Legislation Details (With Text)

File #:	21-0702	**Version:**	1	**Name:**	5/3/21 Healthy Streets 2021
Type:	Resolution			**Status:**	Defeated
File created:	5/3/2021			**In control:**	City Council
On agenda:	5/3/2021			**Final action:**	5/3/2021
Enactment date:	5/3/2021			**Enactment #:**	

Title: Resolution to Award Contract in Amount of $215,030.64 to P.K. Contracting, Inc. for the 2021 Healthy Streets Deployment; and to Appropriate $320,830.00 from the Major Street Fund Balance and $33,143.00 from the Local Street Fund Balance (8 Votes Required)

Sponsors:

Indexes:

Code sections:

Attachments: 1. Updated Attachment A - Plan Set and Construction Cost.pdf, 2. Attachment B_Engagement Results.pdf, 3. Attachment C HealthyStreets2021.pdf

Date	Ver.	Action By	Action	Result
5/3/2021	1	City Council	Approved	Fail

Resolution to Award Contract in Amount of $215,030.64 to P.K. Contracting, Inc. for the 2021 Healthy Streets Deployment; and to Appropriate $320,830.00 from the Major Street Fund Balance and $33,143.00 from the Local Street Fund Balance (**8 Votes Required**)
Attached for your review and consideration for approval, please find a resolution to award a contract to P.K. Contracting, Inc. for the implementation of the 2021 Healthy Streets Program. This resolution also appropriates the necessary funding to support this work.

Proposed Program Overview: Upon authorization from City Council to proceed with design of Healthy Streets per R-21-024, staff worked with Hubbell, Roth and Clark (HRC) to develop engineering specifications to be included in an invitation to bid. These designs are included in Attachment A and are summarized as follows:

- **Neighborhood Slow Streets** - Similar to 2020, Neighborhood Slow Streets are proposed to be ‘soft closures’ which discourage cut-through traffic, slow down motorists, and alert motorists to the possible presence of increased bicycling and walking in the area. The deployment treatments will be similar to last year and will include barricades and signage at the segment endpoints. In response to suggestions received from the Transportation Commission and others, the program also includes signage and traffic control devices at the cross streets along a Neighborhood Slow Street.

  The proposed program includes 34 neighborhood slow streets (26 of which were previously deployed in 2020). Additional streets were added from last year’s deployment in response to the public comments received. Additionally, at the request of the Transportation Commission and some concerns raised from residents last year, parallel streets that might experience ‘spill-over’ traffic were also added to the program.

Lastly, the City plans to reinstate the opt out provision similar to last year. Signs announcing the Neighborhood Slow Street will be placed at least one week in advance of deployment. If 20% or more of neighbors living along the segment voice objection to the deployment at any time, the treatment will be removed.

- **Major Street Reconfigurations** - The reconfiguration of three major streets are proposed for inclusion in this year's Healthy Street Program:

    - South Main Street from William Street to Stadium Boulevard - This deployment will be notably different from last year. First, the proposed reconfiguration is for a three-lane cross-section with protected bike lanes on both sides of the street, a vehicular travel lane in both directions, and a center turn lane. The inclusion of the center turn lane is expected to mitigate vehicular delays experienced last year as a as a result of left-turning vehicles. Additionally, the bike lane will be protected with intermittent delineators which will be placed in the buffer between the bike lane and the vehicular travel lane. This deployment is proposed to be temporary and will be removed in the Fall.
    - Packard Street from Hill Street to State Street - This deployment will be nearly identical to last year and will remove left turn lanes at Packard/State and Packard/Hill to install bike lanes. This deployment re-installs a bike lane that was removed years ago as part of a detour for another project and never replaced. Lanes will be restriped, the bike lane will be repaved, and signal adjustments will be made. The deployment is proposed to be permanent.
    - Packard Street from Eisenhower Parkway to the City limits - This deployment will be notably different from last year. The proposed reconfiguration is for a five-lane cross section with bike lanes on both sides of the street, two vehicular travel lanes in both directions, and a center turn lane. The vehicular travel lanes will be narrowed to accommodate the bike lanes and the posted speed limit will be lowered. The limits of the project were extended east to the City boundary.

    This deployment is proposed to be permanent.

Public Engagement: From March 5, 2021 to April 2, 2021, the City launched an online engagement tool and received 963 comments. The tool allowed for input both in support of and opposition to Healthy Streets deployments. The results of this survey - 457 in support; 393 in opposition; and 111 other - can be viewed in the results map posted online (<https://a2-mi.maps.arcgis.com/apps/webappviewer/index.html?id=e451cd82dc96448c86acd997dec903de>) and are included in Attachment B.
The following adjustments were made upon review of the input received:

- Additional neighborhood streets were added
- The design on East Packard and South Main have been modified from last year's deployment in response to concerns raised last year and this year over impacts to vehicular traffic.
- Certain deployments from last year (Broadway Bridge, Swift/Pontiac) were not pursued based on concerns raised last year and this year over impacts to vehicular traffic as well as complications from other projects in the area.
- It should also be noted that other deployments from last year (Division, Catherine/Miller, and State/North U) may be pursued by the DDA through a different initiative.

At a joint meeting with the Planning Commission on April 20, 2021, the Transportation recommended

approval of this resolution.

Project plans and specifications were distributed through the City's procurement website (ITB#4678). 1 bid was received and opened on April 22, 2021. P.K. Contracting, Inc of Troy, Michigan, was the lowest responsible bidder with a bid amount of $215,030.64, which is 1% lower than the Engineer's Estimate of $218,251.00. Attached is a summary of the bids received. P.K. Contracting, Inc complies with the City's Non-Discrimination, Living Wage Ordinances, and Prevailing Wage Ordinances.

Budget/Fiscal Impact: The total cost of this project is estimated to be $353,973.00, which includes the contractor's bid of $215,030.64, a 10% contingency of $21,503.06, additional concrete and asphalt work in the amount $112,439.29 to be done by the resurfacing program, and $5,000 for City staff to make adjustments to signs and signals.

Funding for the 2021 Healthy Streets Initiative is available in the current unrestricted Major and Local Street Fund Balance; $33,143.00 from the Local Street Fund Balance and $320,829.99 from the Major Street Fund Balance.

The proposed permanent changes to add bike lanes along Packard will increase the bike network by approximately 1.75 miles (each direction). This comes with an additional estimated maintenance cost of $3,080.00 per year for street sweeping, and $3,678.50 per year for pavement marking maintenance.
Prepared by: Raymond Hess, Transportation Manager
Reviewed by: Craig Hupy, Public Services Area Administrator
Approved by: Tom Crawford, City Administrator
Whereas, R-21-024 directed to staff to proceed with the preliminary design and cost estimation of a Healthy Streets deployment for Spring 2021;

Whereas, Delivery of increased opportunities to walk and bike as a form of transportation is consistent with the City's A2Zero Carbon Neutrality Plan and Non-Motorized Transportation Plan;

Whereas, The coronavirus pandemic is expected to continue to be present in the community throughout 2021;

Whereas, Due to the coronavirus pandemic, at least 6-foot social distancing is necessary;

Whereas, Ann Arbor strives to provide the safest environments for 6-foot safe social distancing in our community;

Whereas, Sidewalks, pathways and the public right-of-way should provide an opportunity for safe social distancing for pedestrians, cyclists, and other modes of transportation;

Whereas, Nighttime illumination is imperative for safe social distancing in the roadway;

Whereas, Safe social distancing can be enhanced when the complete width of sidewalks, pathways and bike lanes are free of obstructions, such as potholes, trip hazards, overgrown vegetation and construction debris;

Whereas, The Fall 2020 deployment of Healthy Streets concluded in November and modifications are proposed as part of this Healthy Streets deployment based on what was learned and the

feedback received;

Whereas, No funding was included in the FY2021 budget to support Healthy Streets and funding is needed to advance the design for a spring deployment;

Whereas, Public engagement was solicited from March 5, 2021 to April 2, 2021 and modifications to the program were made based on the input received; and

Whereas, At the April 20, 2021 meeting, the Transportation Commission recommended that City Council pursue Healthy Streets implementation and necessary budget allocations for 2021.

RESOLVED, That a construction contract in the amount of $215,030.64 be awarded to P.K. Contracting, Inc for the implementation of the 2021 Healthy Streets program;

RESOLVED, That a contingency amount of $21,503.06 be established within the project budget and that the City Administrator be authorized to approve additional change orders to the contract with P.K. Contracting, Inc not to exceed $236,533.70 in order to satisfactorily complete this project;

RESOLVED, That $320,829.99 from the Major Street Fund Balance and $33,143.00 from the Local Street Fund Balance be appropriated; thereby, increasing the Major and Local Streets revenue and expenditure budgets accordingly;

RESOLVED, That the funding be available without regard to fiscal year until project completion;

RESOLVED, That the Mayor and the City Clerk be authorized and directed to execute said contract after approval as to form by the City Attorney and approval as to substance by the City Administrator;

RESOLVED, That City Council grants the City Administrator the authority and flexibility to modify or remove the any portion of the Healthy Streets deployments; and

RESOLVED, That the City Administrator be authorized to take the necessary administrative actions to implement this resolution.

powered by Legistar™