

City of Sacramento

Legislation Details (With Text)

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Title: Professional Services Agreement: Stockton Boulevard Complete Streets Project (S15191700)
Sponsors:
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Attachments:

Date	Ver.	Action By	Action	Result
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Title:
Professional Services Agreement: Stockton Boulevard Complete Streets Project (S15191700)

File ID: 2019-00319

Location: Stockton Boulevard, Districts 3, 5, 6

Recommendation:

Pass a Motion authorizing the City Manager or the City Manager’s designee to execute a Professional Services Agreement with Nelson\Nygaard Consulting Associates for the Stockton Boulevard Complete Streets Project (S15191700) for an amount not to exceed \$345,970.

Contact: Drew Hart, Program Analyst, (916) 808-6725; Jennifer Donlon Wyant, Program Specialist, (916) 808-5913; Department of Public Works

Presenter: None

Attachments:

- 1-Description/Analysis
- 2-Agreement

Description/Analysis

Issue Detail: City staff applied for and received a Caltrans Sustainability Transportation Planning Grant to conduct a comprehensive complete street plan for the 4.7-mile stretch of Stockton Boulevard from Alhambra Boulevard to 47th Avenue. This corridor is on the Vision Zero high-injury network and is an important historic corridor that connects diverse neighborhoods, retail areas, medical centers, and employment areas. The Stockton Boulevard Complete Streets Project will examine opportunities for transportation safety improvements, and increased travel by transit, bicycle and pedestrian modes.

Policy Considerations: The recommendation in this report is in accordance with City Code Chapter 3.56, with the Vision Zero Policy (Resolution No. 2017-0032), and 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 study 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: A Request for Proposals for professional services was advertised for the project per City guidelines. Four proposals were received by the close of the submittal period. All submittals were scored by an unbiased selection committee and three consultant teams were interviewed by a panel of Public Works staff, staff from the Sacramento Regional Transit District, the Stockton Boulevard Partnership, and Midtown Business Association. Nelson\Nygaard was selected as the preferred consultant team. Staff recommends that the professional services agreement be executed with Nelson\Nygaard for an amount not to exceed \$345,970.

The professional services to be performed by Nelson\Nygaard will include:

- Project management
- Existing conditions and Data Collection
- Public Outreach and Stakeholder Participation
- Alternatives Development with a specific focus on safety and mobility
- Implementation including cost estimates and production of a final document

Financial Considerations: The estimated cost to complete the Stockton Boulevard Complete Streets Plan is \$454,120. There is sufficient funding to execute the professional services agreement with Nelson\Nygaard for an amount not to exceed \$345,970.

There are no General Funds planned or allocated for this project.

Local Business Enterprise (LBE): Nelson\Nygaard is not an LBE, but has partnered with LBEs, VG Consulting and Isaac Gonzalez Consulting, for this contract to meet or exceed the minimum LBE requirement. VG Consulting and Isaac Gonzalez Consulting will provide community engagement services.