

City of Albany-Pre-Proposal Meeting

5/14/2012

Questions/Answers:

1) Based on the Project Description, what is the role of the Consultant?

- Input on identifying business owners
- Participating in stakeholder meetings
- Interact with stake holders and members of the community and create solutions in an open studio-Charrette style.

2) What is the role of the Traffic Engineer? Would it matter if this expertise is in the prime consultant or the sub-consultant?

It does not matter if the Traffic Engineer is the prime or the sub. In advance of the Charrette, the TE is expected to participate in a concept design process and also attend 2 or 3 meetings. The crucial requirement is that the City wants to make sure that the final product is feasible and implementable.

3) The final schedule is posted.

4) What maps/information is available from the City?

- Sewer and storm drain maps (ArcView GIS, AutoCADD)-Elevation of Manholes
 - Topographic maps (ArcView GIS, AutoCADD)
 - Fire Hydrants (Auto CADD)
 - Light poles (AutoCADD)
 - Collision data (2000-2009, ArcView GIS, Excel)
- Traffic Analysis for Buchanan Street.
- Concept Plan for the Marin/Buchanan merge (2000)

5) Who will be responsible for the mailings, public notices, newsletters?

The City and Local Government Commission will coordinate this task.

6) Is the grant application available on-line?

The City will post the grant application on its website. The grant application schedule and description looks different than the scope of work after the award because Caltrans rules changed for this grant cycle. For instance, the grant application assumed the inclusion of a consultant, which could be done in previous cycles. However, since the requirements changed, Caltrans is asking all the Planning Grant recipients to have a competitive process to procure consulting services.

7) Would there be coordination with the San Francisco Estuary Project.

The City of Albany is among the proposed locations for the implementation of rain gardens and there will be coordination between the Complete Streets project and the San Pablo Avenue Storm Spine (SPASS) project.

8) The Albany Active Transportation Plan (ATP) proposed Adams Street and Kains Street , two parallel streets to San Pablo Avenue as alternative parallel bicycle routes for the north-south direction. Adams and Kains Streets are currently one-way residential streets with low vehicular volume and speeds within the 25-27 mph threshold at the 85th percentile. Projects 6 and 10 in the ATP describe the proposed enhancements, which include partial barriers at intersections along these roadways. In addition, the proposal allows for two-way vehicular circulation within the blocks, but one-way entries and exits. This proposal would make two-way bicycle travel possible along these streets. Residents of both streets participated in the Public Process and vehemently opposed the concept. To check the proposals for Kains and Adams (Projects 6 and 10), the ATP can be accessed online at <http://albanypedbikeplan.fehrandpeers.net/>.