

Agenda Report Reviewed by:
City Manager: 

CITY OF SEBASTOPOL
CITY COUNCIL
STAFF REPORT

Meeting Date: November 13, 2018
To: Honorable Mayor and City Councilmembers
From: Engineering Manager Henry J. Mikus
Subject: Consideration of Results of Negotiations for Proposals for RFP — SR 116 Corridor Segments
Recommendation: Provide staff with further direction
Funding: Currently Budgeted: _____ Yes ☒ No _____ N/A
Net General Fund Cost: N/A Amount: N/A

Background: At the June 19, 2018 meeting, City Council directed staff to prepare a “Request for Proposals” (RFP) for a qualified consulting firm to prepare a Traffic Corridor Safety Study for two segments of SR 116 through the City, namely Healdsburg Avenue between the N. Main Street intersection to the Covert Lane intersection, and Gravenstein Highway North between the Covert Lane intersection and Mill Station Road at the northern City boundary. Next, at their July 17, 2018 meeting, City Council reviewed a “Request for Proposals” (RFP) for a qualified consulting firm to prepare two Traffic Corridor Safety Studies: for two segments of SR 116 through the City, namely the two-way portion of Petaluma Avenue towards the south end of the City, and for the one-way parallel sections of Petaluma Avenue/McKinley Street and North & South Main Streets which encompasses the “downtown core”. As a result, Council asked staff to review collision data for the intersections proposed for study, in order to see if some of the intersections had low enough incident history to not need them to be included in the study. Then, at the September 18, 2018 meeting, upon reviewing both the RFP results for the Healdsburg/northern SR 116 segment, and the proposed changes to the list of intersections for the Petaluma avenue/ S Main Street segments, Council asked staff to negotiate with the original RFP responders to find cost efficiencies and synergy if all segments of SR 116 had their traffic corridor safety studies performed as a single project. Staff was also asked to see if any cost saving measures could be applied if route segments were still done separately.

Discussion: Two proposals were received from engineering consulting firms for the Healdsburg segment RFP, by TJKM and W-Trans. Both firms were contacted and asked to suggest cost saving measures, and to examine the possibility of a single combined project that would include all segments of SR 116 through Sebastopol for traffic corridor safety studies. Revised proposals were received from both firms which included pricing for a single project studying all SR 116 segments, together with discussion of potential savings. The initial Healdsburg/Gravenstein North RFP included 9 intersections; combining all SR 116 segments (including the reduction in intersections due to collision data), results in a study of 27 intersections.

TJKM indicated substantial cost savings would occur from pursuing a single, larger project. In particular, efforts for Project Management, Data Collection, and Reporting would gain efficiency from utilizing a single project structure. There would be a single project manager, overlap of data collection and analysis

would be eliminated, and a single rather than three reports would be written. In addition, TJKM believes the outreach budget and effort could be reduced from combining segments. In recognition of the type of work the studies might recommend, and the multiplicity of potential grant funding sources, TJKM would submit a single report but the report would consist of clearly separate recommendations for each of the study sections. This would provide guidance, and greater flexibility, for grant applications. In fact, TJKM suggests the report should include grant source recommendations to match particular safety enhancement suggestions. The TJKM price estimate for the combined project is \$105,000, compared to their initial price for just the Healdsburg/Gravenstein North segment of \$59,940. The two individual segments for Petaluma and S Main would cost \$58,560 together if they were done separately.

Similarly, W-Trans recognized that doing three safety studies combined into a single project would result in savings on a “per intersection” basis. W-Trans also proposed a phased approach to the project that could also result in cost reductions, where “Phase 1” would include data collection, analysis, and initial recommendations. A subsequent “Phase 2” would involve the concept designs and cost estimates. The full scope of “Phase 2” work would be set to match the “Phase 1” recommendations, with savings resulting from needing to only provide designs and estimates at intersections where the data and analysis demonstrated a clear need for improvements. Intersections that were deemed to not benefit from additional safety measures would be dropped from “Phase 2” work. A further benefit of the phased approach would be spreading project costs over at least two fiscal years, perhaps making full funding easier to achieve. The revised W-Trans cost proposal is broken out by their two suggested phases, with \$70,415 the “Phase 1” cost for data collection, analysis, and recommendations, and a “Phase 2” price of \$38,450 for design and cost estimates assuming all intersections require work. This “Phase 2” price would be reduced for any intersections that are recommended for no further work. The not to exceed total cost for W-Trans would be \$108,865. As to pricing for doing individual route segments separately, W-Trans offered the following costs:

<u>Route Segment</u>	<u>Ph 1 Stand Alone</u>	<u>Ph 1 Combined</u>	<u>Ph 2 Max Est</u>
Healdsburg/Gravenstein N	\$33,140	\$23,472	\$12,950
Petaluma & McKinley 1-way	\$22,100	\$15,648	\$11,000
North & South Main St. 1-way	\$29,500	\$20,864	\$9,000
Gravenstein S 2-way	\$14,800	\$10,432	\$5,500
		Totals: \$70,415	\$38,450

By comparison, the total for Phase 1 if all segments are done separately is \$99,540.

W-Trans had a further suggestion that has merit. In recognizing that SR 116 traffic patterns have changed from the recent re-striping which included bicycle lanes, W-Trans recommends “The City may wish to defer this effort slightly until traffic has settled into the newly striped bike lane geometrics.” It would be prudent to not initiate any traffic corridor safety studies along SR 116 until new traffic patterns are gotten used to.

All along, funding has been a concern, as the normal source for this type of work has been the Traffic Impact Fund (TIF). Although the TIF carries a sufficient balance, most of the accumulated money has been allocated to other projects. However, the majority of the TIF money is planned for work on the ADA Curb Ramps Project that has been subject to numerous delays by the reviewing authority, Caltrans. It is unlikely that project will be going forward fast enough to begin within the current fiscal year, and project duration is likely to extend beyond a single fiscal year. This money could be made available to fund the Traffic Corridor Safety Studies if there is likelihood the money could be replenished over time. The

alternative funding source would be reserves. With the phased approach suggested by W-Trans, \$70,415 for the Phase 1 data collection, analysis, and recommendations would be spent in the current fiscal year, and a maximum of \$38,450 would be allocated under Fiscal Year 19-20 for the Phase 2 design and cost estimate portion of the work. Phase 2 Scope of Work would get adjusted based on the initial recommendations.

The pricing between the two firms for doing all the Traffic Corridor Safety Studies together is virtually identical, TJKM at \$105,000, and W-Trans at \$108,865. Staff believes that the W-Trans proposal is the better choice because of the phased approach, which allows greater flexibility and a likely cost saving for the second phase, design and cost estimates. Because W-Trans would focus their Phase 2 work on just intersections identified as suitable for upgrades, there would surely be a cost savings from not working on intersections without the need. Also, Council could elect to not pursue Phase 2 work if that proved to be unnecessary.

Recommendation: staff recommends Council select W-Trans to do the Traffic Corridor Safety Studies for all the segments listed in the previous RFPs using a phased approach. Phase 1, with a price of \$70,415 would be for data collection, analysis, and recommendations. Money would come from the Traffic Impact fund for the current Fiscal Year. Phase 2, with a maximum price of \$38,450, would cover designs and cost estimates, and would be planned for Fiscal Year 19-20.

Attachments:

TJKM revised proposal

W-Trans revised proposal



VISION THAT MOVES YOUR COMMUNITY

October 31, 2018

Henry Mikus
Engineering Manager, Engineering Division
City of Sebastopol
714 Johnson St., Sebastopol, CA 95472
Office: 707-823-2151
Email: hmikus@cityofsebastopol.org

Subject: RFP's for City of Sebastopol

Dear Mr. Mikus,

TJKM is pleased to provide clarification and commit to complete the following three studies in the City of Sebastopol for a not-to-exceed amount of \$170,000. The three studies are:

- Traffic Corridor Safety Study: Gravenstein Highway North & Healdsburg Avenue
- Feasibility Study: Return the Current One-Way Alignment along SR 116 Back to Two-Way Traffic
- Traffic Corridor Safety Study: Petaluma Avenue and Main Street

Based on the evaluation of the Scope of Work and the study corridor, it is our estimate that combining the three studies can result in cost savings in the amount of approximately \$ 31,000 to the City of Sebastopol. The key highlights of the cost savings are:

- Project Management cost can be reduced by approximately \$5,000.
- Information Gathering cost can be reduced by approximately \$8,000.
- Report and Summary Meetings cost can be reduced by approximately \$8,000.
- Project Study Report cost can be reduced by approximately \$10,000.

In case, if the City desires to combine only the following two projects:

- Traffic Corridor Safety Study: Gravenstein Highway North & Healdsburg Avenue
- Traffic Corridor Safety Study: Petaluma Avenue and Main Street

TJKM commits to complete the two studies for a not-to-exceed amount of \$105,000. Based on the evaluation of the Scope of Work and the study corridor, it is our estimate that combining the two studies can result in cost savings in the amount of approximately \$ 13,500 to the City of Sebastopol. The key highlights of the cost savings are:

- Project Management cost can be reduced by approximately \$2,500.
- Information Gathering cost can be reduced by approximately \$5,000.

- Report and Summary Meetings cost can be reduced by approximately \$2,000.
- Project Study Report cost can be reduced by approximately \$4,000.

In addition, to the above reduction in cost combining the project can result in reduction staff hours for City of Sebastopol staff and other stakeholders on the project. Should you have any questions, please do not hesitate to contact me. We look forward to working with you on this exciting project.

Very truly yours,

A handwritten signature in black ink, appearing to read 'N. Amin' with a stylized flourish at the end.

Nayan Amin, TE
President



October 30, 2018

Mr. Henry Mikus
City of Sebastopol
Engineering Division
714 Johnson Street
Sebastopol, CA 95472

SR116 Traffic Corridor Safety Study - Update

Dear Mr. Mikus;

As requested, W-Trans has reviewed our previous proposal to prepare the **North SR116 Traffic Corridor Safety Study** and updated the proposal to include additional intersections in the Main Street, Petaluma Avenue and Gravenstein Highway South corridors. This update is based on the information you have provided. Following is a summary of the proposed updates to our proposal to accommodate the larger study area.

Project Approach – Same as outlined in our proposal.

Study Area – Expanded from 9 intersections to 27 intersections as shown below.

Northern Intersections (From previous RFP)

1. Gravenstein Highway North/Mill Station Road (traffic signal)
2. Gravenstein Highway North/Hurlbut Avenue (traffic signal)
3. Gravenstein Highway North-Healdsburg Avenue/Covert Lane
4. Healdsburg Avenue/Murphy Avenue
5. Healdsburg Avenue/Dufranc Avenue
6. Healdsburg Avenue/Florence Avenue
7. Healdsburg Avenue/Cleveland Avenue
8. Healdsburg Avenue/Pitt Avenue-Harrison Street
9. Healdsburg Avenue/North Main Street (traffic signal)

Southern Intersections (From current request)

10. North Main Street/Wallace Street
11. North Main Street/McKinley Street (traffic signal)
12. Main Street/Bodega Avenue (traffic signal)
13. South Main Street/Burnett Street
14. South Main Street/Willow Street
15. South Main Street/Walker Avenue
16. South Main Street/Palm Avenue
17. South Main Street/Litchfield Avenue
18. Petaluma Avenue/Laguna Park Way-McKinley Street
19. Petaluma Avenue/Weeks Way
20. Petaluma Avenue/Depot Street
21. Petaluma Avenue/Sebastopol Avenue (traffic signal)
22. Petaluma Avenue/Burnett Street
23. Petaluma Avenue/Palm Avenue
24. Gravenstein Highway South/Fellers Lane
25. Gravenstein Highway South/Fircrest Avenue
26. Gravenstein Highway South/Lynch Road (traffic signal)
27. Gravenstein Highway South/Cooper Road

Task 1 – Information Gathering

- 1.1 Kickoff: No change.
- 1.2 Traffic Counts: Update from 9 intersections to 27 intersections.
- 1.3 Field Review: Update from 9 intersections to 27 intersections.
- 1.4 Collision Data: Update from 9 intersections to 27 intersections.

Task 2 – Analysis and Report Preparation

- 2.1 Future Traffic Projections: Update from 9 intersections to 27 intersections.
- 2.2 Intersection Operations: Update from 9 intersections to 27 intersections.
- 2.3 Queuing: Update from 3 signalized intersections to 7 signalized intersections.
- 2.4 Traffic Control Warrants: Update from 6 uncontrolled intersections to 20 uncontrolled intersections.
- 2.5 Pedestrian Crossing Warrants: Update from 6 uncontrolled intersections to 20 uncontrolled intersections.
- 2.6 Report: Expand as needed for all intersections.

Task 3 – Recommendations for Enhancements

- 3.1 Recommendations: Expand as needed for all intersections.
- 3.2 Cost Estimates: Suggest this task be deferred until the number of recommendations is known (see discussion below).
- 3.3 Plans: Suggest this task be deferred until the number of recommendations is known (see discussion below).

Task 4 – Summary Meetings

- 4.1 Meetings: No change.
- 4.2 Presentation: No change.
- 4.3 Finalize Report: Expand as needed for all intersections.

Budget Update

Given that the recommendations based on the safety, operational and warrant analysis are unknown at this time, it would be appropriate to defer tasks related to Cost Estimates (Tasks 3.2) and Plans (Tasks 3.3). We suggest that the effort be divided into two phases, with the first phase focusing on the Data Collection, Analysis and Recommendations, and phase 2 including completion of the Concept Designs and Cost Estimates. Following are the budget details for our previous proposal and the updated budget with this two-phase approach.

- Original Budget - **\$46,000**
- Original Budget without Cost Estimates and Concept Plans - **\$33,140**
- New Proposed Budget for 27 intersections without Cost Estimates and Concept Plans - **\$70,415**

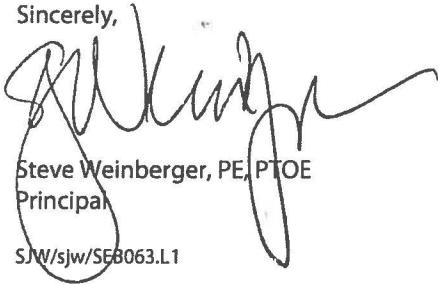
- Estimated Additional Budget for Cost Estimates and Concept Plans assuming all intersections require these details - **\$38,450**. (This budget would be reduced if a portion of the study area does not require mitigation.)

Other Considerations

- It is appropriate to combine the safety analysis of the northern intersections with the southern intersections given that the analysis approach is the same. By combining the two study areas, the mitigation approach can be made consistent for the entire City portion of State Route 116 with a clear list of priorities.
- This analysis focusing on safety is an appropriate short-term project, however, the City may wish to defer this effort slightly until traffic has settled into the newly striped bike lane geometrics. Although the effects of the bike lanes would not be factored into the collision analysis, the site review and recommendations will take these new road geometrics into consideration using our engineering judgement.
- By combining the northern intersections with the southern intersections, there will be a clear cost savings to the City on a 'per intersection' basis.

Thank you for giving W-Trans the opportunity to provide these services. Please call if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'Steve Weinberger', is written over the printed name and title.

Steve Weinberger, PE, PTOE
Principal

SJW/sjw/SE8063.L1

From: [Steve Weinberger](#)
To: [Henry Mikus](#)
Subject: RE: SR116 Safety Study - Proposal Update (cost breakdown)
Date: Tuesday, October 30, 2018 2:03:20 PM

As requested, here is a breakdown of budget by segment:

Segment 1 – Healdsburg Avenue and Gravenstein Highway North

Base Budget Range – \$33,140 (stand-alone) to \$23,472 (portion when all 4 are included)
Cost for Concept Plans and Cost Estimates - \$12,950 (maximum estimate)

Segment 2 – Petaluma Avenue and McKinley Street (one-way)

Base Budget - \$22,100 (stand-alone) to \$15,648 (portion when all 4 are included)
Cost for Concept Plans and Cost Estimates - \$11,000 (maximum estimate)

Segment 3 – North and South Main Streets

Base Budget – \$29,500 (stand-alone) to \$20,864 (portion when all 4 are included)
Cost for Concept Plans and Cost Estimates – \$9,000 (maximum estimate)

Segment 4 – Gravenstein Highway South (two-way)

Base Budget - \$14,800 (stand-alone) to \$10,432 (portion when all 4 are included)
Cost for Concept Plans and Cost Estimates - \$5,500 (maximum estimate)

Steve Weinberger
PE, PTOE Principal



Office 707.542.9500 Mobile 707.480-7491
490 Mendocino Avenue, Suite 201 Santa Rosa, CA 95401
www.w-trans.com

From: Steve Weinberger
Sent: Tuesday, October 30, 2018 10:26 AM
To: Henry Mikus <hmikus@cityofsebastopol.org>
Subject: SR116 Safety Study - Proposal Update

See attached.
