MEMORANDUM

TO: City Council
FROM: Steve Westbay
DATE: February 10, 2015
RE: Complete Streets Design Project

Introduction

Inadequacies of the urban highway corridors that service all travel modes has been a reoccurring theme voiced by citizens during the Comprehensive Plan's initial public input process. While the Comprehensive Plan scope of work includes an assessment of highway corridor functions, it is not intended to provide specific design details that could be used to implement improvements to the urban highway system for non-motorized travel. City staff recommends a specific design oriented program be pursued to implement a meaningful transformation to the urban highway system. A draft scope of work and estimated cost has been developed for the design program and this memorandum summarizes the proposed details.

Please note, the programming details described herein are still under review and changes are probable. Estimated costs are very preliminary and more refined figures will be provided at the work session.

Project Summary

The program sequence has 10 primary tasks. It is anticipated that the design program will be completed in the fall of 2015 at a cost of $85,300. As noted below, the sequencing includes the initial data assessment; developing example design alternatives and assessing the alternatives through a community charrette and other public venues; and establishment of preliminary engineer design drawings to be used for permitting and implementing highway corridor improvements. The final task will involve incorporating proposed improvement costs estimates into the Capital Improvements Plan, initiating CDOT permitting and implementing a phased construction program. The following narrative further summarizes the 10 tasks.

Task 1. The first step, which is underway, involves completing the scope of work, defining project costs, and initiating the contract with Fox/Tuttle/Hernandez Transportation LLC (FTH).

Task 2. A comprehensive review of existing and anticipated future conditions of the highway system will be completed. City Staff will complete AM, noon and PM peak hour pedestrian counts. Traffic counts will be completed by a sub-contractor. The consultants will develop a short presentation and technical appendix (as a PDF) of existing multimodal safety issues and needs. A meeting with CDOT staff will occur to address the conditions identified. This task will conclude with a presentation of initial findings to the City Council.

Task 3. Existing condition factors will be used by FTH to develop a series of alternative design illustrations. City Staff will present the demonstration designs to city leaders, CDOT staff, the BPAC, Comprehensive Plan Advisory Committee and interested citizens. Studying a variety of options will be the focus of Task 3. A series of design alternative illustrations will be used in an initial public input process occurring in Task 4.

Task 4. A one day charrette will be hosted by the City Staff and the consultants. It will include group exercises and facilitated conversations focused on design of the urban arterial system. The alternatives developed in Task 3 will help set the stage for the public dialog.

Task 5. Input from the charrette will be used by FTH to develop a preferred alternative design illustration. City Staff will present the preferred design to city leaders, CDOT staff, the BPAC, Comprehensive Plan Advisory Committee and interested citizens.

Task 6. FTH will prepare multimodal design drawings (approximately 30% engineer design using CAD over aerial photos) depicting lane geometry, medians, curb lines, and other related features using existing City AutoCad data sets and/or other sources. Documentation from the FTH will include plans, street section illustrations, conceptual landscape, sidewalk layout concept, signage recommendations, traffic signal sequencing recommendations, and related narrative reports and tables. In conjunction with the consultant's design program, the city engineer and/or consulting engineer will develop a feasibility report and initial civil engineer plans. Design drawings will be coordinated with CDOT Region 3 staff. The 30 percent plans will contain necessary data and narrative details for efficient transition into construction level drawings.

Task 7. Citizens will be asked to provide input regarding the refined preferred alternation (30 percent plans). A short term demonstration project may be developed on certain intersections in order for the public to better understand the design proposals. A presentation to the interested stakeholder and City leaders will occur.

Task 8. Civil engineer plan (preliminary) will be developed by the City Engineer. The preliminary design set will be survey quality and include utility, grading and drainage, lane geometry, curb and sidewalk details, and other technical notes and illustrations. Additionally, a preliminary streetscape plan will be developed and elaborate upon the pedestrian facility needs. Preliminary design drawing sets will be of sufficient detail to initiate permitting with CDOT. The completed design work will be presented to stakeholders and City Council.

Task 9. The Capital Improvement Plan will be amended to include the programming for the complete streets highway improvements.

Task 10. Collaborate with CDOT to review multimodal improvements that may be implemented using the defined 2015/2016 budget revenues. Initiate permitting which will likely follow a phased improvement program.

Conclusion

Applying a thorough design process for highway corridor improvements as the initial step is critical because it will help mold support by the community as well as from CDOT staff. It is also fiscally responsible to understand costs and benefits because the implementation expenditures will be significant. Improvement efficiencies will be gained in the long-term because implementation flaws will be avoided. If the Council supports the proposed design project, the approval for the contract award will be presented at the February 24th Council meeting.