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# City Council Report

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City Council Meeting: April 12, 2016  
Agenda Item: 3.H

To: Mayor and City Council  
From: Martin Pastucha, Director, Public Works, Civil Engineering  
Subject: Negotiate and Execute Professional Service Agreement for the Edison Language Academy Safe Routes to School Project

## Recommended Action

Staff recommends that the City Council:

1. Award RFP# SP2395 to Alta Planning and Design, a California-based company, to provide engineering design services for the Edison Language Academy State Safe Routes to School (SR2S) Project.
2. Authorize the City Manager to negotiate and execute a professional services agreement with Alta Planning and Design, a California-based company, in an amount not to exceed \$102,914 (includes all optional tasks).

## Executive Summary

The Edison Language Academy State Safe Routes to School Project is a safe routes to school effort, and one of the phases of the overall Michigan Avenue Neighborhood Greenway (MANGo) Final Concept Plan adopted by City Council in February 2014. The project places an emphasis on safety and multi-modal connectivity to aid students in walking and biking to and from Edison Language Academy, located at 2402 Virginia Avenue between Pico Boulevard (south), 10 Freeway (north), Cloverfield Boulevard (west), and Stewart Street (east). The project encompasses a non-linear segment that has turns and various crossings at high volume streets such as Cloverfield Boulevard and 20<sup>th</sup> Street, and on Stewart and Delaware Streets. Improving the visibility of pedestrians, signage, pavement markings and way finding are critical to this segment to increase active transportation and improve safety, both goals of the Land Use and Circulation Element (LUCE), the Bike Action Plan, and the Pedestrian Action Plan. Street crossings would be enhanced by decreasing crossing distances and implementing crosswalk markings. Staff recommends Alta Planning and Design to provide engineering design services to design and construct curb extensions, a median refuge island, way finding signage and pavement markings in the vicinity of Edison Language Academy in an amount not to exceed \$102,914.

## Background

The 2010 Land Use and Circulation Element (LUCE) expresses the community's shared vision for livable neighborhoods, and for streets designed for all people. The greenway concept is one of the plan's 12 Transportation Principles, which states that street design follows from place to function, meaning streets are designed and managed to support the places and neighborhoods they serve and to balance the needs of everyone that travels along them. Neighborhood Greenways are one example of low stress active transportation corridors intended to help implement livable streets. The Bike Action Plan instated goals to increase bicycling and making it fun, convenient and comfortable for everyone.

The Edison Language Academy State Safe Routes to School Project was awarded State Safe Routes to School Grant funding through the State Highway Account in an amount of \$369,700 for design and construction in June 2012. The grant request was to design and construct a safe routes to school neighborhood greenway in the vicinity of Edison Language Academy. Implementation features consist of curb extensions, a median refuge island, way finding signage and pavement markings. Since 2012, the City has been obtaining necessary clearances from the California Department of Transportation, completing internal scheduling, and undertaking contractor procurement procedures.

The Safe Routes to School initiative is an international movement that aims to increase the number of children who walk or bicycle to school by funding projects that remove the barriers that currently prevent them from doing so. Those barriers include lack of infrastructure, safety concerns, lack of programs that promote walking and bicycling through education/encouragement programs aimed at children, parents, and the community.

In February 2014, Council adopted the Michigan Avenue Neighborhood Greenway (MANGo) Final Concept Plan, as shown in Attachments A and B. This plan describes the community's vision for a Neighborhood Greenway through the Pico Neighborhood in Santa Monica, from the Bergamot area to the beach. The document outlines the

process and proposes design criteria and implementation strategies for the MANGo route. The origin for the MANGo concept was the Bike Action Plan which proposed low stress active transportation corridors called Neighborhood Greenways which are intended to create a livable street environment. The project is supported by the City's LUCE adopted in 2010 and the recently adopted Pedestrian Action Plan.

Detailed existing conditions and suggested improvements for streets and intersections along the Greenway are shown in Attachment C. In addition to the Greenway improvements, a traffic study would be performed to determine the feasibility of eliminating vehicular left turning and north-south through movements at the intersection of Pico Boulevard and 30th Street. If warranted, implementation of a median refuge diverter near the centerline of Pico Boulevard would allow cyclists and potentially pedestrians to cross Pico Boulevard in two steps, increasing comfortable opportunities to cross safely.

## **Discussion**

Edison Language Academy is located in the Pico neighborhood between the Santa Monica Freeway and Pico Boulevard. The majority of the corridor traverses a densely used area that is home to some 22,500 residents. Students and staff walking and biking to school face numerous obstacles to access the school. The major challenges to school access include navigating the high-volume streets that surround the Edison Language Academy campus, and making pedestrians visible when crossing the street given the prevalence of on-street parking. Stewart St., Virginia Ave. and Kansas Ave. are the current bike and walking routes. However, unless originating from the immediate neighborhood, travelers must navigate the larger streets bordering the campus including Cloverfield Boulevard to the west and Pico Boulevard to the south. Street traffic on Stewart and Delaware streets create an additional barrier to access. Students and families have limited options to get to school and are forced to use routes that are not optimal for walking and biking.

The final design process would utilize a range of treatments and studies in order to establish bicycle and pedestrian connections, and manage vehicle activity near the

school site. Major program components would include the following:

- Shared lane striping to alert drivers that the road is also for bicycle users.
- Curb extensions and Median Refuge to minimize crossing distances, and visually reduce road widths which encourage motorists to reduce speeds.
- New Crosswalk striping.
- Traffic study to determine the feasibility of implementing a new median refuge near the centerline of Pico Boulevard at the intersection of Pico Boulevard and 30<sup>th</sup> Street/Dorchester Street which will facilitate pedestrian and bicycle crossing while reducing vehicle cut-through on neighborhood streets.
- Educational and Outreach Programs instructing users on the proper use of the facilities, as well educating motorists on passenger loading procedures and ways to improve traffic circulation.

### Next Steps

Alta Planning and Design would prepare up to two schematic designs of the corridor which would subsequently be used for public outreach. Once vetted, the design would be presented to City Council for final approval. After a schematic design is approved by City Council, final design would commence.

### Consultant Selection

On July 1, 2015, the City issued a Request for Proposal to obtain design engineering services for the Edison Language Academy SR2S Project. The RFP was posted on the City's on-line bidding site, and notices were advertised in the Santa Monica Daily Press in accordance with City Charter and Municipal Code provisions. 1,025 vendors were notified, 50 vendors downloaded the RFP. On July 29, 2015, two proposals from Alta Planning and Design and from Engineering Resources of Southern California, Inc. were received. Staff conducted additional outreach to vendors who downloaded the bid to see why they did not submit a bid; two "No Bid" forms were received from Nishkian Chamberlain, Inc. and Transpo Group. Nishkian Chamberlain, Inc. did not bid because the services identified were not conducive with the consulting services they provide. Transpo Group did not bid because they could not secure the appropriate teaming partner for the project.

A selection committee consisting of staff from the Civil Engineering Division and the Strategic and Transportation Planning Division reviewed the proposals. Bids were

evaluated based on the criteria in SMMC 2.24.073, as well as selection criteria following Caltrans Local Assistance Procedures Manual (LAPM) guidelines which included understanding of the project's scope, direct experience on similar projects, qualifications of the proposed staff, capability of developing innovative or advanced techniques, familiarity with state and federal procedures, financial responsibility, and demonstrated technical ability.

On August 18, 2015, the selection committee concluded the evaluation and recommended Alta Planning and Design to provide design engineering services for this project. Alta Planning and Design demonstrated extensive knowledge and experience by successfully completing similar capital improvement projects in the cities of Santa Monica, Long Beach, San Diego, Santa Clarita, and Berkeley. Alta Planning and Design also demonstrated through past projects its ability to offer experienced design teams that can complete project designs in an expeditious manner and at competitive hourly rates. Staff recommends Alta Planning and Design as the best qualified firm to provide design engineering services for the Edison Language Academy State Safe Routes to School (SR2S) Project.

Caltrans Local Assistance Procedures Manual guidelines do not consider cost in the evaluation process. Since this project is funded by Caltrans, staff followed the LAPM guidelines and finalized cost negotiations by February 2016, six months after bid award.

### Tentative Schedule

The design phase would be completed in seven months. The construction phase is expected to start in spring of 2017 for a duration of four months. The expected scope of work for Alta Planning and Design would include, but not be limited to, the following:

- Project Management
- Schematic Design
- Topographic Survey
- Traffic Study
- Design and Construction Plans and Specifications
- Opinion of Construction Cost

## Financial Impacts and Budget Actions

The professional services agreement to be awarded to Alta Planning and Design is for an amount not to exceed \$102,914.

Funds are available in the FY 2015-16 Capital Improvement Program budget and in the FY 2015-16 Planning and Community Development Department in the following accounts:

| <u>Account No.</u> | <u>Description</u>                  | <u>FY15-16</u> |
|--------------------|-------------------------------------|----------------|
| C209102.589000     | Edison Language Academy Safe Routes | \$ 41,100      |
| C014073.589000     | Bicycle Project Ready & Match       | \$ 4,600       |
| 01267.555061       | LUCE Measuring & Monitoring         | \$ 47,214      |
| Total              |                                     | \$92,914       |

Awarding the professional services agreement requires the appropriation of \$10,000 in TDA Article III Bicycle and Pedestrian Funds to account C209102.589100, Edison Language Academy Safe Routes – TDA. This appropriation will be more than offset by a budget reduction of \$135,120 from account C209099.589100, Citywide Signal Detection – TDA, as that budgeted grant match will not be needed until FY 2018-19 and will be budgeted at that time.

**Prepared By:** Joshua Carvalho, Civil Engineer

**Approved**

**Forwarded to Council**



Martin Pastucha, Director

3/31/2016



Rick Cole, City Manager

4/3/2016

## Attachments:

- A. February 11, 2014 Staff Report

B. MANGo Final Concept Plan

C. Edison Language Academy SR2S Project Locations