



REGULAR AGENDA ITEM NO. 8.D.

FOR COUNCIL: April 8, 2024

WARD IMPACTED: Ward 6

SUBJECT: Consideration and Action on (1) An Ordinance Amending the Budget Ordinance for the Fiscal Year Ending April 30, 2024; and (2) a Resolution Approving an Agreement with Crawford, Murphy & Tilly, Inc., for the Development of Construction Drawings for the North Main Street Project as Part of the Downtown for Everyone Program, in the Amount Not to Exceed \$1,050,000 and a Change Order in the Amount Not to Exceed \$100,000, as requested by the Department of Operations & Engineering Services and the Administration Department.

RECOMMENDED MOTION: The proposed Ordinance and Resolution be approved.

STRATEGIC PLAN LINK:

Goal 2. Upgrade City Infrastructure and Facilities

Goal 5. Great Place - Livable, Sustainable City

Goal 6. Prosperous Downtown Bloomington

STRATEGIC PLAN SIGNIFICANCE:

Objective 2a. Better quality roads and sidewalks

Objective 5e. More attractive city: commercial areas and neighborhoods

Objective 6c. Downtown becoming a community and regional destination

BACKGROUND: If approved, the City will enter into an agreement with Crawford, Murphy & Tilly (CMT) for construction plans and associated work for the North Main Street Project as part of the Downtown for Everyone Program. On August 23, 2022, Council approved an agreement with CMT to develop an overall streetscaping concept and multi-year implementation plan based on recommendations from the City's Comprehensive Plan, Downtown Bloomington Task Force Report, and other City plans, along with public input. This multi-year plan is called the Downtown for Everyone Program. In addition, if approved, the original August 2022 Agreement will be increased from \$750,000 to a total of \$850,000 to bring it to completion while the construction agreement has been reduced by the same amount.

The Departments are recommending the North Main Street Project as the first project to be designed and constructed under the Program. The project includes North Main St., from Jefferson St. to Locust St. The project area presents a unique opportunity to make an immediate impact in Downtown because it includes many popular restaurants and shops. In addition, the intersection of Main St. and Mulberry St. is a low point of Downtown that sits over top of two large, combined sewers. This creates an ideal location to provide storm water detention under the plaza area, providing some immediate relief to reduce potential future flooding downstream on the west side of the City. Finally, the implementation of this particular project is made easier because the limits are under complete ownership of the City, which means that coordination with outside agencies would be minimized. The

combination of these opportunities provides a terrific jumpstart towards spurring increased economic activity and urban vibrancy in the City's economic core.

Under the proposed agreement, CMT will complete the detailed design and develop the associated construction documents necessary to bring the Program's first project to construction. Following an anticipated bid opening in January 2025 to construct the project, an award to the low-bid construction contractor and an agreement with a consultant for construction engineering and inspection will be brought to Council for consideration. The Department will review construction engineering and inspection consultants at that time to determine the best fit.

The proposed project will include reconstructing North Main St., from Jefferson St. to Locust St., and the following streetscape and infrastructure improvements:

- Wider sidewalks and shorter, more-well-defined crosswalks to increase walkability for pedestrians;
- Improvements to increase compliance with the Americans with Disabilities Act (ADA) and significantly improve overall accessibility;
- Larger, non-street areas for outdoor activities such as outdoor dining, sidewalk sales, and public events and activities;
- Storm water detention facilities and combined sewer separation to reducing flooding Downtown as well as areas of the west side located downstream; and
- A plaza from Mulberry St. to Locust St. with additional parking capacity that can be easily converted to an activity space with amphitheater seating, decorative lighting, and controlled vehicle access via retractable bollards.

The requested change order to the August 22 agreement is in large part an accounting amendment. It is being recommended in the interest of transparency because of when the work being covered was performed. To be clear, there was more work to gather additional public input, required meetings with Illinois Department of Transportation (IDOT) and stakeholders, and to keep the public and council informed than was included in the original project scope of the first agreement. However, much of the work would have had to be done and paid for in this 2nd agreement were it not already completed, to get to a point where the feasibility of this recommended first project could be determined and needs identified.

For example, adding the design of the BCPA/Douglas Lots and associated parking to accommodate changes to core parking to the program weren't in original contract scope. Neither was initiating detailed design of Main Street/North Main Plaza projects to include storm water detention design and structural design in order to verify feasibility of those project components.

CMT has reduced the cost of this design contract by the same amount in recognition that parts of this work have been completed.

The City issued a Request for Statement of Qualifications (RFQ #2022-04) Downtown Bloomington Streetscape Improvements on July 9, 2021. A committee of City staff made up of representatives from Administration, Economic & Community Development, Facilities, Procurement, and Public Works reviewed, interviewed, and ranked the professional firms who submitted interest in providing professional services for this project. The committee

performed a qualification-based selection process and determined Crawford, Murphy & Tilly to be the most qualified firm to do the work and best met the City's needs. A contract with CMT was then approved by Council on August 23, 2022. Staff are recommending continuing to utilize CMT for the North Main Street Project based on the previous RFQ (Request for Proposals) process, and their experience with the Downtown for Everyone Program Concept Design Study to seamlessly continue the coordination and collaboration between City staff and the design team as the project moves forward from concept to reality.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: As part of the Downtown for Everyone Program, the design team organized a steering committee and consulted committee members regularly. In addition, the design team held two public open house meetings to obtain community feedback and created a program website (downtownforeveryone.com) to share program information and allow additional opportunities for public input, resulting in over 10,000 visits. The design team met with various groups/organizations such as the Illinois Department of Transportation (IDOT), McLean County, Connect Transit, the McLean County Museum of History, public utilities, and public advocacy groups and well as residents and business owners.

FINANCIAL IMPACT: If the Budget Amendment and Resolution are approved, the City will enter into an agreement with Crawford, Murphy & Tilly, Inc. (CMT), in an amount not to exceed \$1,050,000 and the August 2022 agreement will be increased by \$100,000. This agreement and change order, if approved, are being sourced from General Fund Reserves (Fund Balance). CMT will be paid from the Capital Improvement-Architectural & Engineering Services for Capital account (40100100-70051) after a transfer from the General Fund for the same amount is processed. The specific accounts adjusted via the budget amendment can be viewed on the "Exhibit A" to the Budget Ordinance.

AMERICAN RESCUE PLAN FUNDING IMPACT: N/A

COMMUNITY DEVELOPMENT IMPACT: This request meets the following goals and objectives of the Bloomington Comprehensive Plan 2035: Goal TAQ-1 (A safe and efficient network of streets, bicycle-pedestrian facilities and other infrastructure to serve users in any surface transportation mode), Objective TAQ-1.1 (Maintenance and development of a continuous network of arterial, collector and local streets that provides for safe and efficient movement of people, goods, and services between existing and proposed residential areas and major activity centers, maximizes walkability, and provides multimodal linkages to the state and interstate highway system, Objective TAQ-1.2 (Data-driven transportation infrastructure policy and management), Objective TAQ-1.4 (Pedestrian safety for users of all transportation facilities with a Sidewalk Master Plan, and sidewalk system that provides safe access throughout the transportation network); Goal D-2 (Market and promote the unique brand and image of Downtown Bloomington), Objective D-2.1 (Identify and designate gateways to Downtown); and Goal D-5 (Continue to develop a multi-modal transportation network in Downtown), Objective D-5.2 (Enhance the walkability and bikeability within and to Downtown and facilitate access to car-sharing and bicycle sharing services in the Downtown district)

Respectfully submitted for consideration.

Prepared by: Phil Allyn, Traffic Engineer

ATTACHMENTS:

DOES 7B Ordinance

DOES 7C Ordinance Exhibit A

DOES 7D Resolution

DOES 7F Location Map

DOES 7E Agreement