

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Motion to Authorize the City Manager to execute a professional services contract with KPFF Consulting Engineers for design and construction management services related to the Sidewalks – Priority Routes for 2006 in the amount not to exceed \$120,000.
DEPARTMENT:	Public Works
PRESENTED BY:	Paul Haines, Public Works Director Jesus Sanchez, Operations Manager Jon Jordan, Capital Projects Manager

BACKGROUND

The City Council continues to emphasize the importance of sidewalks for safety, enhanced mobility, convenience, and recreation in Shoreline. This new CIP project will serve to increase pedestrian safety near schools, parks, and bus lines to name a few, to enhance our program for safe and friendly streets (Council Goal #2).

The City of Shoreline’s Transportation Master Plan (TMP) is the long-range blueprint for travel and mobility and provides the guidance and prioritization for this and other projects in the CIP. The TMP project team together with City staff and a subcommittee from the Planning Commission identified potential sidewalk candidate projects and developed an evaluation process to prioritize these projects. This was last presented to Council on April 25, 2005 in a staff report entitled “Pedestrian Facility Comprehensive Study Interim Report”

In the 2006-2011 CIP the City Council created a significantly expanded “Sidewalks – Priority Routes” program to invest \$5.4 million over the next six years to construct traditional curb, gutter and sidewalk systems and “pedestrian facilities” that may include separated pathways with or without swales and on-street parking. Constructing the entire list of projects identified in the TMP could cost as much as \$35 million for traditional sidewalks on both sides of the street.

In an effort to further refine the list of sidewalk projects in the TMP, staff has developed a selection strategy for 2006 of preliminary priority routes, subject to further review with the schools, Parent Teacher Association’s, and citizen input. These routes were selected with the TMP goal and policies in mind and with the intent to:

- Build improvements on one side of the street to increase geographic coverage
- Seek first year sites that have minimal utility conflicts
- Focus improvements around schools, parks and community centers, transit, and existing and future trail systems

- Utilize a mix of pedestrian facility types to increase coverage and save cost
- Focus on improvements that have a history of community interest and/or previous drainage improvements
- Focus on improvements where currently none exist or that are marginal

The 2006 preliminary routes are:

Road	Segment	Criteria
3rd Ave NW	NW Richmond Bch Road - N 193rd St	Priority 1, Schools, Park, Transit, Commercial/Retail, Community requests for improvements
Dayton Ave N	Carlyle Hall Rd N - N 172nd St	Priority 1, Schools, Transit, High traffic volume
8th Ave NW	NW Richmond Bch Road - N 195th St	Priority 2, School, High traffic volume, Commercial/Retail
10th Ave NE	NE 167th St - NE 175th St	Priority 2, School, High traffic volume, Community requests for improvements and involvement in the Neighborhood Transportation Action Plan which lists this segment as a high priority

2006 Potential Additive Routes

Road	Segment	Criteria
Fremont Ave N	N 165th St - N 170th St	Priority 1, School, Community Center, Transit
N 195th St	1st Ave NE - Wallingford Ave N or Stone Ave N	Priority 1, School, Park, City Loop, Trail Connectivity

These two priority 1 routes are additive because of the estimated budget and schedule constraints and because of the lower speeds and volumes compared to the other routes. They may be added to the 2006 projects if funding and schedule allow otherwise they will be preliminary routes for construction in 2007. Two priority 2 routes are included in the preliminary list due to high neighborhood interest and the practicality that many priority 1 routes have long lead times for removal of utilities or construction of storm drainage facilities that preclude them from construction in the first year of this new program.

PROBLEM/ISSUE STATEMENT:

In 2005, City Council authorized funding for the newly formed Sidewalk Program to construct pedestrian facilities in priority areas identified in the Transportation Master Plan (TMP) and other areas identified through public process. To meet the aggressive timeline for expenditures, staff is seeking authorization for engineering services to develop plans and specifications to meet the 2006 construction timeline.

ALTERNATIVES ANALYZED: Staff prepared a Request for Qualifications (RFQ) for the contract and received five (5) proposals from qualified engineering service consultants. After review of the proposals, KPFF was selected as the most qualified

firm. Staff is in the process of negotiating the scope of work. With Council authorization, staff will enter an agreement with the firm to provide engineering services in the preparation of plans, specifications, and construction documents, and, if necessary, to provide contract inspection and administration services during construction.

FINANCIAL IMPACT: The 2006-2011 CIP adopted by Council totals \$900,000. This consists of \$520,000 from the Roads Capital Fund and \$150,000 TIB Grant originally adopted plus \$230,000 from the Roads Capital Fund added on November 28, 2005. There are no TIB grants for 2006 so the adjusted 2006 budget is \$750,000 (\$520,000 plus \$230,000) from the Roads Capital Fund. Throughout this program, the City will continue to pursue outside grant sources, surface water funds, other partnerships, and future new revenue resources.

SCHEDULE:

Design is scheduled for early 2006 (now through May) with construction occurring summer 2006 (June through August). We are pursuing a strategy to allow for summer construction in 2006. Public involvement will be ongoing throughout the process.

NEXT STEPS:

Staff is currently working with the School District, Parent Teacher Association, and local neighborhoods regarding the preliminary routes for 2006 and the closely linked Neighborhood Traffic Plan. Our intent is to validate with these groups if these preliminary routes are indeed the highest priority for that school and neighborhood area. We plan to provide an update to Council on March 20 with more information about this program, the 2006 schedule and final recommended routes, and the public involvement process. At this time we need to move ahead with preliminary engineering and cost estimates to meet our aggressive construction schedule for 2006. As we move toward finalization of these routes we will be evaluating which alternative pathway treatment (regular concrete sidewalk or separated asphalt path) best fits the route topography and and pedestrian needs.

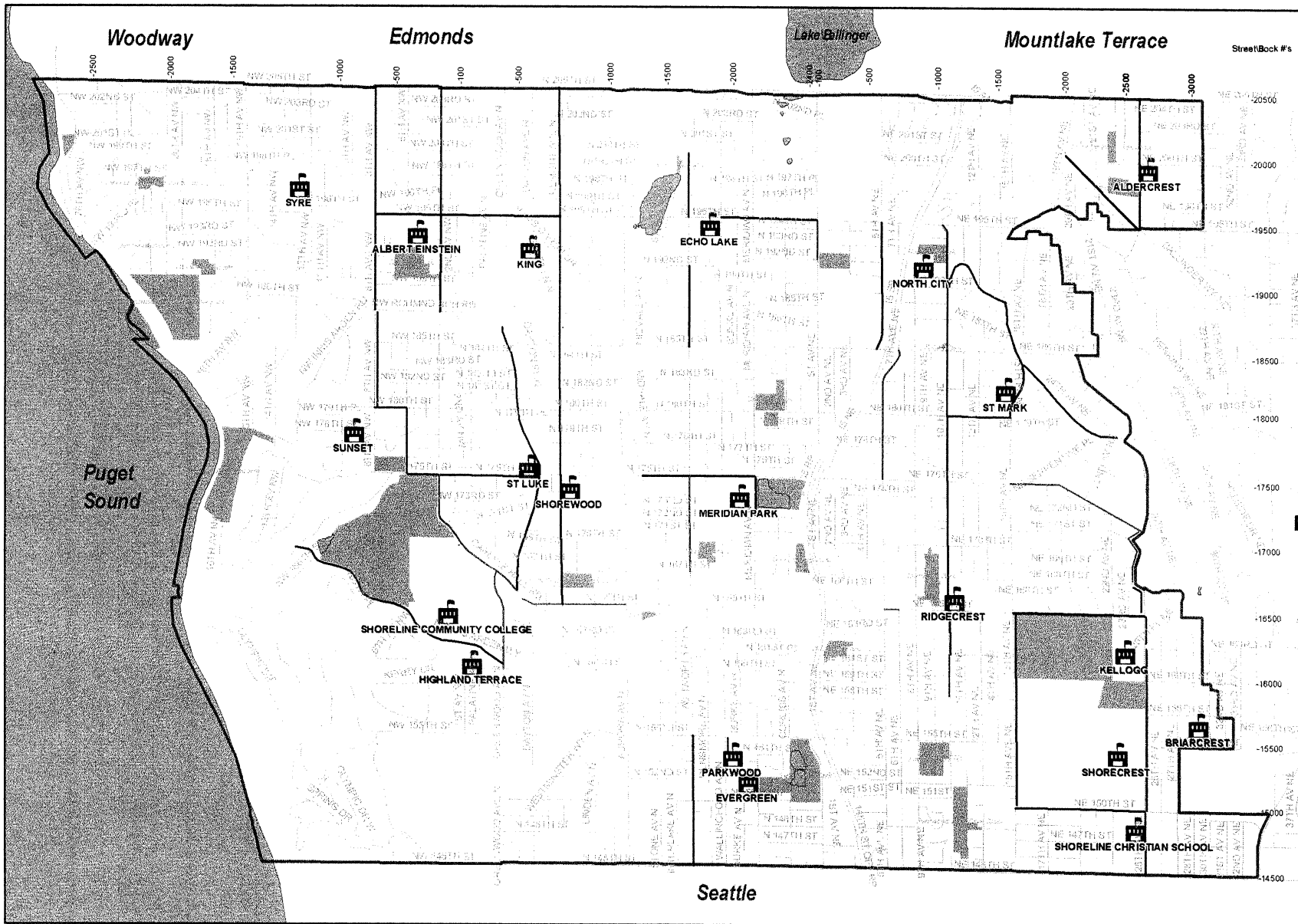
RECOMMENDATION

Staff recommends that Council authorize the City Manager to execute a professional services contract with KPFF Consulting Engineers for design and construction management services related to the Sidewalks – Priority Routes for 2006 in the amount not to exceed \$120,000.

Approved By: City Manager  City Attorney _____




Attachments:

- A Priority Pedestrian Projects Map
- B 2006 Preliminary Pedestrian Projects Map
- C Existing Sidewalks and Pedestrian Facilities Map



Priority Pedestrian Projects

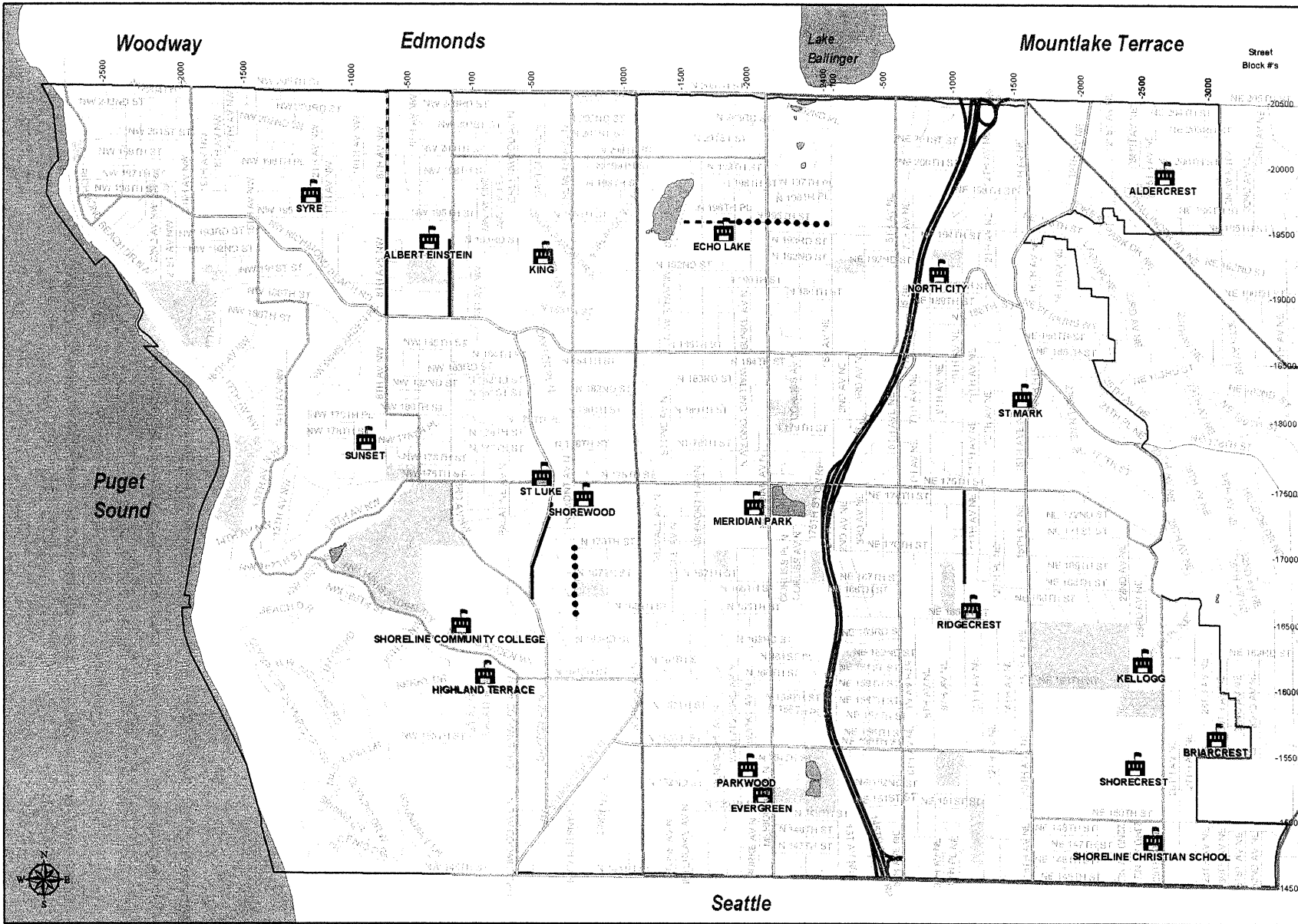
Pedestrian Projects
Transportation Master Plan
April 2004

-  Priority 1 Projects
11.5 Road Miles
-  Priority 2 Project
10.2 Road Miles
-  Priority 3 Projects
8.7 Road Miles






 Schools



Plot Date: August 2, 2004
We warrant no accuracy, liability, or responsibility, including the amount of Paved Road Engineering, for the use of this map. © PVED Engineering, 2004. GIS Data: MAP & Shoreline Publication Files.

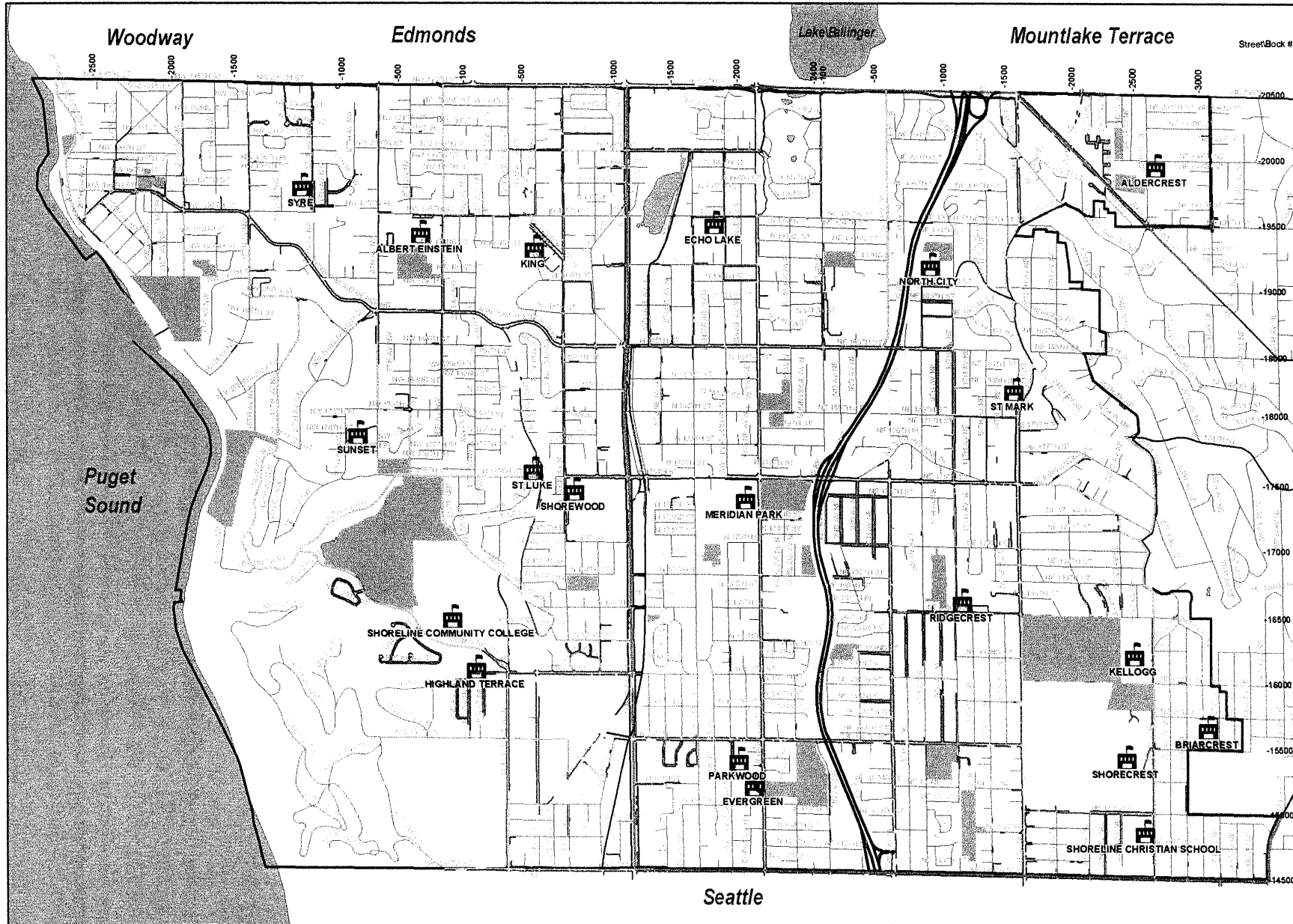


**Preliminary
2006
Pedestrian
Projects**

-  Schools
-  Priority 1 Projects
-  Priority 2 Projects
-  Potential Additive Routes if funding & schedule allow
-  Route extensions if funding & schedule allow

NOTE:
Routes may be added as funds & schedule allow.
This map is intended for Council discussion only.





SHORELINE
Geographic Information System

Street/Block #

Existing Sidewalks, Sidewalks to be built by CIP Projects, and Existing Pedestrian Facilities

Traditional Sidewalks

- CIP Sidewalks/ Interurban Trail
37,996 LF
- Existing Concrete Sidewalk (2004)
361,781 LF

Pedestrian Facilities
(All weather, hard surface facilities)

- Asphalt Paths
20,038 LF
- Widened Shoulders (Asphalt Shoulders at least 4' wide from fog line)
53,820 LF

Schools

Park

Street

Arterial Class

- Interstate
- State Route
- Principal Arterial
- Minor Arterial
- Collector Arterial
- Residential Street
- Outside Shoreline
- City Boundary

0 20 40 80 120 160'

CITY OF SHORELINE

Plan Date: April 14, 2008
No warranty of any sort, including accuracy, is made or intended by the City of Shoreline.