

STAFF REPORT

April 5, 2011

TO: City Council

FROM: Ken Hiatt, Director of Community Development and Sustainability
Robert A. Clarke, Interim Public Works Director
Katherine Hess, Community Development Administrator
Roxanne Namazi, Senior Civil Engineer

SUBJECT: Fifth Street Corridor Improvement – CIP No. 8138
Request for Qualification/Proposal for Design
Phase II Environmental Assessment

Recommendation

Staff recommends that the City Council

1. Authorize the release of the attached *Request for Qualifications/Proposals* for design and engineering services for the Fifth Street Corridor Improvements; and
2. Approve resolution authorizing staff to proceed with a sole-source contract with Kennedy-Jenks for focused soil testing, for a Phase II Assessment.

Council Goals

- Provide a safe and efficient circulation system.

Fiscal Impact

The Fifth Street Corridor Improvements project has been planned in two phases. The first phase includes the lane reconfiguration, necessary changes to the signals, and painted medians. The second phase includes pedestrian-scale lighting, landscaped medians, and other aesthetic improvements. Phase 1 is funded through a combination of federal funds and local resources; Phase 2 is unfunded. A summary of the costs for the two phases is shown in the following chart.

Fifth Street Corridor Improvements Estimated Cost		
Task	Phase I	Phase II (add'l cost)
Environmental review, and Engineering design	\$174,000	\$50,000
Construction	\$1,000,000	\$770,000
Community Design Grant	\$836,000	May apply for future grants
City's share	\$338,000	\$820,000

Fifth Street Corridor Project

The City has received approval for a Community Design Grant from the Sacramento Area Council of Governments. SACOG has approved a grant in the amount of \$836,000 for the Federal Fiscal Year 2014, for the initial construction phase of the project (estimated at approximately \$1,000,000). The grant has a minimum 11.47 percent local match (for a total of approximately \$100,000 for the initial phase), which would come from sources such as Roadway Impact Fees, Construction Tax, RDA, or CDBG. Additional contributions may be required from local sources. At this time, staff anticipates a City share of \$338,000 to cover the local match and items ineligible for grant funding.

The proposed Phase II soil testing is estimated at \$10,000. Currently, the Fifth Street Corridor Improvements project, CIP 8138, is budgeted for \$50,000 for the FY 2010-11. The cost of Phase II soil testing will be covered by the CIP 8138, subject to future reimbursement by the grant.

Background and Analysis

In September 2009, the City Council, endorsed reconfiguration of Fifth Street between A and L Streets. The proposed reconfiguration would remove one of the two vehicle travel lanes in each direction, and add bicycle lanes and left turn pockets/medians. New traffic signals at F and G will be installed with the standard eight-phase pattern, traffic signals at A, B and L Street intersections will be modified to provide for the road reconfiguration. ADA compliant ramps and enhanced pedestrian crossings will be constructed throughout the corridor.

In April 2010, the City Council approved the project description and directed staff to proceed with the environmental analysis.

Funding / Timeline

The grant fund is anticipated to be allocated in the Federal FY beginning October 2013. It is possible for the City to advance the funds and be reimbursed when the grant funds are available. It is also possible that SACOG may be able to advance the funds earlier than anticipated for a project that is ready for construction. The necessary *Request for Authorization* application for the project engineering in the amount of \$100,000 was approved by Caltrans for the Project Engineering on March 15. This will allow the engineering services to be expended by the City and be reimbursable by the grant.

If funds are available to be advanced by the City or by SACOG, staff's expected milestones are:

April 2011 – Engineering RFQ/P released
June 2011 – Engineering consultant selected
December 2011 – Final design approved by City Council; CEQA determination
Fall 2011 – “Before” measurements/data collection
February 2012 – Construction bid advertisement
July 2012 – Construction commence
Summer 2013 – “After” measurements and evaluation

Design and Engineering

The City Council has approved a project description and general design concept for the corridor. The attached *Request for Qualifications/Proposals* solicits qualified engineering firms to prepare Plans, Specifications and a cost Estimate for the corridor improvements.

The RFQ/P calls for two public meetings: one prior to the start of the design, and one prior to the final design. The final design will include the street layout, ADA ramp/pedestrian crossing design, signal design including coordination plan. Staff anticipates that the design and engineering process will be complete in fall 2011, along with the CEQA determination. The PS&E will be presented to the Council for approval when ready.

Environmental

CalTrans approved the Preliminary Environmental Study under the National Environmental Protection Act in May 2010, with the requirement that we do a "Phase 1" hazards assessment for the corridor. The City entered into a contract with Kennedy-Jenks for that work. The Phase 1 was completed on December 27, 2010. Based upon the conclusion of the Phase 1, Caltrans and the City's legal counsel are now recommending additional hazards assessment work. The recommended "Phase 2" study calls for soil samples at the two locations in the corridor most likely to contain contamination – the corner of Fifth and L (adjacent to the PG&E corporation yard) and the intersection with H Street (at the railroad tracks).

Kennedy-Jenks has submitted a proposal to conduct this work for \$10,000. Kennedy-Jenks has done other environmental and toxic review in the downtown area under contract with the City of Davis. Staff recommends a sole-source contract with Kennedy-Jenks for this focused Phase 2. The Phase 2 is being recommended but not being **required** by Caltrans under its NEPA authority. The City Council has the ability to move forward with construction and bid documents without the additional sampling, and include contingencies for the contractor in the event that contamination is discovered.

Staff has concluded that it will be more cost effective to have the information from this sampling in advance of the contract and the work. Building contingencies into the contract could lead to an overall higher bid price and potentially having to pay a premium to deal with an unexpected issue on an urgent basis. Also, having this information will assist in avoiding a potentially hazardous condition (e.g. stock-piled contaminated soil on the side of the street awaiting proper disposal) and avoiding potential project delays while we coordinate an appropriate response.

Attachments

- 1) Request for Qualifications/Proposals (copy)
- 2) Resolution

**Subject: Request for Qualifications and Proposals: Fifth Street Corridor
Improvements, CIP 8138
Due May __, 2011**

1. Introduction:

The City of Davis is seeking interested and qualified engineering and streetscape design consultants for the design and development of construction plans, specifications, and cost estimate for the Fifth Street Corridor Improvements Project. Responding firms should be qualified in the area of design of roadway and streetscape improvements. These services may be provided by one qualified consultant or a prime consultant with specialty sub-consultants.

2. Fifth Street Corridor Improvements and Project Goals:

The project will create a “road diet” (lane reduction) on the 4-lane Fifth Street between A and L Streets. New 8-phase traffic signals will be installed at the intersections of F and G Streets. The traffic signals at A, B and L Streets will be modified to accommodate the new lane configuration. New ADA access ramps will be installed at all corners throughout the corridor. As currently envisioned, pedestrian crossing lights will be installed at the intersections of D and J Streets.

The existing 3,900 foot segment of Fifth Street – a strategic downtown arterial – from A Street to L Street has four travel lanes, curb to curb, with no room for separate bicycle lanes. Currently bicycle lanes or bicycle path(s) exist at both ends of this segment of Fifth Street: from Fifth Street to Mace Boulevard at the east edge of Davis and to Stevenson Creek Road west of the City. This segment creates a significant gap in the city’s extensive bikeway network, and creates safety concerns for people traveling along or across this section of Fifth Street. In addition, the lack of enhanced crosswalks and pedestrian-scale lighting creates a barrier for residents who want to travel on foot to the commercial area of downtown Davis.

This project will add painted medians, turn pockets, and bicycle lanes on Fifth Street between A and L Streets, and new traffic controls for the new lane configuration. The project will enhance pedestrian connectivity between existing neighborhoods and the existing commercial area by adding marked crosswalks and providing pedestrian-scale lighting and amenities. The city will convert one travel lane in each direction to provide the necessary width for median islands, turn pockets at intersections, and bicycle lanes along the whole length of the corridor.

This project, at its heart, is a Complete Streets project. Rather than viewing this “road diet” as a loss of automobile lanes or a deprivation for drivers, the City views this project as an addition of amenities for all other roadway users, to more equitably help people access their places of work, play, social gathering, worship, services and shopping. This project will help open Fifth Street to a greater mix of interaction and connection.

The project does not currently include resurfacing the existing street. The City Council will be asked to consider adding this item to the project improvements when it reviews plans and specifications.

The City has received approval of the NEPA PES from Caltrans. CEQA review is anticipated concurrently with the project design. We anticipate an initial study leading to a Mitigated Negative Declaration. We have received the necessary letter of concurrence from California Northern Railroad.

3. Factors for Consideration:

The following factors should be considered in preparation of the proposal:

- a. **Traffic.** Fifth Street is a major arterial, with average daily traffic of 12,000 to 17,000 vehicles. It provides the main cross-town access to the downtown Core Area and the UC Davis campus. One of the City’s three fire stations is on the corridor, and the police station is on Fifth Street approximately one mile to the east.
- b. **Community interest.** The benefits and disadvantages of the road diet have been the subject of much debate throughout the community. On September 8, 2009, the Davis City Council adopted a resolution endorsing a “road diet” redesign of Fifth Street between A Street and L Street.
- c. **Connection to existing bicycle network.** The intersections at the end of the corridor (“A” and “L” Streets) will need to be designed with special sensitivity. There are off-street multi-use paths beyond the corridor on the south side of the street only. The City is considering adding on-street bicycle lanes east of L and west of A, but has not made a final decision.
- d. **Phases.** The project is proposed to be constructed in two phases. The first phase, including the restriping, new traffic signals at F and G, signal modifications at A, B and L, ADA compliant ramps and enhanced pedestrian crossings, will use a Community Design of \$836,000 approved by the Sacramento Area Council of Governments. For this phase, additions to medians are expected to be painted (with the exception of the median between A and C Streets). The second phase, for which funds have not been identified, may include raised medians (as feasible), landscaping, pedestrian-scale lighting, and any other aesthetic improvements.

- e. **Emergency vehicles.** Emergency vehicle access into and through the corridor is critical. The driveway from Fire Station 31 to Fifth Street is occasionally blocked by vehicles. The Fire Trucks currently have signal preemption capability. We wish to explore signal override mechanisms that would allow intersections to be cleared farther in advance of emergency vehicles than is currently possible. Fire Station's access improvements are envisioned with the redesign of the corridor, though the cost of any improvements is not included in the grant funding.
- f. **Bicycle/pedestrian improvement objectives.** The objectives of the corridor for bicycles and pedestrians are to improve safety and comfort for non-vehicular transportation options. Crosswalks and curb cuts are anticipated for all intersections on the corridor. The consultant is expected to explore other modifications to the intersections to accommodate pedestrians and bicyclists.
- g. **Neighborhood impacts.** As part of the project, the City will be evaluating potential for cut-through traffic in nearby residential neighborhoods, and possible mitigation measures, including traffic calming measures, standard or reverse diagonal parking, and/or entry islands. The consultant is expected to assist City staff in exploring alternatives for consideration either with the initial construction or in anticipation of future problems. This is not included in the grant application/funding.
- h. **Green design.** Because this is such a prominent corridor and project, we are seeking a green street design to the extent allowed by the budget and right-of-way limitations. It is recognized that some of the green components will be deferred to the second (or later) phase of the project construction.
- i. **Corridor aesthetics.** The Fifth Street corridor is a key cross-town route and is also an important boundary between the downtown Core Area and the traditional residential neighborhood to the north. The design of the improvements should reflect the importance of the roadway as an entry point and as a connector.
- j. **Buses.** The corridor is used by both YoloBus and Unitrans buses. Current locations of bus stops are shown on the attached aerials; moving the stops (if desired) would require consultation with the transit companies.
- k. **Movement restrictions.** No determination has been made on whether any movements (for passenger or for commercial vehicles) will need to be limited throughout the corridor. The consultant is expected to assist staff evaluate advantages and disadvantages of restricting movements at intersections and existing driveways.
- l. **Signal timing.** The traffic signals at F and G intersections must be coordinated with consideration for coordination with other signals throughout the corridor.
- m. **Railroad crossing.** The Northern California Railroad is requiring installation of raised medians and other improvements at the railroad crossing.

- n. **Evaluation.** The City Council has stated an expectation that the project be evaluated after construction. The consultant will be requested to participate in the determination of criteria for evaluating the performance of the corridor improvements.

4. Scope of Work:

The City anticipates the following items to be included in the scope of work:
Phase I:

- a. Attendance at a pre-design public workshop to hear comments on design goals.
- b. Identification of design options to balance issues of safety, aesthetics, and cost.
- c. Attendance at one City Council meeting to present the recommended design.
- d. Assistance to staff in identifying appropriate triggers, mitigations, and contingency measures for future modifications to the corridor in the event of unacceptable performance in corridor operations.
- e. Final streetscape Schematic Plan for Preferred Alternative. Level of detail includes:
 - i. Street layout with proposed lane configuration
 - ii. Circulation map and memo describing circulation impacts/tradeoffs of design alternatives
 - iii. Planning level cost estimates

Phase II:

- a. Attendance at one public workshop and one City Council meeting to present the recommended design.
- b. Final engineering plans for the preferred alternative, level of detail to include:
 - i: Detailed construction plans
 - ii: Detailed striping plans
 - iii: Signal plans
 - iv: Engineering level cost estimate

5. Responses to this Request:

The deadline for responses is May __, 2011. Responding firms should address the following:

- a. **Project Team:** Please indicate the personnel who will be directly performing the work on this project including all disciplines. Indicate relevant experience on a project of a similar nature, as well as general depth and breadth in other areas of engineering. Indicate personnel assignments such as, Officer-in-Charge, Project Manager, and Project Engineer(s).
- b. **Project Approach:** Please indicate the approach which your firm will use in this project to give the City a quality product according to the agreed

schedule and at a reasonable cost. The project is scheduled for construction to begin in summer of 2012.

- c. Cost Estimate Experience: Please indicate your firm's experience in estimating projects of similar complexity versus the actual cost, including any construction change orders.
- d. Design Format and Other Details: Please indicate the level of completion that you will present construction drawings (e.g. 50%, 80%, 95%). Prepare a construction timeline.
- e. Consultant Agreement: Please indicate any proposed revisions to the City's Standard Consultant Agreement (enclosed).

The proposal is limited to no more than ten pages in length, arranged in a neat order. The ten pages shall be double sided and shall include a cover sheet and all other elements of your proposal. Your ability to clearly communicate information in a concise manner will form a partial basis for advancement to the next step in the selection process.

6. Schedule:

The deadline for responses is May __, 2011.

Staff anticipates construction in the summer of 2012. Expected milestones are:

April 2011 – Engineering RFP/Q released

May 2011 – Engineering consultant selected

September 2011 – Final design approved by City Council; CEQA determination

Fall 2011 – “Before” measurements

January 2012 – Construction bidding begins

July 2012 – Construction

Fall 2012 – “After” measurements and evaluation

You may contact Roxanne Namazi at 530-757-5675 or rnamazi@cityofdavis.org with any questions on this RFQ/P.

Sincerely,

Robert Clarke
Public Works Director

Enclosures: Aerial photographs with preliminary concept
List of Consultants
Standard Consultant Agreement

RESOLUTION NO. 11-XXX, SERIES 2011

**RESOLUTION APPROVING KENNEDY JENKS
AS A SOLE SOURCE VENDOR FOR PHASE II ENVIRONMENTAL ASSESSMENT
FIFTH STREET CORRIDOR IMPROVEMENTS, CIP 8138**

WHEREAS, one goal of the city of Davis is to protect the environment; and

WHEREAS, a Phase I hazards assessment for the corridor was performed by Kennedy Jenks; and

WHEREAS, based upon the conclusions of the Phase I, Caltrans and the City's legal council recommend additional hazards assessment be performed; and

WHEREAS, Kennedy Jenks has done other environmental and toxic review in the downtown area under contract with the City; and

WHEREAS, Kennedy Jenks has submitted a proposal to conduct the work for \$10,000.

NOW, BE IT RESOLVED by the City Council of the City of Davis Kennedy Jenks be used as a sole source vendor for the Phase II environmental assessment.

PASSED AND ADOPTED by the City Council for the City of Davis on this 5th day of April 2011, by the following vote:

AYES:

NOES:

Joseph F. Krovoza
Mayor

ATTEST:

Zoe S. Mirabile, CMC
City Clerk