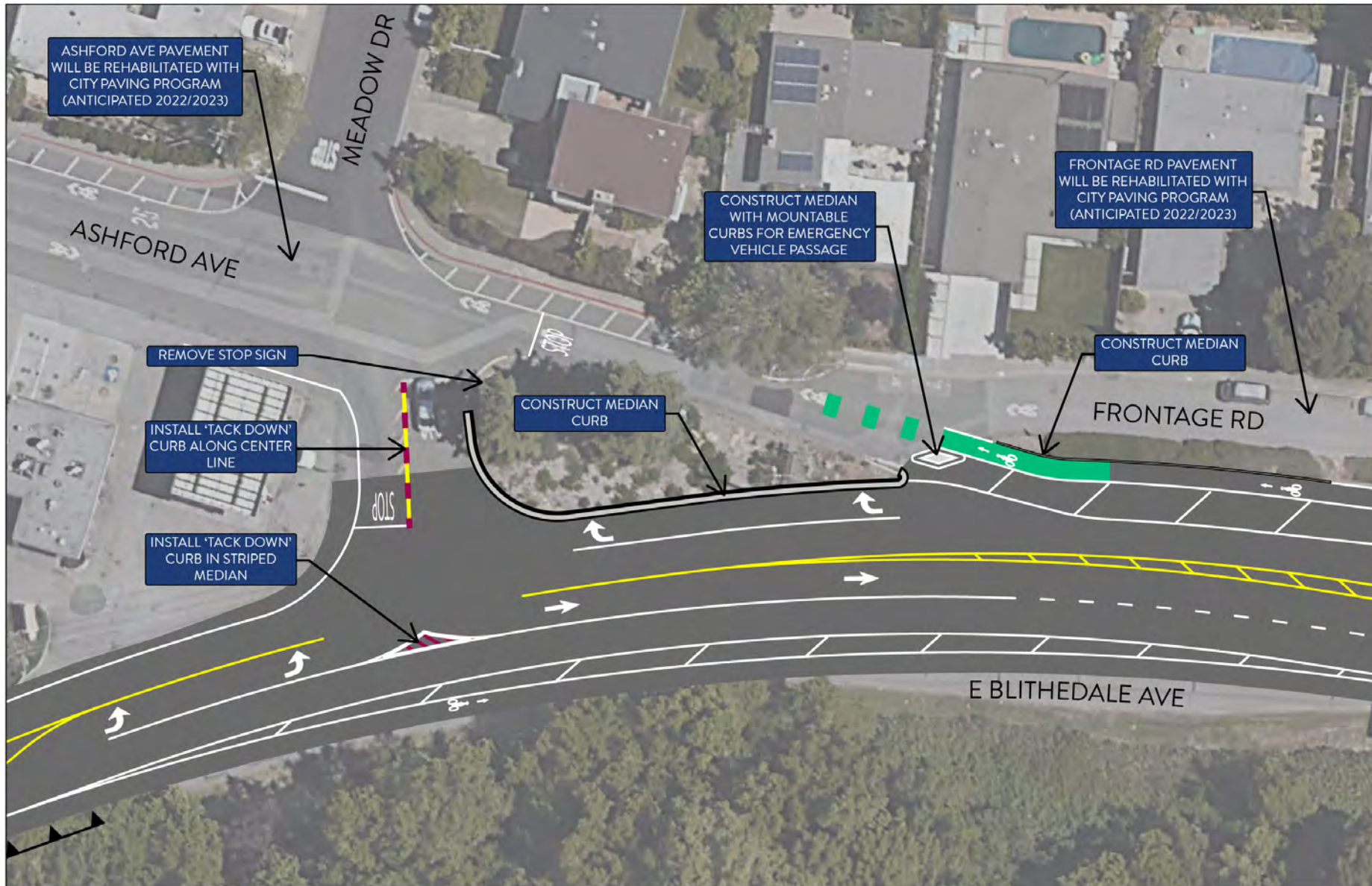


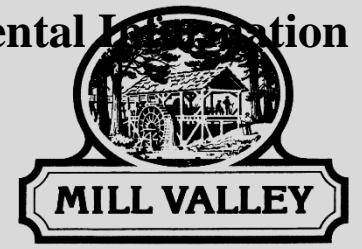
Phase 1 Plan - Concept Widening for Class IV Cycle Track





Phase 1 Ashford Ave Improvements





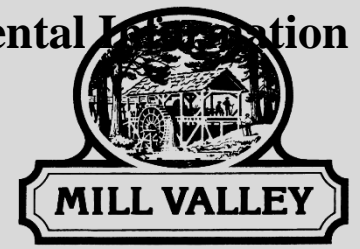
Bike Lane Types



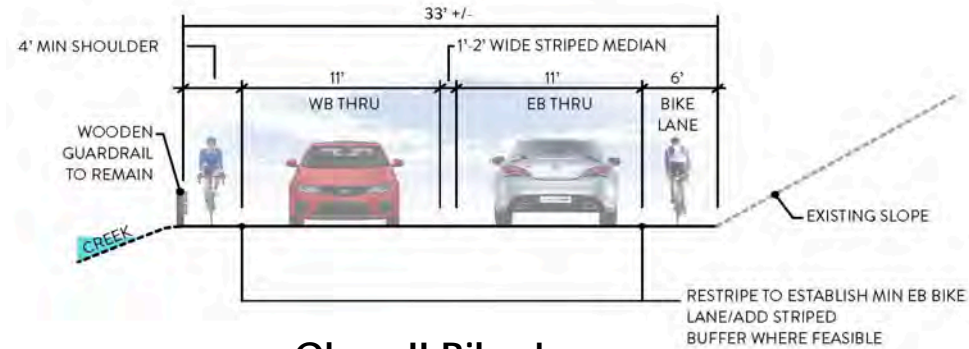
CLASS II BIKEWAY



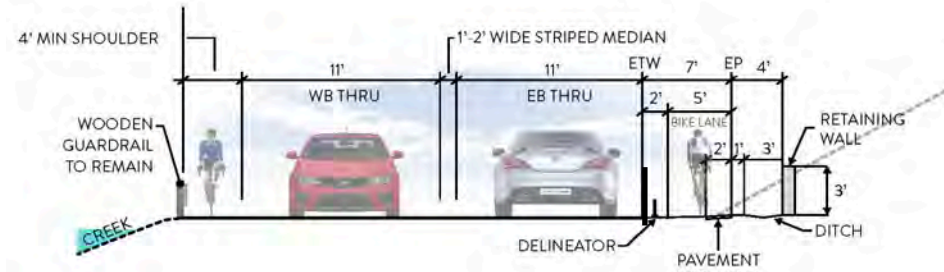
CLASS IV CYCLE TRACK



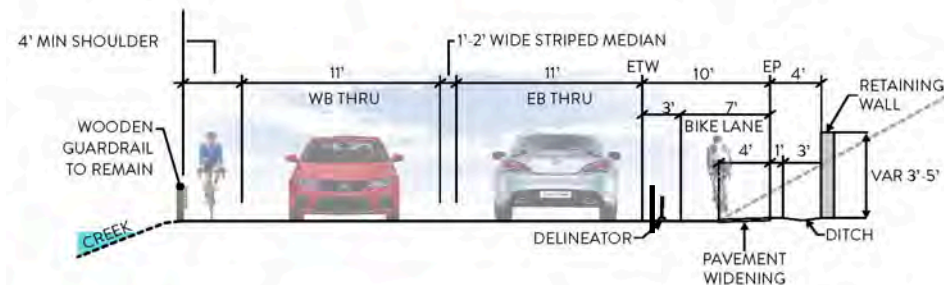
Phase 1 Bicycle Facility Improvements



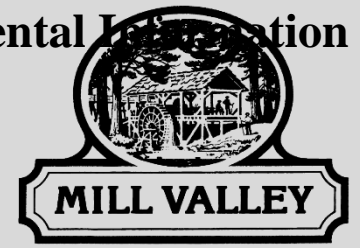
Class II Bike Lane



7' Class IV Cycle Track-Current Project



10' Class IV Cycle Track



Phase 1 Construction Logistics

- 1. Pavement rehabilitation activities for the project to be performed during the hours between 8 PM and 6 AM Sunday through Thursday.
- 2. Traffic lanes closure in the commute direction during the day will be limited to 9 AM to 3 PM.
- 3. Nighttime construction equipment will be restricted to low noise equipment.
- 4. Changeable Message Board signs will be posted two weeks prior

to the start of construction at both ends of the project site and along other locations alerting motorists in advance and urging folks to seek alternate travel times and routes.



THIRD STREET REHABILITATION TAM EXECUTIVE COMMITTEE MEETING

May 10, 2021

Project Limits

Item 7 - Supplemental Information
3rd Street from just east of Union St to 2nd St
2nd Street from West St to Shaver St



Measure A, State, and Local Funds

HSIP: "Highway Safety Improvement Program"



Project Outreach

Item 7 - Supplemental Information


1. Technical Working Group Meeting – July 2017
2. Community Working Group Meeting – October 2017
3. Community Meeting #1 – November 2017
4. Working Group Meeting - February 2018
5. Community Meeting #2 – March 2018
6. City Council Approves Master Plan Update – July 2018
7. Feasibility Report Presentation to City Council – June 2019
8. Bicycle and Pedestrian Committee – August 5, 2020
9. Community Meeting #3 September 23, 2020
10. Presentation to City Council November 3, 2020
11. BPAC– December 2, 2020 & February 3, 2021
12. Community Meeting #4 March 24, 2021
13. City Council Approves Project May 3, 2021



Additional Information

April Miller, P.E.
Senior Civil Engineer

April.Miller@cityofsanrafael.org
415-485-3409



RESIDENTS

BUSINESSES

VISITORS

DEPARTMENTS

NEWS

EVENTS

CONTACT

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Public Works

Capital Improvement Program (CIP) and Active Projects

Third Street Corridor Rehab

◀ Back

Capital Improvement Program (CIP) and Active Projects

Projects Out to Bid

Bicycle & Pedestrian Master Plan

Crosswalk Improvements

Downtown Transit Center Relocation

Francisco Blvd. East Sidewalk Improvement Project

Francisco Blvd West One Way Conversion and Multi-Use Path

IDEA

Lucas Valley and Smith Ranch Road Resurfacing

Pickleweed Field and Park

San Rafael Creek Bridge Replacement (Caltrans)

San Quentin Pump Station

San Rafael High School Crosswalk

Schoen Park Project

Southern Heights Bridge Replacement

Street Resurfacing and Curb Ramps

Third Street Corridor Rehab

Bill Guerlin, Director of Public Works

Third Street Corridor Rehabilitation and Safety Improvements

Third Street is a critical component of San Rafael's transportation network serving tens of thousands each day as they travel to work, school, recreation, and retail destinations. The County's busiest transit node, the Bettini Transit Center, brings nearly 9,000 people daily to and through Third Street as they use Golden Gate and Marin Transit services. As SMART continues to grow its system, it could bring thousands more transit users to the corridor. Third Street is not only important to San Rafael, but serves regional need linking Highway 101 and West Marin communities.


The City of San Rafael has an allocation from the Transportation Authority of Marin through the Measure A program to rehabilitate Third Street. The City completed a feasibility study for the corridor and presented to City Council June 2019. Based on funding the City split the Third Street Project into two projects. The Third Street Rehabilitation project is funded through Transportation Authority of Marin (TAM) Measure A funds and Local Partnership Program through the State. The limits of the Rehabilitation Project are from Lindaro Street to just east of the Fourth Street intersection. The Third Street Safety Project is federally funded through Highway Safety Improvement Program (HSIP), locally through TAM Measure A, and state funded through Road Maintenance and Rehabilitation Program State Bill 1 (SB 1). The limits of the Safety Project are from Union Street to Lindaro Street.

After requesting proposals for the design of the two projects, the City hired a consultant team lead by CSW ST2 to lead the Third Street Rehabilitation Project design and Kimley-Horn to lead the Safety Project design. The initial investigations and preliminary engineering concepts have begun. The City and design teams will set up a series of virtual community outreach options for the projects in late summer 2020. These outreach opportunities will review design progress and options based on the preferred alternative from the feasibility study.

The projects will continue to build on existing studies, community input, and city goals of: congestion relief, improving safety, and complete street options for Third Street.

DEPARTMENT OF PUBLIC WORKS

3rd Street Projects



www.cityofsanrafael.org/third-st-rehab/

Frequently asked questions

- Will existing parallel on-street parking along the south side of 2nd Street be affected and/or eliminated?
- Will the new bike facility extend to the West End?
- Will the left turn pocket on Third Street going onto Lindaro be removed?
- What improvements will be done at the parking lot adjacent to Walgreens at Lindaro Street and Lootens Place?
- How will traffic be impacted during construction?
- What will happen with street trees as part of the project?
- Will there be a change in the number of vehicle lanes?
- Will sidewalks be replaced along the project limits?
- Why is the City installing a Class IV protected cycle track + sidewalk versus a Class I multi-use path all the way through?

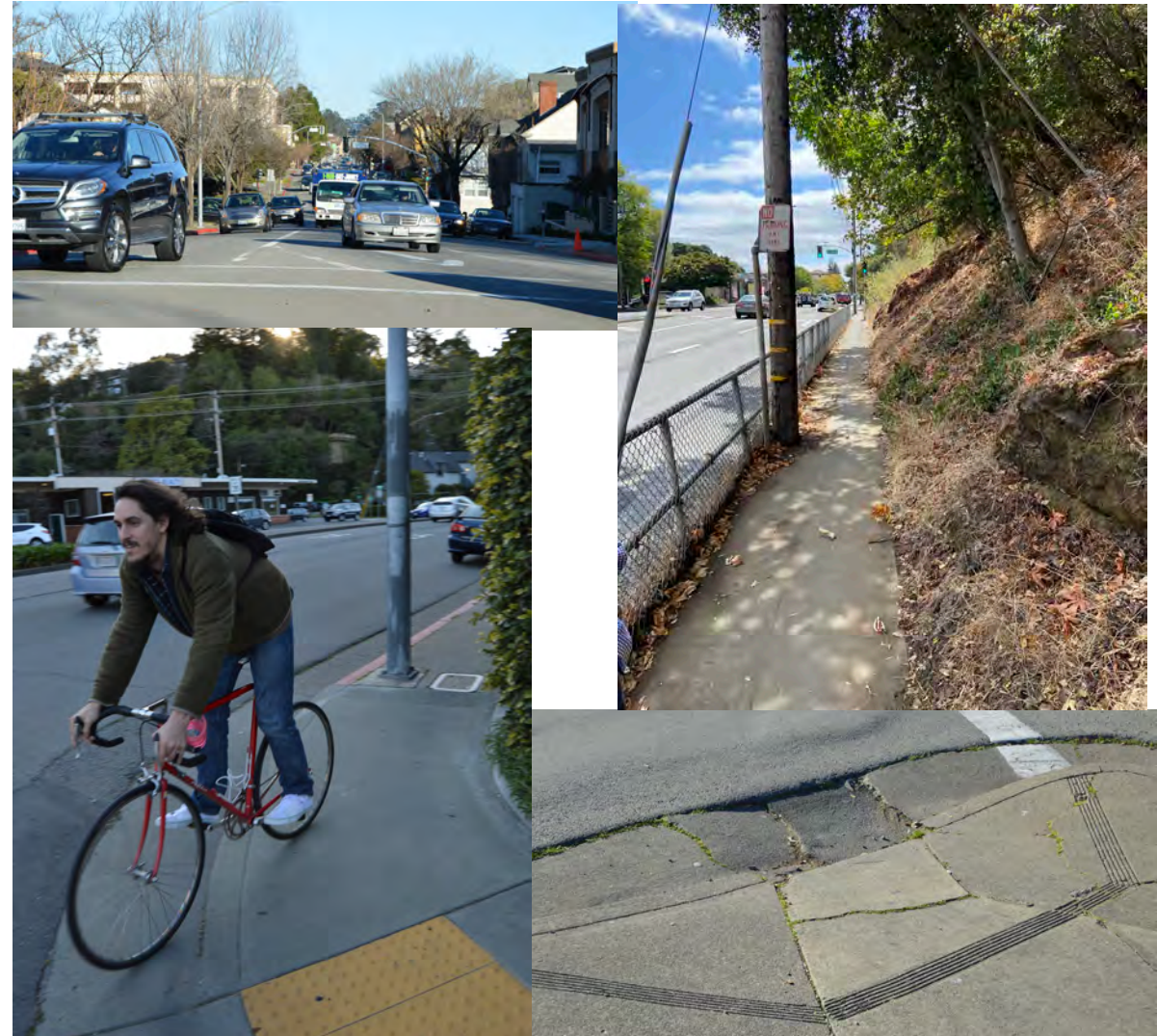
More information

[Draft Intersection Layout \(April 2021\)](#)



Project Goals

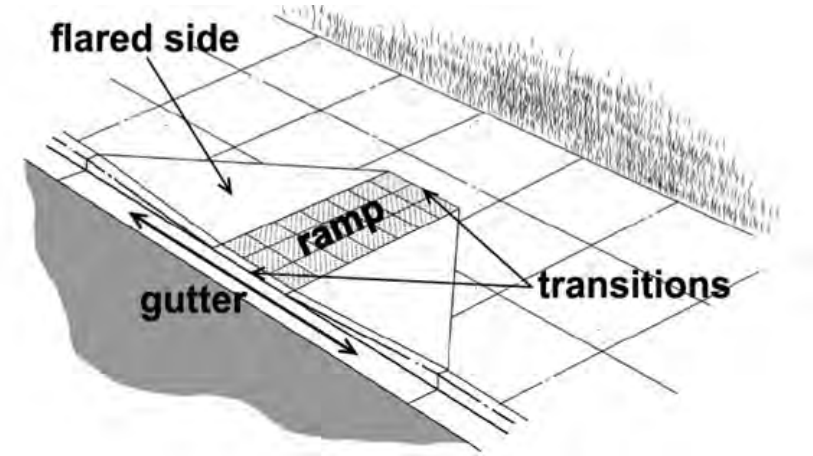
1. Improve **safety** for all bicyclists and pedestrians
2. Repair **pavement** and **drainage**
3. Improve **pedestrian crossings** and repair sidewalks
4. Upgrade traffic **signals** and provide safety **lighting**
5. Improve **traffic flow** for cars, transit, and emergency service
6. Add street **trees**
7. Enhance access for designated **Safe Routes to Schools**
8. Develop an **economically viable** project
9. Infrastructure replacement by MMWD & SRSD.



Intersection Enhancement



Bulb-out



Curb Ramp



Detectable Warning Surface



High Visibility Crosswalk



Traffic Signals

Item 7 - Supplemental Information



**YELLOW BAND
NIGHTTIME VISIBILITY**



COUNTDOWN SIGNALS

New Traffic Signals: Brooks Street East Street



EMERGENCY VEHICLE PREEMPTION



SAFETY LIGHTING



Downtown Intersections



Raised Intersections

Item 7 - Supplemental Information



A Street

B Street

C Street

D Street

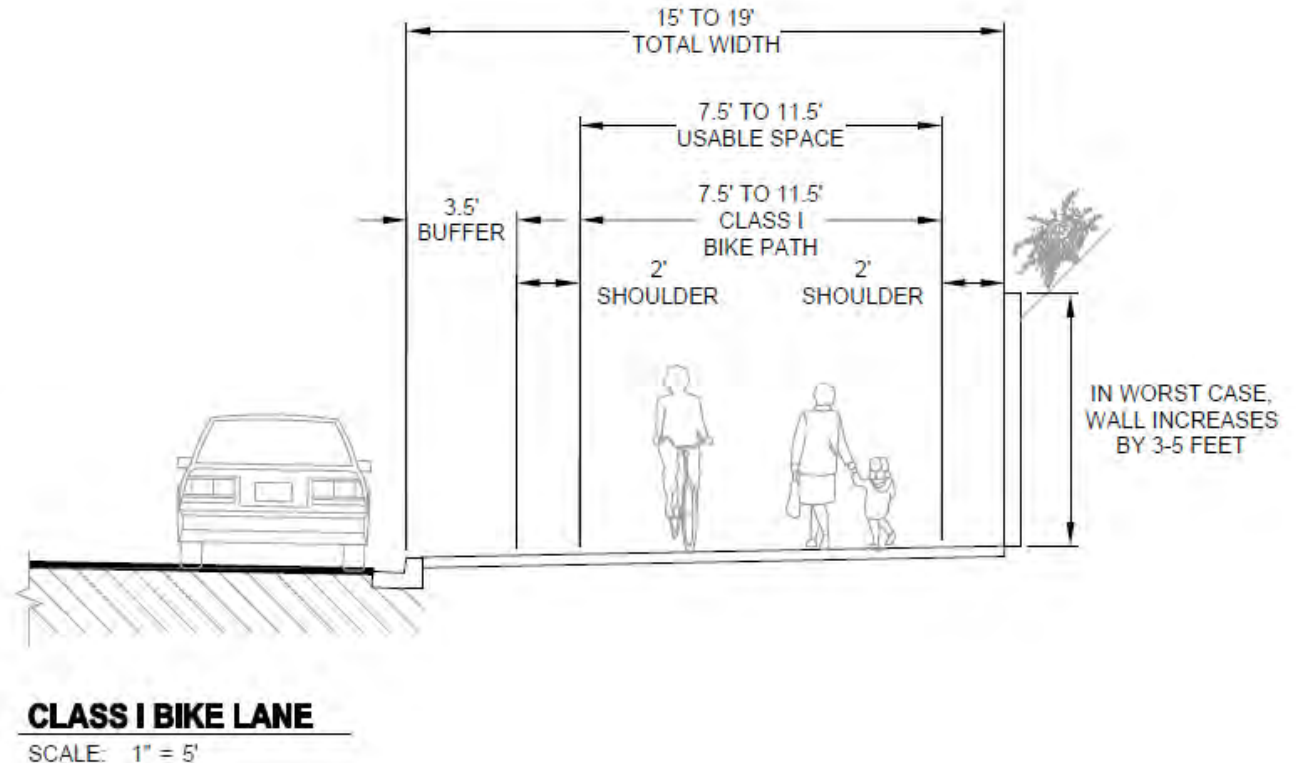
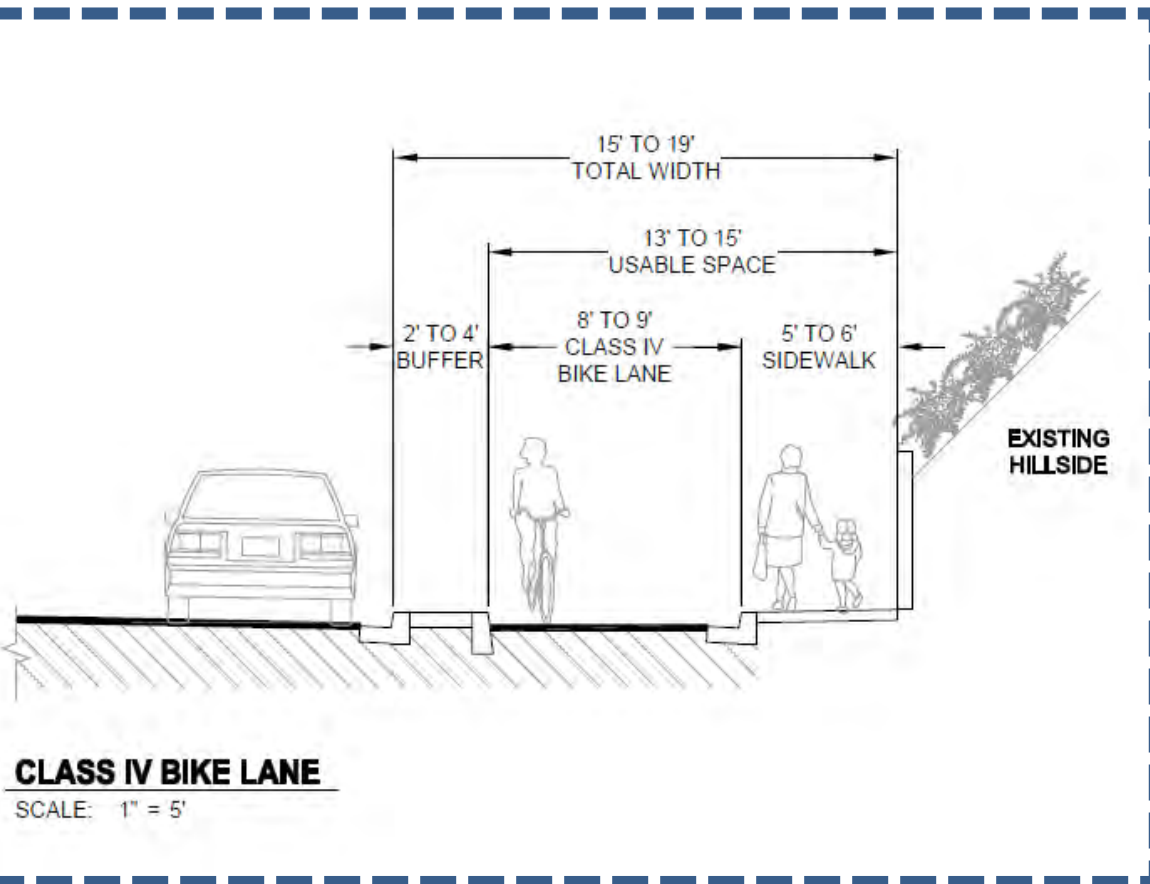


Second Street Bicycle Facility



Marquard Ave

Second Street Bicycle Facility



Class IV Bikeway Barriers

Item 7 - Supplemental Information



Asphalt Berm

Vertical barrier separates vehicles and bicyclists.

Low cost.

Base Bid



Bollard and Marker

Visual separation between vehicles and bicyclist.

Least cost.

Deductive Alternative Bid



Concrete Curb

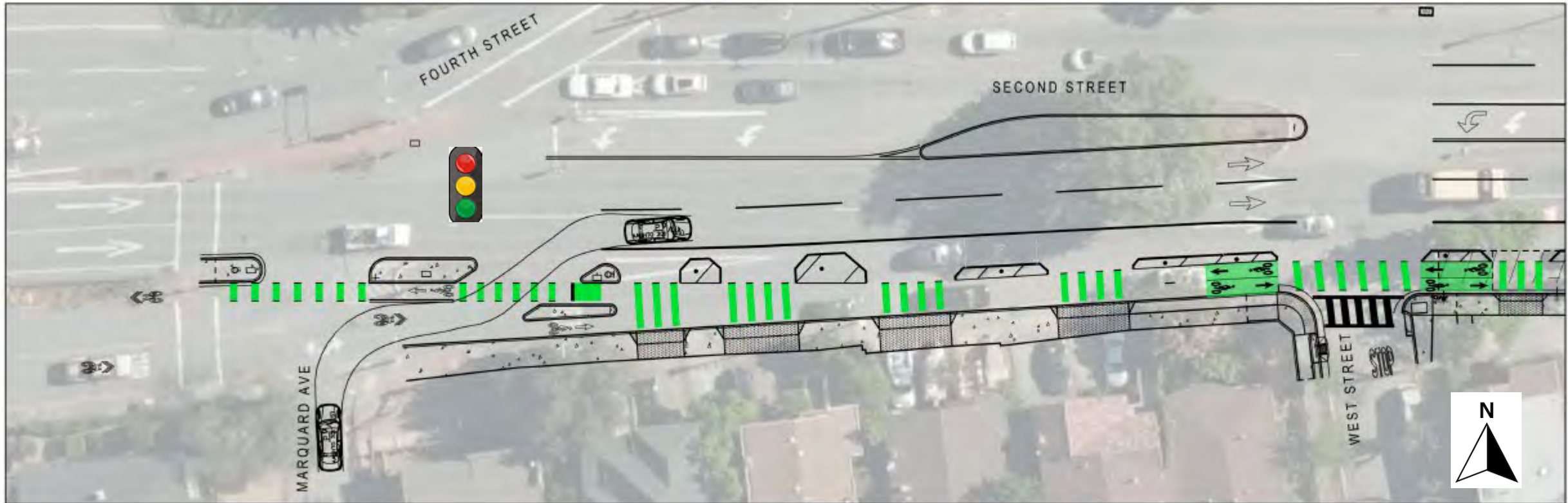
Vertical barrier separates vehicles and bicyclists.

Resilient

Higher cost.

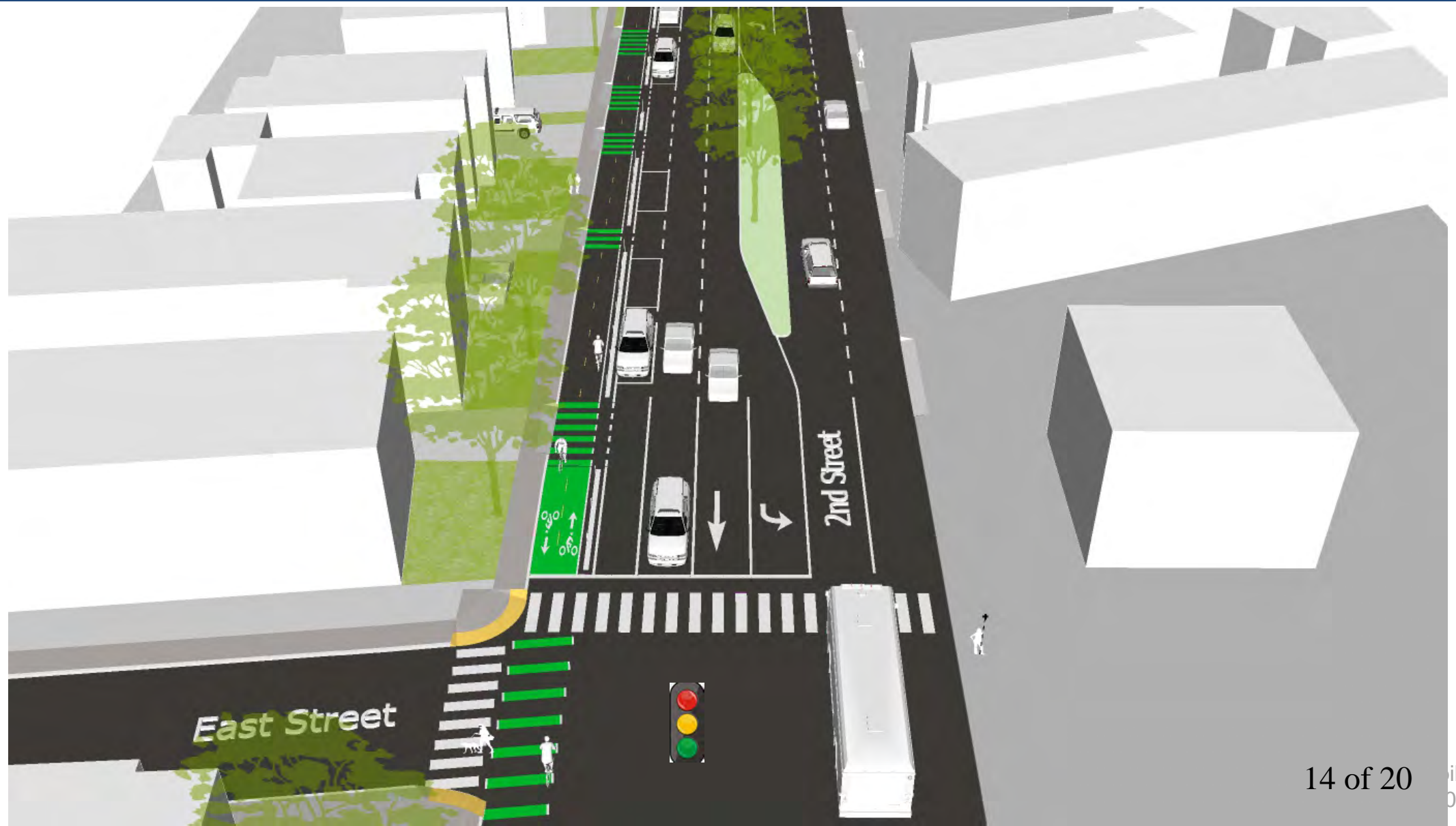


Second Street Bicycle Facility



Item 7 - Supplemental Information

2nd & East St **Bicycle Facility**



2nd & G Street Bicycle Facility

Item 7 - Supplemental Information



Third Street Trees

Item 7 - Supplemental Information



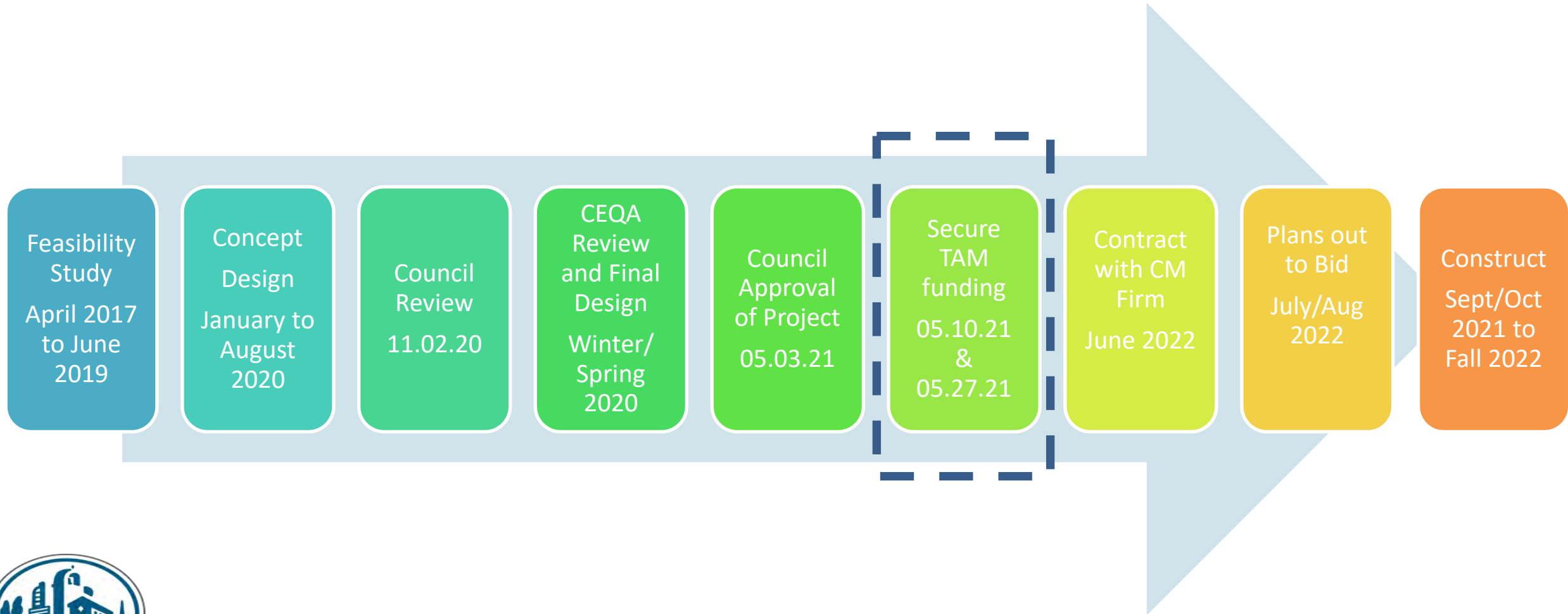
Project Budget & Funding

Previously Allocated	
Feasibility Study \$	300,000
PE/ Design \$	1,000,000
Construction Budget	
Measure A/AA \$	11,654,106
SB1 RMRA \$	1,000,000
Gas Tax City Fund \$	650,000
Traffic Mitigation Fund \$	200,000
Total Funding Available \$	13,504,106
Construction Management services \$	600,000
Construction Estimate \$	12,900,000
Estimated Total \$	13,500,000



Project *Next Steps*

Item 7 - Supplemental Information



Construction Process

1. About 1 year of construction

2. General sequence of work

- Utilities – MMWD, sewer district, and PG&E
- Sidewalk and curb ramps
- Traffic signals
- Paving and striping
- Street trees

3. Lane closures during off peak periods

- East bound (Second Street): 9 am to 6 pm
- West bound : 6 am to 3 pm

4. Night work for paving and specific operations

5. Driveways will be closed for periods of up to 4 hours



Both the City and contractor will outreach to residents and businesses during construction to provide advance notice of construction activities.



Thank you
Questions & Comments

