

City of Sacramento

Legislation Details (With Text)

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Title: Agreement: Pocket Greenhaven Neighborhood Transportation Plan (S15201800)
Sponsors:
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Title:
Agreement: Pocket Greenhaven Neighborhood Transportation Plan (S15201800)

File ID: 2020-00169

Location: District 7

Recommendation:
Pass a Motion authorizing the City Manager or the City Manager's designee to execute a Professional Services Agreement with Fehr & Peers for the Pocket Greenhaven Neighborhood Transportation Plan (S15201800) for an amount not to exceed \$485,544.

Contact: Leslie Mancebo, Program Analyst (916) 808-5581; Jennifer Donlon Wyant, Transportation Planning Manager (916) 808-5913; David Edrosolan, Interim Traffic Engineering Manager (916) 808-6629, Department of Public Works

Presenter: None

Attachments:
1-Description/Analysis
2-Agreement

Description/Analysis

Issue Detail: With the FY2019/20 Approved Budget, the City Council approved the Neighborhood and Schools Ped/Bike Safety Study & Implementation Planning Project (S15201800) to analyze and identify solutions to traffic issues in the Pocket Greenhaven neighborhood. The Pocket Greenhaven Neighborhood Transportation Plan is intended to comprehensively identify traffic calming,

pedestrian, and bike improvements that will support and encourage walking, bicycling, transit and school access. The Pocket Greenhaven Neighborhood Transportation Plan will include a set of guiding goals and objectives, a summary of the range of potential solutions shared with the public, a summary of public feedback, and a final selection of recommendations that reflect the community vision for the area. The plan will include an implementation strategy that will include long-term solutions that support future development as well as desired short-term improvements.

Policy Considerations: The recommendation in this report is in accordance with the following policies from the Sacramento 2035 General Plan:

M 1.1.1 Right-of-Ways - The City shall preserve and manage rights-of-way consistent with: the circulation diagram, the City Street Design Standards, the goal to provide Complete Streets as described in Goal M 4.2, and the modal priorities for each street segment and intersection established in Policy M4.4.1: Roadway Network Development, Street Typology System.

M 1.2.1 Multimodal Choices - The City shall develop an integrated, multimodal transportation system that improves the attractiveness of walking, bicycling, and riding transit over time to increase travel choices and aid in achieving a more balanced transportation system and reducing air pollution and greenhouse gas emissions.

M 1.2.4 Multimodal Access - The City shall facilitate the provision of multimodal access to activity centers such as commercial centers and corridors, employment centers, transit stops/stations, airports, schools, parks, recreation areas, medical centers, and tourist attractions.

M 1.3.2 Eliminate Gaps - The City shall eliminate “gaps” in roadways, bikeways, and pedestrian networks.

M 4.1.3 Community Outreach - The City shall conduct public outreach to community organizations and members of the general public in corridor planning early in the project development process to identify feasible opportunities to provide community benefits and to lessen any potential impacts of modifications to local streets and roadways.

M 4.2.2 Pedestrian and Bicycle-Friendly Streets - In areas with high levels of pedestrian activity (e.g., employment centers, residential areas, mixed-use areas, schools), the City shall ensure that all street projects support pedestrian and bicycle travel. Improvements may include narrow lanes, target speeds less than 35 miles per hour, sidewalk widths consistent with the Pedestrian Master Plan, street trees, high-visibility pedestrian crossings, and bikeways (e.g. Class II and Class III bike lanes, bicycle boulevards, separated bicycle lanes and/or parallel multi- use pathways).

M 4.2.5 Multi-Modal Corridors - Consistent with the Roadway Network and Street Typologies established in this General Plan, the City shall designate multi- modal corridors in

the Central City, within and between urban centers, along major transit lines, and/or along commercial corridors appropriate for comprehensive multimodal corridor planning and targeted investment in transit, bikeway, and pedestrian path improvements if discretionary funds become available.

M 4.2.6 Identify and Fill Gaps in Complete Streets - The City shall identify streets that can be made “complete” either through a reduction in the number or width of travel lanes or through two-way conversions, with consideration for emergency vehicle operations. The City shall consider including new bikeways, sidewalks, on-street parking, and exclusive transit lanes on these streets by re-arranging and/or re-allocating how the available space within the public right of way issued.

Economic Impacts: None

Environmental Considerations:

California Environmental Quality Act (CEQA): The award of a professional services agreement for the preparation of a complete streets plan is exempt from the requirements of CEQA pursuant to CEQA Guidelines Section 15262, Feasibility and Planning Studies. Section 15262 exempts projects involving only feasibility or planning studies for possible future actions, which have not been approved, adopted, or funded. It is anticipated that future projects identified in this plan may be subject to environmental evaluation under CEQA guidelines and possibly National Environmental Policy Act (NEPA) requirements.

Sustainability: This project is consistent with sustainability goals to promote walking and bicycling. This project will also reduce dependence on the private automobile, shorten long commutes, decrease the use of fossil fuels, and help meet air quality standards by providing an array of transportation choices near housing for a balanced, healthy City.

Commission/Committee Action: None

Rationale for Recommendation: On October 2, 2019, the Department of Public Works, Transportation Division, issued a Request for Proposals for professional services that was advertised in accordance with City Code Chapter 3.56. Two proposals were received by the close of the submittal period. All submittals were scored by an unbiased selection committee and both consultant teams were interviewed by a panel of Public Works staff. Fehr & Peers Transportation Consultants was selected as the preferred consultant team. Staff recommends that the professional services agreement be executed with Fehr & Peers for an amount not to exceed \$485,544.

The professional services to be performed by Fehr & Peers will include:

- Project Management

- Existing conditions and Data Collection
- Stakeholder Engagement
- Project Identification and Cost Estimates
- Development of Prioritization and Implementation Strategy
- Final Report and Project Summary Sheets

Financial Considerations: The Neighborhood and Schools Ped/Bike Safety & Implementation Planning Project (S15201800), also known as the Pocket Greenhaven Neighborhood Transportation Study, was included in the FY2019/20 Approved Budget. Sufficient funding is available to execute the consultant agreement and staff costs to complete the plan.

Local Business Enterprise (LBE): Fehr & Peers is an LBE.