



CITY OF DURHAM | NORTH CAROLINA

**Date:** January 19, 2016

**To:** Thomas J. Bonfield, City Manager  
**Through:** Keith Chadwell, Deputy City Manager  
**From:** Mark D. Ahrendsen, Transportation Director  
**Subject:** Implementation Program for Pedestrian and Bicycle Networks

### **Executive Summary**

The City's current bicycle and pedestrian plans were adopted in 2006 and a revision to the pedestrian plan was adopted in 2011. These plans both included a prioritization method for identifying needed projects. Since 2006, several projects have been built or are in development, the project funding and development process has changed, new needs have been identified, and new innovative designs have been developed. As requested by the Department of Transportation during the FY 2015-2016 City budget development process, the City Council approved funding for an update to these plans. On November 11, 2015, the Department of Transportation issued a request for interest to the City's ten pre-qualified on-call consulting transportation and engineering firms to submit proposals for developing an Implementation Program for the City of Durham's Pedestrian and Bicycle Networks. Four of the ten prequalified firms submitted proposals. Staff reviewed the four proposals and recommends selecting Stantec Consulting Services Inc., teamed with Toole Design Group and Mobycon, to undertake the project study. The Department of Transportation negotiated a scope of services for the study project consistent with the project's federal funding grant amount as allocated by the DCHC Metropolitan Planning Organization (DCHC MPO).

### **Recommendation**

The Department of Transportation recommends that the City Council authorize the City Manager to execute Supplemental Agreement No. 3 to the Master Agreement for Transportation and Engineering On-Call Services Between the City and Stantec Consulting Services Inc. in the amount of \$125,000 to update the city's bicycle and pedestrian plans..

### **Background**

The City's current pedestrian plan, the DurhamWalks! Pedestrian Plan, was completed in 2006. One purpose of the plan was to provide a priority ranking of street segments where new sidewalks were needed based on a set of objective criteria. The criteria was revised by the City Council in November 2011 to give greater weight to sidewalks near schools and parks/recreation centers and to update some of the other criteria information, including locations of crashes involving pedestrians

A total of 235 projects were ranked using the revised criteria. To develop a funding priority list, the top 52 projects were screened to exclude projects which had identified funding sources. The remaining unfunded 24 projects were then adopted by the City Council as the Unfunded Sidewalk Construction Priority List, which was used to seek federal, state and local funding and to implement projects as such funding becomes available.

The current bicycle plan, the Durham Comprehensive Bicycle Transportation Plan, was also completed in 2006 and adopted by the City Council and Board of County Commissioners. The bicycle plan included a recommended 852 miles of bicycle facilities in both the City and County. The plan also identified the top twenty on-street projects. These were identified through a prioritization process that considered criteria such as access to schools, parks, points of interest, destinations, greenways, transit, connectivity to existing facilities, and crashes.

Since the development of these two plans, the City has constructed and implemented several notable projects such as additional sections of the American Tobacco Trail and sidewalks on Garrett Road. The City and NCDOT have added 23 miles of bicycle facilities primarily as part of road reconfigurations with resurfacing such as recently on Durham-Chapel Hill Boulevard. Sidewalks and bicycle facilities have been constructed as incidental features for roadway projects by NCDOT such as the Hillandale Road widening. Developers have also constructed many projects in recent years.

There are many additional bicycle and pedestrian projects in project development by Public Works or to be constructed with NCDOT's active projects in Durham. Of the 24 projects in the Unfunded Sidewalk Construction Priority List, 11 are in design or have programmed local and federal funding in the Capital Improvement Program (CIP) or State Transportation Improvement Program (TIP).

Transportation and Public Works staffs have learned a lot about the steps and process to fund, develop, and construct bicycle and pedestrian projects since 2006. Constructability of projects has a significant impact on the timeline for developing projects and this factor was not given adequate consideration in the previous planning efforts. Many of the City's projects are funded with a combination of local and federal funding. The Strategic Transportation Investments (STI) law now governs NCDOT's process for prioritizing and allocating federal funds for bicycle and pedestrian projects. Furthermore, as bicycling and walking have become more popular transportation modes in the City, residents are requesting additional and different features and designs. Nationally, bicycle and pedestrian design standards have evolved and more cities are implementing innovative designs such as cycle tracks and bicycle boulevards.

### **Issues/Analysis**

Expanding the City's sidewalk and bicycle infrastructure is of increasing local importance for mobility, transportation choice, and accessibility. If these transportation systems are to be developed to adequately meet these needs, implementation will occur through projects planned, managed and constructed by the City. To ensure that limited federal and local funds are allocated to projects of greatest benefit, it is necessary for the City to reevaluate its citywide pedestrian and bicycle project priorities and transparently and strategically select and prioritize projects for implementation over the next 10 years.

Through the development of the FY 2015-2016 City budget, the Transportation Department requested and received funding to update its pedestrian and bicycle project priorities. Concurrently, the City Council approved the allocation of more than \$15 million in the FY 2016-21 Capital Improvements Program (CIP) for the construction of new sidewalks. As the Council's highest new priority CIP project, there was a clear need to ensure that the sidewalk projects implemented with the funding allocations reflect the highest need. The prioritized projects also needed to be evaluated for constructability, cost and consistency with other public and private improvement projects. There will also be recurring opportunities to pursue

federal funding for projects over the next 10 years through the City's participation in the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) and submissions to NCDOT's Strategic Transportation Investments (STI) process. Identifying projects that are suitable for federal funding and will be competitive in the State's process is also necessary.

On November 11, 2015, the Transportation Department issued a request for interest to the City's ten pre-qualified on-call consulting transportation and engineering firms to submit proposals for developing an Implementation Program for the City of Durham's Pedestrian and Bicycle Networks. Four of the ten prequalified firms, Renaissance Planning Group (RPG), Stantec Consulting Services Inc., VHB Engineering NC, and WSP--Parsons Brinckerhoff submitted proposals. A selection committee from Transportation and Public Works reviewed the four proposals and evaluated them based on the following criteria:

1. The qualifications of the professional personnel to be assigned to the project;
2. The consultant's capability to meet project time requirements;
3. The consultant's present and projected workloads;
4. The consultant's related experience on similar projects;
5. The consultant's recent and current work; and
6. The quality of the proposal.

The selection committee recommends selecting Stantec, teamed with Toole Design Group and Mobycon, to undertake the project study. The Department of Transportation negotiated a scope of services for the study project consistent with the project's federal funding grant amount as allocated by the DCHC Metropolitan Planning Organization (DCHC MPO).

### **Alternatives**

The City Council can choose not to conduct the Implementation Program for Pedestrian and Bicycle Networks Study. Without the Study, the administration will continue to implement sidewalk and bicycle projects identified from prior studies and priority lists. Consequently, sidewalk needs not previously identified and prioritized would not be potential candidate priority projects funded through the CIP.

### **Financial Impact**

The contract cost for professional consultant services is \$125,000.00. The cost of the study is funded through the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) Unified Planning Work Program (UPWP). The MPO has allocated federal funds for 80% (\$100,000) of the cost with the City of Durham providing the required 20% (\$25,000) non-federal local match. The local match was approved by the City Council as part of the Transportation Department's FY 2015-2016 operating budget.

### **SDBE Summary**

The Equal Opportunity/Equity Assurance Department reviewed the proposal submitted by Stantec Consulting Services Inc. of Raleigh, North Carolina and have determined that they are in compliance with the Ordinance to Promote Equal Business Opportunities in City Contracting.

### **SDBE REQUIREMENTS**

No MSDBE or WSDBE goals were set.

Stantec Consulting Services Inc. will subcontract to the following certified firm:

<b>Firm</b>	<b>ID</b>	<b>City/State</b>	<b>Amount</b>	<b>% of Contract</b>
Toole Design Group, LLC*	WBE/DBE	Silver Springs, MD	24%	\$30,000

\*Toole Design Group, LLC is a NCDOT certified WBE/MBE firm and this certification is recognized as comparable to the City of Durham's SDBE certification.

**WORKFORCE STATISTICS**

Workforce statistics for Stantec Consulting Services Inc. are as follows:  
(Consolidated)

Total Workforce	6042	
Total Females	1791	(30%)
Total Males	4251	(70%)
Black Males	146	(2%)
White Males	3587	(59%)
Other Males	518	(9%)
Black Females	52	(1%)
White Females	1466	(24%)
Other Females	273	(5%)

**Attachment**

Supplemental Agreement No. 3 to the Master Agreement for Transportation and Engineering On-Call Services Between the City and Stantec Consulting Services Inc. Dated March 18, 2013