



AGENDA SUMMARY REPORT

SUBJECT: Approve Plans and Specifications for the Downtown Streetscape and Road Diet and Authorize Staff to Issue Bids for Specification Number 19-18 and Update Regarding Project

DEPARTMENT: Public Works **PREPARED BY:** Tim Eriksen, Public Works Director/City Engineer, Shannon Riley, Deputy City Manager

ATTACHMENTS:

1. Ukiah_Streetscape_Bid_Set_Plans (NOT FOR BID)
2. Ukiah_Streetscape_Special_Provisions_10-30-2019 (NOT FOR BID)
3. 12a Correspondence Received - Laura Fogg
4. 12a Correspondence Received - Laura Fogg
5. 12a Correspondence Received - Todd Schapmire
6. 12a Correspondence Received - D E (Rick) Johnson

Summary: The Council will receive an update regarding the Downtown Streetscape Project and consider approving plans and specifications 19-18

Background:

Origination of Project

In 2005, through community engagement and a strategic planning process, State Street in the downtown was identified as a barrier to economic development and a safety concern. The community conveyed that neither drivers nor pedestrians feel safe as a result of narrow travel lanes, poor pedestrian visibility, and dangerous intersections.

Ukiah Police Department has tracked traffic collisions in the downtown core over the last ten years. Every year, there have been between 42-68 collisions on State Street; 15 of those have been vehicle vs. pedestrian. Community members regularly report near misses.

At Council's direction, and with input from the community, Staff applied for and was awarded a planning grant to recommend solutions. Various options were considered, including creating a "one-way couplet" with Main Street converted to a one-way street and State Street converted to one-way in the opposite direction. Options were evaluated, and ultimately, traffic studies demonstrated that a combination of lane configurations, new traffic signals, and pedestrian enhancements on State Street would accomplish the safety, efficiency, and beautification goals.

Timeline

1969: Ukiah "bypassed"—Hwy 101/State Street turned over to City when new freeway was developed

2005: State Street identified as a barrier to economic development and a safety concern

2008: City awarded funds from (Mendocino Council of Governments) MCOG to study and recommend solutions to this important corridor

2009: Downtown Streetscape Improvement Plan and Traffic Study was approved by City Council, after numerous workshops and Council meetings

2011: City awarded \$815,000 for project from MCOG

2012: City awarded \$900,000 for project from CalTrans

2013: City awarded \$1,369,000 for project from MCOG

2017: Environmental review

2018: Update provided to City Council; prepared to enter design phase

Feb. 2019: Update to City Council

May 2019: City awarded additional \$550,000 for project from MCOG

May 2019: Community Workshop

The following is a summary of the project components

- Lane reconfiguration with dedicated left turn lanes: Addresses safety issues, improves traffic efficiencies
- Wider travel lanes: Current sub-standard lane widths will be expanded from 10' to 12'
- New traffic signals: Improves efficiencies, as new signals will be demand-based instead of timed and will allow both north- and southbound traffic to proceed simultaneously
- Pedestrian bulbouts: Enhances pedestrian safety by increasing visibility and reducing the crossing distance
- Sidewalk repair and widening: Broken and uneven sidewalks will be repaired and widened to a minimum of 10', allowing for additional street trees, bicycle racks, outdoor dining, and other streetscape features
- Replacement of underground water and sewer utilities: Replaces aging infrastructure, including sewer laterals and water service laterals along the entire length of the project
- Expansion of electric underground district: Expands the scope of the electric undergrounding all the way to Mill Street
- Improvement of fire suppression infrastructure: Replaces existing fire hydrants and adds 11 new hydrants; improves fire safety access

Items NOT included in the project (though originally conceptualized)

- Center medians
- Diagonal parking

- Conversion of one-way street to two-way

The following table reflects the efficiencies and environmental benefits of the proposed project.

Corridor Analysis: Peak PM Hour Traffic

Measure of Effectiveness	Existing Lane/Signal Configuration	Proposed Traffic/Signal Improvements	
			Change *
Total Delay (hours)	59.0	46.0	- 22.0%
Average Speed (mph)	14.0	16.0	+ 14.3%
Fuel Consumed (gallons)	141.0	130.0	- 7.8%
Fuel Economy (mpg)	11.5	12.5	+ 8.7%
CO Emissions (kg)	9.88	9.1	- 7.9%
NOx Emissions (kg)	1.92	1.77	- 7.9%
VOC Emissions (kg)	2.29	2.11	- 7.9%

Common misconceptions

Center lane is a “suicide lane.” False—where appropriate, there will be dedicated left turn lanes. Where no left turn lane is necessary, the center space will be crosshatched (diagonal lines).

The proposed plan will prevent evacuation in the event of an emergency. False. Some people have compared Ukiah to Paradise, where residents had difficulty evacuating during the Camp Fire. Ukiah has almost nothing in common with Paradise. Paradise is a mountain community with one primary corridor that has a center median. Conversely, Ukiah is a valley community with a grid system that has multiple north-south and east-west corridors. There simply isn’t a scenario where downtown State Street would be the primary street used for a mass evacuation. People would more likely be heading east toward the freeway, in which case there are 20 streets leading from the west to State Street. And again, if center medians are a concern, they are no center medians in the proposed project.

Having turn lanes in the center blocks emergency vehicle access. False. The proposed traffic configuration will actually make emergency vehicle access MORE efficient. Currently, there are four lanes of traffic, each with vehicles in them at all times. Also, the lanes are currently sub-standard in width, at only ten-feet wide. In the proposed plan, the travel lanes are 11-12 feet wide and, in many places, have a two-foot buffer between the travel lane and the parking. Between that additional space and the center lane—which only has a turn lane at certain intersections (and just has crosshatching in the other areas), it is more likely that there will be a clear lane for emergency vehicles or that the vehicles will have enough room to move to the side. Additionally, fire hydrant infrastructure will be significantly enhanced.

The proposed plan will divert traffic to Main and Dora Streets, further impacting those corridors. False. During construction, it is likely that some people will choose alternative routes, which is unavoidable. However, the traffic improvements are actually designed to handle more traffic than we currently have—and to do so more efficiently.

Parking is being removed on State Street. Not significantly. The addition of pedestrian bulbouts will result in the loss of a handful of parking spaces on State Street. However, the downtown parking improvement project will be implemented at the same time, resulting in the **addition** of nearly 400 free and unrestricted parking spaces.

The City is using all Measure Y money on this project. False. This project would utilize numerous funding sources, including approximately \$4.5 million in grants. (Additional grant monies are being sought.) Utility work would be paid for by those utilities. Measure Y funds would only be applied to the actual paving of the street, which is currently in “failed” condition. Measure Y funds would NOT be applied to traffic signals, landscaping, sidewalk furniture, etc. In spite of utilizing *some* Measure Y funds for the pavement portion of the project, the City will continue to make improvements to numerous other streets throughout the city.

The Team

GHD: GHD is one of the world’s leading professional services companies operating in the global markets of water, energy and resources, environment, property and buildings, and transportation. They have partnered with the City on over five major projects, including the Airport Park Boulevard/Talmage-Hwy 101 interchange improvements. They are also the firm behind the streetscape of Historic Downtown Petaluma. Some of the awards received for their work include the American Society of Civic Engineers' Roadway and Highway Project of the Year and the American Council of Engineering Company's Engineering Excellence Honor.

WRT: WRT is a team of planners, urban designers, architects, and landscape architects. Their expertise is in designing places that enhance the natural and social environment. Locally, their work can be seen in the development of Windsor’s Town Green.

Public Notifications

The public and the stakeholders have been engaged regularly since 2008:

- Public notice (and significant media coverage) for every Council meeting and workshop since 2008
- Direct email; contact list started in 2014

Most recently:

- Public notice for Council meetings and workshops, including media coverage
- Email(s) to entire distribution group
- Direct mail to every business and property owner within the scope of the project, including a postage-paid postcard inviting them to provide updated phone and email contact info for future notifications
- Invitations to public forums emailed to entire list and hand-delivered to every address inside of and within a block of the project in both English and Spanish. More than 50 community members attended the May 9, 2019 workshop.
- Outreach to every property owner by GHD, with follow-up by City Staff
- Permission to enter agreements for construction was sought for all properties (87) adjacent to the project with only two property owner agreements still in process.

Also, individual and small-group meetings with various stakeholders, including public safety

Summary: The current plans and specifications reflect ten years of extensive feedback from Council and stakeholders. The proposed project addresses the original concerns regarding safety and economic

development, and has the potential to to be a powerful catalyst for additional investment in Ukiah's historic downtown.

Discussion:

City Staff and Design Consultant GHD Inc. have completed plans (Attachment 1) and specifications (Attachment 2) No. 19-18 for the Downtown Streetscape and Road Diet Project. The line item construction estimate for this project is \$5,583,620. Inclusion of a 10% contingency and \$184,259 for material testing brings the Engineer's Estimate for the project to \$6,375,491.

At this time, Council is asked to approve the attached plans and specifications. If approved, the project will go out to bid for no less than 30 days; the Council would then be presented with the bid results and the decision to award the bid to the lowest qualified bidder.

Recommended Action: Approve Plans and Specifications for the Downtown Streetscape and Road Diet and Authorize Staff to Issue Bids for Specification Number 19-18

BUDGET AMENDMENT REQUIRED: N/A

CURRENT BUDGET AMOUNT: N/A

PROPOSED BUDGET AMOUNT: N/A

FINANCING SOURCE: N/A

PREVIOUS CONTRACT/PURCHASE ORDER NO.: N/A

COORDINATED WITH: Finance Department

Approved: 
Sage Sangiacomo, City Manager