

Prepared for:



PROPOSAL FOR

**PROFESSIONAL SERVICES
FOR THE SALINAS ACTIVE
TRANSPORTATION PLAN**

Updated 3/24/2023



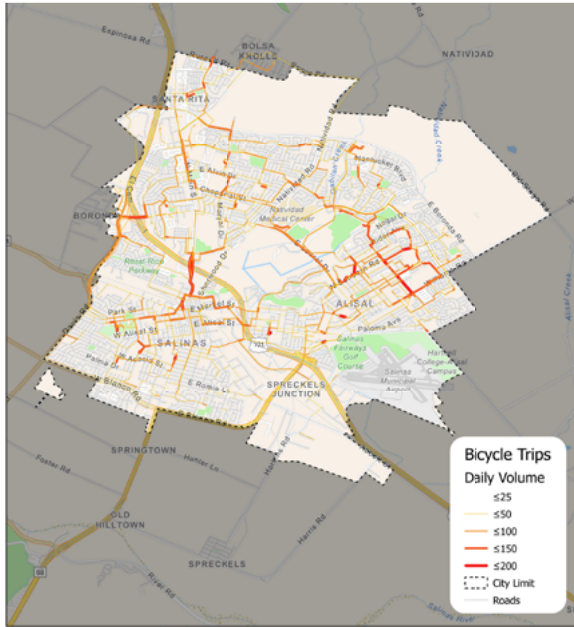
Prepared by:

Kimley»Horn

Expect More. Experience Better.

PROFESSIONAL SERVICES FOR THE SALINAS ACTIVE TRANSPORTATION PLAN

transportation improvements. Data shows that numbers of pedestrians and bicyclists are high in many areas of the City. This Active Transportation Plan will build on City's recent momentum with active transportation implementation and the multimodal activity that is already occurring to provide more equitable and meaningful connections and safer facilities for the people of Salinas.



Salinas General Plan Update Daily Bicycle Ridership

Approach

Kimley-Horn has assembled a diverse team of accomplished roadway safety and active transportation design professionals to develop an Active Transportation Plan focused on implementable projects for which the City can pursue design-phase funding. The plan will not be a document that sits on a shelf or resides in a link on the City's website because the projects are infeasible, not cost-effective, or rely on redevelopment to occur. Instead it will provide a road map for the City to implement mobility projects over the next 2-5 years by taking advantage of ongoing maintenance projects and grant funding opportunities. The plan will set the groundwork for identifying and prioritizing projects further into the future as redevelopment occurs.

The plan will take a holistic view of active transportation in the City and apply a systematic approach to the future of mobility. The study will include a needs assessment focused on identifying a backbone network of major arterials and other parallel facilities for walking and biking, combined with a series of first- and last-mile connections to key areas of the City, enhancing safety and creating efficient routing for local and regional active transportation trips. The network will ultimately enhance access between residential neighborhoods, schools, employment centers, parks, and transit, promoting physical activity and improving the health of people in Salinas.

The ATP will be developed taking cognizance of the General Plan Circulation Element (currently underway), which is ideal for creating synergy between the proposed active transportation facilities and the future land uses. Developing a design guide in parallel to the ATP will also help ensure the vision of the plan is carried out during the implementation phase of the proposed projects and programs.

The Salinas Active Transportation Existing Conditions and Needs Assessment from 2018 has already laid some groundwork for the existing conditions phase of this plan. Therefore, the existing conditions tasks laid out in this proposal will rely heavily upon the work that has already been completed and will supplement the previous study with more recent data and planning documents that have been completed since 2018. Reusing data and information from the previous study will allow the project team to focus more efforts on the analysis, concepts, and design phase of the plan. The plan will focus on providing mobility options for the historically underserved populations of Salinas, enhancing their resiliency during economic changes, and allowing people to move throughout the City safely. The key deliverable for this plan will be grant-ready project concepts and cost estimates that can be easily transitioned to the next phase of securing funding for final design and construction phases.

Work Plan

Task 0: Project Management (not included in the RFP)

Task 0.1: Kick-Off Meeting

Kimley-Horn will prepare for and conduct a two-hour ~~in-person~~ project kick-off meeting with the City, during which the team will:

- Fine-tune the project scope and schedule
- Identify participants needed for subsequent project team meetings
- Discuss the public outreach and engagement plan
- Review a list of available documents and data
- Discuss the City's vision and goals for the project

Kimley-Horn will distribute meeting notes to attendees within 72 hours of the meeting.

Task 0.2: Project Team Meetings

Kimley-Horn will prepare for and conduct regular project team meetings where the team will review progress, discuss next steps, and refine the schedule as needed. In advance of each meeting, Kimley-Horn will prepare an agenda; during each meeting, we will provide an update on project deliverables and budget. The regularity of these meetings may change over the course of the project depending on the level of City input needed. Therefore, up to eight (8) regularly scheduled one-hour project meetings are accounted for in this task. It is assumed up to three (3) of these meetings can be in-person meetings if desired.

Task 0.3: Project Management/Coordination

Kimley-Horn project manager, **Amy Restelli**, will be the primary point of contact for City staff and will manage the Kimley-Horn and KTUA team and project progress throughout the project duration. Kimley-Horn will provide quality control review of all internal and subconsultant deliverables before distributing to City staff. Quality control time is included in each of the respective tasks described in this scope.

Task 0 Deliverables:

- One (1) ~~in-person~~ kick-off meeting
- Up to eight (8) project team meetings, (3) may be in-person
- Up to five (5) coordination meetings with Ecology Action
- Monthly invoices and progress reports

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Kimley-Horn will also coordinate closely with the Ecology Action team, ensuring that the community vision is carried out through the development of the plan. Specifically, Kimley-Horn will hold up to five (5) coordination meetings with Ecology Action to stay informed on progress with public outreach and feedback received from the community and stakeholders.

Kimley-Horn will develop monthly invoices and written progress reports to accompany each invoice.

Task 1: Existing Conditions

Task 1.1: Existing Conditions

Kimley-Horn will conduct a review of up to 10 local and regional planning documents relevant to the development of the Plan to identify planned projects and programs that impact bicycle and pedestrian mobility in the City, including the Salinas Active Transportation Existing Conditions and Needs Assessment from 2018. The review will focus on identifying relevant planned projects, community needs, and any policies or programs that would likely encourage or discourage active transportation in Salinas.

The Kimley-Horn team will also compile and examine existing circulation GIS data for pedestrians, bicyclists, and motorists to develop a socio-demographic analysis. This analysis will assess the need, demand, and potential for walking and bicycling (e.g., vehicle ownership, gender, age, etc.) using available existing data. Replica data will also be utilized to highlight major activity centers for walking and biking trips.

Task 1.2: GIS Mapping

The Kimley-Horn team will develop up to 16 base maps of the data analyzed in Task 1.1. The set of maps will include an existing and proposed network to illustrate pedestrian and bicycle routes by functional classification and their overall connections to the regional network as well as existing and proposed land use maps with key destinations.

It is assumed that the GIS files provided will conform to Model Inventory or Road Elements (MIRE) specifications, and that any required modifications or cleaning are not included in this scope and fee. Data such as Average Daily Traffic (ADT), speed limits, and roadway classifications are assumed to be provided in the GIS files.

Task 1.3: Trail Network

Building off of Exhibit D of the Alisal MOU - Proposed Trail Network, input from the community, and other ongoing planning efforts, the Kimley-Horn team will develop base maps and document the condition of existing trail segments and potential corridor alignments. Assessment of these trails and corridors will include surface type, amenities and connections to the roadway network.

Task 1 Deliverables:

- Existing Active Transportation Map
- Compiled available traffic data
- City demographics data
- City land uses and key destinations map
- Summary of Existing Conditions
- Summary of Trail Network existing conditions and map

Remove task

Task 2: Analysis

Task 2.1: Traffic Counts

The Kimley-Horn team will compile traffic count data provided by the City and request traffic count data from Caltrans where necessary. Based on the available count data, the project team will identify 10 locations where traffic count data would aid in the decision-making process for developing the recommended active transportation networks. The Kimley-Horn team will conduct traffic counts at these locations and compile the data for the City.

Task 2.2: Safety Analysis

The Kimley-Horn team will compile previously analyzed traffic safety data from the Salinas Local Roadway Safety Plan (LRSP) and supplement this data with a qualitative overview of pedestrian- and bicycle-related fatalities and serious injuries that have occurred since the LRSP data was analyzed. It is assumed the collision data is in a format that does not require additional analysis or cleanup in order to visually display collision trends.

Kimley-Horn will utilize historical collision data to identify pedestrian- and bicycle-related collision hot spot locations. The analysis will help identify high-incident locations, and the team will take a proactive approach to systemically identify countermeasures for reducing pedestrian- and bicycle-related collisions. The countermeasure profiles will later be incorporated into the Active Transportation Plan.

Task 2.3: Gap and Barrier Analysis

Kimley-Horn will map existing pedestrian and bicycle facilities in the City using any existing GIS or CAD data available from the City. If City records are incomplete, the Kimley-Horn team will update the maps for the arterial and collector roadway system using available aerial photography. The team will identify key thematic active transportation needs based on the data obtained and analyzed in previous tasks, highlighting gaps in the existing infrastructure that may inhibit system use.

Remove

Task 2 Deliverables:

- Traffic counts
- Collision maps and diagrams
- Gap and barrier maps
- Level of Stress map
- Trail Network access and connectivity analysis report and map

In coordination with the City, Kimley-Horn will identify key activity centers (existing and proposed) such as schools, parks, job centers, tourist destinations, and other regional activity centers that attract pedestrians and bicyclists. Using the key destinations and proposed active transportation network, Kimley-Horn will develop a propensity active transportation demand model to understand the anticipated number of biking and walking trips. The preferred land use plan from the General Plan will be used to identify connectivity gaps between existing and proposed development.

Task 2.4: Level of Traffic Stress (LTS) Analysis

Kimley-Horn will perform a Bicycle Level of Traffic Stress (BLTS) analysis on circulation element roadways in the City to identify low-stress facilities in the existing bicycle network. The analysis will help identify areas that are considered high-stress environments for bicyclists based on roadway characteristics such as vehicle speeds, volumes, number of travel lanes, and distance between vehicles and bicyclists. The results will be used to inform the

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decision-making process for the recommended bike network, highlighting key areas in need of bicycle enhancements.

Task 2.5: Trail Network Access and Connectivity Analysis

The Kimley-Horn team will evaluate the existing and proposed trail network, primarily focusing on points of access, existing connections, and crossings. Identifying opportunities to expand trail connectivity, complete missing links, and assess the placement of safe crossings will be key to integrating the trails into the overall citywide active transportation network.

Task 3: Public Outreach (led by City of Salinas and Ecology Action)

Task 3.1: Community Survey

Kimley-Horn will provide comments on the online community survey to be developed by Ecology Action. The goal of the survey will be to solicit feedback from the City's residents and visitors on their vision for active transportation in Salinas. It will be important for the community members to feel informed about active transportation and empowered to make a difference in their City. The feedback received will be incorporated in the development of the recommended networks, especially in the project prioritization process.

Remove task

Task 3 Deliverables:

- Comments on draft survey

Option Task 3.2: Public Workshop Support

The Kimley-Horn team will attend and present at up to two (2) public workshops. This task includes up to 20 hours of supporting materials (e.g., powerpoint slides, boards, etc.) per meeting and attendance from up to two (2) Kimley-Horn staff members.

Task 4: Advisory Committee Meetings (led by City of Salinas and Ecology Action)

Task 4.1: Presentations to Stakeholder Advisory Committee

Kimley-Horn will prepare for and attend up to two (2) Stakeholder Advisory Committee (SAC) meetings facilitated by the City of Salinas and Ecology Action. For the first meeting, Kimley-Horn will present the draft recommended networks and preliminary concept alternatives to solicit initial feedback from the committee. For the second meeting, Kimley-Horn will present design concepts based on feedback on alternatives as well as a draft implementation plan. The implementation plan will highlight key funding sources that the City can capitalize on in order to take the proposed projects to the design phase and will provide key actions and next steps for phasing the plan.

Task 4 Deliverables:

- Up to four (4) stakeholder interviews
- Presentation materials
- Interviews summary appendix

Kimley-Horn will also review any materials prior to or resulting from other SAC meetings. This portion of the task assumes up to 20 hours of time spent on reviewing materials.

Task 4.2: Stakeholder Interviews

Kimley-Horn will prepare for and participate in up to four (4) group interviews with various stakeholder groups to be facilitated by Ecology Action. The stakeholder group interviews will target specific locations where alternatives are under consideration and input from those invested in adjacent properties or heavily utilizing the corridor will be able to weigh in. Kimley-Horn will develop presentation materials for each stakeholder meeting. The interviews will be summarized and included as an attachment to the Active Transportation Plan document, if desired.

Task 5: Draft and Final Plans

Task 5.1: Project Network and Prioritization

The Kimley-Horn team will identify and recommend improvements to the pedestrian and bicycle networks for people walking, biking, and using mobility assistance devices, such as wheelchairs. Kimley-Horn will use previous planning studies as a starting point for a list of projects, then work with City staff to include locally desired projects that may not have been included in previous plans as well as appropriate gap closures and connections between existing communities and areas planned for development. Input collected through public outreach will also be incorporated into the list of desired projects. Kimley-Horn will prepare maps of proposed improvements. A high-level feasibility study will be performed for all recommended bikeway projects to ensure projects can be implemented within the existing right-of-way to the extent feasible. Kimley-Horn will make an effort to propose low-cost projects where feasible and recommend a connected network that does not rely on redevelopment in order to be successfully implemented.

rely heavily on the recommended pedestrian and bicycle network from the current Safe Routes to School plan

The team will evaluate the recommendations based on goals developed by the community and describe impacts and benefits such as safety, connectivity, increased biking and walking, and maintenance. Prioritization will be completed using KTUA's proprietary GIS tools. Criteria may include:

It is assumed that all files from the SRTS plan will be provided to Kimley-Horn.

- Collision locations
- Capital Improvement Plans
- Public support (community engagement results)
- Bicycle Level of Traffic Stress
- Local and regional connectivity
- Proximity to activity centers (schools, parks, transit, retail, recreation, etc.)
- Schools eligible in the Free-Reduced Meal Program
- Social equity factors (household income, private vehicle access, and median income, among others)
- Healthy Places Index factors

It will be critical to evaluate potential gentrification and displacement of residents that may result from proposed projects. Impacts on climate change based on active transportation improvements can also be evaluated. Examples will be included to show how other regions assess gentrification, displacement, placemaking, and community involvement in the planning process. After review and comment, the prioritization criteria will be applied to the recommended active transportation network to develop a prioritized list of active transportation improvements for concept development.

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Task 5.2: Corridor Concept Analysis, Designs, and Costs

Kimley-Horn will develop up to three (3) illustrative cross-section alternatives for the top six (6) priority projects (corridors or areas) identified in the prioritization process from Task 5.1. Consideration will be given to the complex intersections involved in each project, and high-level intersection designs will be identified for each of the alternatives. The alternatives will be presented to the project team, identifying trade-offs, traffic and safety impacts, anticipated community concerns, and design/implementation challenges. The alternatives will be presented at one of the project progress meetings for feedback from the City prior to presenting the alternatives to the Stakeholder Advisory Committee.

The concepts for the preferred alternative of the top six (6) projects (corridors or areas) will be developed at a 10% AutoCAD level based on aerial imagery or base maps provided by the City. The concepts will show locations of existing curb and gutter, back of sidewalk, medians, and pavement markings as well as right-of-way information provided by the City. Each concept will include up to three (3) intersection designs, of which one (1) intersection may be significantly complicated. The 10% concepts will be updated based on one (1) round of consolidated comments from the City.

Planning-level cost estimates will be developed for the six (6) priority projects based on the City's latest unit costs and data collected from comparable cities in California. The cost estimate will include the entire length of the project, rather than limiting the cost to just the section that is shown in the concept. The cost estimates will be provided to the level necessary for inclusion in future grant applications.

Up to four (4) trail network improvements will be designed as concept level plans in AutoCAD and will include planning level cost estimates based on feedback from the community, SAC, and the City. The concept level plans will also be based exclusively on the latest high-resolution aerial photos from Nearmap or available AutoCAD base mapping provided by City staff.

Task 5.3: Design Guidelines

The Kimley-Horn team will prepare design guidelines to address specific design solutions for the identified zones and projects in need. Existing AASHTO, FHWA, and NACTO resources will be used as needed. Improvements will include on-street/off-street bicycle and pedestrian facilities, citywide amenities, and other necessary standards. The trail-specific guidance may include details such as directional/wayfinding signage, trailhead features, lighting, benches, and trash/recycling receptacles. Where applicable, urban greening and placemaking guidelines will also be provided. The guidelines will be updated based on one (1) round of consolidated comments from the City.

Task 5.4: Funding and Phasing

Kimley-Horn will develop a compiled matrix of funding sources to plan and implement the active transportation and trail network improvements proposed in the Plan. The funding sources may include local, regional, state, and federal sources and would include a variety of fund types, including transportation, air quality, water quality, health, and sustainability. The funding list will include details on what each funding source can address, such as feasibility analysis, environmental review, right-of-way acquisition, final design, construction, maintenance, and operations. The matrix will include the anticipated next call for applications date and other key information needed for the applications.

A more detailed implementation plan for the top six (6) priority projects, identifying the most competitive funding sources and cycle timelines for each, will also be provided. The implementation memorandum will be updated based on one (1) round of consolidated comments from the City.

Task 5.5: Maintenance

The Kimley-Horn team will develop a maintenance plan for each project to identify project and develop a cost estimate of annual operational and maintenance costs associated with each project.

plan will be incorporated into the Active Transportation Plan (Task 5.6).

Task 5.6: Draft and Final Plan

Kimley-Horn will incorporate the results of all prior tasks listed, combined with the Salinas Active Transportation Plan: Outreach and Implementation, to create a draft Active Transportation Plan. The plan will be graphically illustrated with maps and drawings, including detailed recommendations for public infrastructure improvements. Following administrative review by the City and Caltrans and one (1) round of minor consolidated comments, the draft will be made available for review by the public for a 30-day comment period.

Based on input received by the public on the draft plan, Kimley-Horn will prepare the final Active Transportation Plan. The final Active Transportation Plan will include an action plan for the City's next steps towards implementation of the recommended projects and programs.

The Kimley-Horn team will lead the preparation of a draft and final Trail Network Master Plan that will maintain a consistent look with the Active Transportation Plan. This plan will include all analysis and recommendations discussed in previous tasks, including existing conditions, access and connectivity analysis, Trail Network concept design and cost estimates, potential funding sources, design guidelines, and maintenance plan.

Task 5 Deliverables:

- Draft and final pedestrian and bicycle recommend network maps
- Prioritization strategy memo
- Conceptual design alternatives
- Preferred design alternatives and planning level cost estimates
- Draft and final design guidelines
- ~~Implementation memo~~
- Administrative draft plan
- Draft plan
- Final plan
- Draft and Final Trail Network Master Plan

Task 6: Board Review/Approval

Task 6.1: Board Review/Approval

Kimley-Horn will present the final version of the Salinas Active Transportation Plan to the Transportation Commission, Planning Commission, and City Council. The team will prepare materials for each presentation and adjust the presentation based on feedback from each group. This assumes up to 20 hours of work on presentation materials preparation.

Remove task

**City of Salinas
Active Transportation Plan (ATP)
March 24, 2023**

		Kimley-Horn and Associates, Inc.														
		Amy Restelli	Frederik Venter	Adam Dankberg	Sr. Professional II	Sr. Professional I	Professional II	Professional I	Analyst II	Analyst I	Sr. Project Support	Project Support				
194.54%	Overhead%	Name														
194.38%	Overhead% w/o FCCM	Category/Title														
10%	Fee%	Project Manager	Technical Advisor	QA/QC									KH Hours	KH Cost	KTU&A Cost	Project Total Cost
		Direct Rate														
		Billing Rate														
Task 0	Project Management	67	4	2	0	0	2	0	32	68	0	32	207	\$ 35,953.39		\$ 35,953.39
0.1	Project Kick-Off Meeting	7	2	0			0		0	11		0	20	\$ 3,870.76		\$ 3,870.76
0.2	Project Team Meetings	44	2	2			2		0	52		0	102	\$ 18,533.87		\$ 18,533.87
0.3	Project Management	16	0	0			0		32	5		32	85	\$ 13,548.76		\$ 13,548.76
Task 1	Existing Conditions	16	1	1	0	0	0	0	12	36	0	0	66	\$ 11,560.83	\$ 16,010.29	\$ 27,571.12
1.1	Existing Conditions	12	1	1			0		4	36		0	54	\$ 9,334.71		\$ 9,334.71
1.2	GIS Mapping	4	0	0			0		8	0		0	12	\$ 2,226.12	\$ 6,129.78	\$ 8,355.90
1.3	Trail Network												0	\$ -	\$ 9,880.51	
Task 2	Analysis	12	0	0	0	0	12	0	24	88	0	0	136	\$ 23,101.19	\$ 18,348.44	\$ 41,449.62
2.1	Traffic Counts	0	0	0			0		0	0		0	0	\$ -		\$ -
2.2	Safety Analysis	4	0	0			0		4	0		0	8	\$ 1,504.68	\$ 6,129.78	\$ 7,634.46
2.3	Gap and Barrier Analysis	2	0	0			12		12	40		0	66	\$ 11,576.51		\$ 11,576.51
2.4	Level of Traffic Stress (LTS) Analysis	6	0	0			0		8	48		0	62	\$ 10,019.99		\$ 10,019.99
2.5	Trail Network Access and Connectivity Analysis											0	0	\$ -	\$ 12,218.66	
Task 3	Public Outreach	2	0	0	0	0	2	0	0	0	0	0	4	\$ 866.97		\$ 866.97
3.1	Community Survey	2	0	0			2		0	0		0	4	\$ 866.97		\$ 866.97
Task 4	Advisory Committee Meetings	28	4	2	0	0	4	0	0	42	0	0	80	\$ 15,137.81		\$ 15,137.81
4.1	Presentations to Stakeholder Advisory Committee	16	2	0			4		0	30		0	52	\$ 9,513.81		\$ 9,513.81
4.2	Stakeholder Interviews	12	2	2			0		0	12		0	28	\$ 5,624.00		\$ 5,624.00
Task 5	Draft and Final Plans	158	6	3	0	6	40	0	62	674	0	40	989	\$ 165,464.83	\$ 61,601.90	\$ 227,066.73
5.1	Project Network and Prioritization	42	2	2		2	4		20	136		0	208	\$ 35,750.32	\$ 2,984.31	\$ 38,734.63
5.2	Corridor Concept Analysis, Designs, and Costs	56	1	1		4	30		12	314		0	418	\$ 70,538.05	\$ 30,822.10	\$ 101,360.15
5.3	Design Guidelines	4	0	0			0		4	0		0	8	\$ 1,504.68	\$ 11,507.44	\$ 13,012.12
5.4	Funding and Phasing	10	0	0			0		0	40		0	50	\$ 8,126.66		\$ 8,126.66
5.5	Maintenance Plan and Cost Estimates													\$ -	\$ 1,385.80	\$ 1,385.80
5.6	Draft and Final Plans	46	3	0			6		26	184		40	305	\$ 49,545.11	\$ 14,398.93	\$ 63,944.05
TOTAL HOURS		283	15	8	0	6	60	0	130	908	0	72	1482			
Subtotal Labor:		\$ 55,414.88	\$ 6,027.93	\$ 2,479.86	\$ -	\$ 1,714.88	\$ 14,260.22	\$ -	\$ 23,446.61	\$ 140,025.88	\$ -	\$ 8,714.75		\$ 252,085.01	\$ 95,960.62	\$ 348,045.64
Other Direct Costs														\$ 14,083.40	\$ 2,074.13	\$ 16,157.53
Labor Escalation														\$ 10,083.40	\$ 974.13	\$ 11,057.53
Mileage/Travel														\$ 4,000.00	\$ 1,100.00	\$ 5,100.00
TOTAL COST:														\$ 266,168.41	\$ 98,034.76	\$ 364,203.17