



City of Rialto

Legislation Details (With Text)

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Title: Request City Council to Approve a Professional Services Agreement with KOA Corporation and Authorize the Issuance of a Purchase Order in the Amount of \$34,197.98 for Engineering Design Services for Bike Lanes on Merrill Avenue and South Riverside Avenue Pursuant to a Highway Safety Improvement Program (Cycle 7) Grant.

Sponsors:

Indexes:

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Attachments: 1. Attachment 1- RFP - Design Class II Bike Lanes, 2. Attachment 2-KOA Proposal, 3. Attachment 3- PSA, 4. Disclosure Form Signed

Date	Ver.	Action By	Action	Result
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For City Council Meeting [January 23, 2018]

TO: Honorable Mayor and City Council

APPROVAL: Robb Steel, Interim City Administrator

FROM: Robert G. Eisenbeisz, P.E. Public Works Director/City Engineer

Request City Council to Approve a Professional Services Agreement with KOA Corporation and Authorize the Issuance of a Purchase Order in the Amount of \$34,197.98 for Engineering Design Services for Bike Lanes on Merrill Avenue and South Riverside Avenue Pursuant to a Highway Safety Improvement Program (Cycle 7) Grant.

BACKGROUND:

Merrill Avenue is a Secondary Arterial traversing the City from the eastern City limits to the western City limits. Between Maple Avenue and Cactus Avenue, Merrill Avenue has one travel lane in each direction and a posted speed limit of 45 MPH and between Cactus Avenue and Eucalyptus Avenue, Merrill Avenue has two travel lanes in each direction with a posted speed limit of 40 MPH between. The bike lane design will address parking along Merrill Avenue to retain existing parking. Preliminarily, staff has evaluated the existing conditions and concluded that Class II Bike Lanes are feasible between Lilac Avenue and Maple Avenue without affecting existing parking on Merrill Avenue; however, between Eucalyptus Avenue and Lilac Avenue, the design will be a Class III Bike Route (signs and sharrows only) to avoid adverse parking impacts in that segment.

South Riverside Avenue is a modified Arterial I between Slover Avenue and Agua Mansa Road, with two lanes in each direction. The posted speed limit on Riverside Avenue is 50 MPH between Slover Avenue and Santa Ana Avenue, and 55 MPH between Santa Ana Avenue and Agua Mansa Road. The Average Daily Traffic (ADT) volume on Merrill Avenue is approximately 10,000 vehicles per day

and the ADT on Riverside Avenue is approximately 30,000 vehicles per day. During the period between January 2005 and December of 2012, there were six (6) bicycle and pedestrian collisions on the two subject roadways, including one fatality. The collision analysis identified a pattern of rear-end and broadside type crashes that accounted for 80% of the collisions.

The proposed conceptual plan involves adjusting the striping to reduce existing lane widths to the standard 12-foot width and add bike lane markings along the outer edges of Riverside Avenue. This portion of Riverside Avenue currently has 18-foot wide outer travel lanes and 12-foot wide inner travel lanes, separated by a 10-foot wide painted median (two-way left-turn lane). The project involves adjusting the striping to maintain the travel lanes at a width of 12 feet, a 5-foot bike lane on both sides and a 1-foot buffer area on each side separating the vehicular travel lanes from the bike lanes.

The proposed bike lanes will provide separation, improve awareness of bicyclists and pedestrians, and improve guidance for roadway users.

The Transportation Commission reviewed the project on April 5, 2017, and voted unanimously in support of the grant. Additionally, the Economic Development Committee (EDC) reviewed and approved the project on July 24, 2017.

ANALYSIS/DISCUSSION:

On August 22, 2017, the City Council authorized the release of Request for Proposals for professional services for design engineering, environmental analysis, and preparation of construction documents related to the project. The Public Works Department prepared Request for Proposals No. 18-031 (the "RFP") to solicit proposals from qualified professional firms to provide the necessary professional services.

The City released RFP No. 18-031 on October 11, 2017, with proposals due by October 26, 2017. A copy of the RFP is included as **Attachment 1**. The City advertised the RFP on Planet Bids.

On October 26, 2017, Public Works received one proposal from KOA Corporation in response to the RFP. City staff contacted various other consultants to inquire why they did not respond to the RFP and some indicated that they were unable to take on the project with their current workload and some indicated that the project was not large enough to justify the effort required to submit a proposal. A copy of KOA proposal is included as **Attachment 2**

In accordance with state law (California Government Code Section 4526), Chapter 2.48.440 of the Rialto Municipal Code, and the Caltrans consultant selection requirements, City Council must make the selection for professional services on the basis of the firm's demonstrated competence and professional qualifications in accordance with specific evaluation criteria identified in the RFP.

As recommended by the Caltrans Division of Audit and Investigation, the selection process required the use of a selection panel to evaluate the submitted proposal. The evaluation panel consisted of three Public Works employees:

- Azzam Jabsheh, PE - City of Rialto Associate Engineer.
- Jeffrey Schafer, PE - City of Rialto Associate Engineer.
- Rudy Victoria - City of Rialto Engineering Assistant.

Based upon the judgment of the evaluators, KOA is qualified to prepare engineering design and

construction documents for the project. Staff recommends authorizing KOA Corporation to provide the requested services and a draft Professional Services Agreement (PSA) with KOA Corporation is included as **Attachment 3**. The proposed PSA is for a one-year term.

KOA Corporation is qualified in providing design services for the Class II Bike lanes on Merrill Avenue and South Riverside Avenue based on similar design experience in providing similar services for the San Bernardino County Transportation Authority (SBCTA) for the design of the Metrolink Station Accessibly Project.

ENVIRONMENTAL IMPACT:

Staff will initiate the process with Caltrans, as the lead agency, pursuant to the National Environmental Policy Act (NEPA), to make an environmental determination that this project does not individually or cumulatively have a significant impact on the environment and that it qualifies for a Categorical Exclusion in accordance with 23 CFR 771.117(c), pursuant to activity(c)(4).

The project will include a compliance process as required by the Secretary of Resources under Section 21084 of the California Public Resources Code - Guidelines for Implementation of the California Environmental Quality Act (CEQA). The classification of the project is a Class 1 project that does not have a significant effect on the environment, and is categorically exempt from the requirement for the preparation of environmental documents under the provisions of CEQA. In accordance with Section 15301 "Existing Facilities", Class 1 projects consist of the maintenance of existing highways and streets and because the intent of implementing the subject Bike Lane project is to enhance safety along the subject roadway segments, this project is categorically exempt from CEQA.

GENERAL PLAN CONSISTENCY:

This action is consistent with Guiding Principle 3A in the General Plan:

Our City government will lead by example, and will operate in an open, transparent, and responsive manner that meets the needs of the citizens and is a good place to do business.

Approval of this action also complies with the following City of Rialto General Plan Goals and Policies:

Goal 4-8: Establish and maintain a comprehensive system of pedestrian trails and bicycle routes that provide viable connections throughout the city.

Policy 4-8.3: Connect school facilities, parks, and other activity nodes within residential neighborhoods with bicycle trails on neighborhood streets.

LEGAL REVIEW:

The City Attorney has reviewed and approved the staff report and Professional Services Agreement.

FINANCIAL IMPACT:

The total estimated cost for the Class II Bike Lane project on Merrill Avenue and south Riverside Avenue is \$218,000. The amount of the grant is \$196,200 with a required local match of \$21,800. The cost of the subject professional services by KOA Corporation is 34,197.98, using Account No. 223-500-4420-3001-170813-01.

LICENSING

Prior to execution of the Professional Services Agreement, the vendor will pay \$104.00 toward a Business License tax at the Professional Service rate.

RECOMMENDATION:

Staff recommends that the City Council Approve a Professional Services Agreement with KOA Corporation, for Engineering Design of the Class II Bike Lanes on Merrill Avenue and South Riverside Avenue funded by the Highway Safety Improvement Program-Cycle 7 City Project No. 170813.