

Legislation Text

File #: 15-7136, Version: 1

Two-way Separated Bike Lane Design Services

Action:

Authorize the City Manager to negotiate and execute a contract up to \$500,000 with Stewart Engineering, Inc. for planning and design services for the two-way separated bike lane along 5th and 6th Streets.

Staff Resource(s):

Liz Babson, Transportation
Vivian Coleman, Transportation
Mike Davis, Engineering and Property Management
Kristie Kennedy, Engineering and Property Management

Explanation

- This project will provide a two-way separated bicycle facility along 5th Street from Irwin Avenue to 6th Street and along 5th Street to McDowell Street, located in Council Districts 1 and 2.
- The project will provide a strategic bicycle connection into Uptown, connecting the Irwin Creek Greenway to the Little Sugar Creek Greenway.
- This two-way separated bike facility was evaluated as part of the overall study process and recommended as part of the Uptown Connects Study (2017), which included extensive public engagement.
 - The 5th/6th Street corridor ranked the highest among the public for protected bike facilities and was determined most likely to be used.
- On September 25, 2017, the City issued a Request for Qualifications (RFQ); five proposals were received from interested service providers.
- Stewart Engineering, Inc. best meets the City's needs in terms of qualifications, experience, cost, and responsiveness to RFP requirements.
- Stewart Engineering, Inc. is a City registered MBE.

Two-Way Protected Bike Lane Demonstration Project

- A two-way separated bike lane demonstration project was held from October 22-29, 2017 on 5th and 6th Streets to test the impacts of removing a travel lane to install this protected bike facility in Uptown. CDOT collected data and analyzed impacts to the transportation system resulting in the following key findings:
 - Traffic can be processed without significant impacts to congestion and travel times,
 - 5th and 6th Streets remain an important route for commuters, and
 - The perception of safety on the route was improved for bicyclists with no adverse impacts to drivers.
- The demonstration revealed that the design of a permanent two-way bicycle facility needs to consider the following which will be incorporated into the design process:
 - Emphasize public outreach and awareness, and
 - Create an ongoing monitoring and maintenance plan.

Charlotte Business INclusion

The City negotiates subcontracting participation after the proposal selection process (Part C: Section 2.1

(h) of the Charlotte Business INClusion Policy).

Stewart Engineering, Inc. has committed 12 percent of the total contract amount to the following certified firm(s):

- Sir Speedy, (MBE, SBE) (Printing)
- John Davenport Engineering, (SBE) (Traffic control plans)
- Avioimage mapping Services, Inc., (SBE) (Photogrammetry)
- Yellow Duck Marketing, LLC, (WBE, SBE) (Marketing)
- Kimbrell D. Brattain, (SBE) (Public engagement)

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Fiscal Note

Funding: General Community Investment Plan

Attachments(s)

Map