



DATE: January 26, 2021

TO: Mayor and City Council

FROM: Director of Public Works

SUBJECT: Adopt a Resolution Approving an Amendment to the Professional Services Agreement with Kittelson & Associates, Inc. for Additional Design Services Related to the Bicycle and Pedestrian Master Plan in an Amount of \$89,000 for a Total Not-to-Exceed Contract Amount of \$388,416

RECOMMENDATION

That Council approves the attached resolution (Attachment II) authorizing the City Manager to execute Amendment No. 1 to the Professional Services Agreement (PSA) with Kittelson & Associates, Inc., (Kittelson) in the amount of \$89,000 increasing the total contract to a not-to-exceed amount of \$388,416 for additional design-related services, and appropriating additional funds from the Measure B (Pedestrian and Bicycle) Fund (Fund 216).

SUMMARY

On January 26, 2017, the City entered into a PSA with Kittelson in the amount of \$299,416 to prepare the City's updated 2020 Bicycle and Pedestrian Master Plan (BPMP), which was approved on September 29, 2020¹.

On October 6, 2020², Council approved Resolution No. 20-051 related to the implementation of Patrick Avenue Improvements Phase I, a low-cost complete street improvement identified in the 2020 BPMP on Patrick Avenue between Tennyson Road and Schafer Road. These improvements included the installation of Class IV separated bike lanes and lane reductions through striping improvements as part of the City's Annual Pavement Improvement Project. With additional detailed design from Kittelson, staff intends to supplement the Phase I Patrick Avenue Improvement Project with green bike lanes, safe-hit posts, and Rectangular Rapid Flashing Beacons (RRFBs). An amendment to the existing agreement with Kittelson is recommended for these increased design services and, if approved, would increase the contract by \$89,000 for a total amount not-to-exceed \$388,416.

¹ <https://hayward.legistar.com/LegislationDetail.aspx?ID=4651315&GUID=60A6C8FA-115C-4E4F-89A0-24934AE3B28C&Options=&Search=>

² <https://hayward.legistar.com/LegislationDetail.aspx?ID=4656511&GUID=4D8DACAF-9E2C-4EFF-9036-AF924D119EEF&Options=&Search=>

BACKGROUND

Council has taken several actions to develop policy to ensure that the City builds streets that are safe and convenient for all modes of travel regardless of age or ability. The focus of City policy and the BPMP is to accommodate all road users, including motorists, pedestrians, bicyclists, and transit riders. The Patrick Avenue Improvement Project relies upon policies, such as the Mobility Element in the Hayward 2040 General Plan, the Complete Streets Policy adopted in 2013, the Complete Streets Strategic Initiative adopted in 2017, and the Strategic Roadmap Priority for Improving Infrastructure adopted in January 2020.

The adopted 2020 BPMP emphasizes pedestrian modes of travel and sets forth detailed goals and objectives that provide a universally accessible, safe, convenient, and integrated system that promotes both walking and biking. The BPMP provides near- and long-term investment infrastructure solutions, as well as programmatic, educational, and enforcement recommendations.

The BPMP scope was expanded to include additions and revisions to the plan. Kittelson completed additional work prior to the adoption of the final BPMP, which included development of a road diet policy, preparation of social media content, revisions to the existing and proposed bikeway map to address stakeholder comments, and coordination with the Hayward Area Recreation and Park District (HARD).

DISCUSSION

The Patrick Avenue Improvement Project is split into two phases to optimize limited funding. The Phase I Improvements were completed, in conjunction with the Pavement Improvement Project and included minimum striping requirements for a Class IV separated bicycle facility. The Phase II Project would be completely funded through an Alameda County Transportation Commission (Alameda CTC) sponsored grant that includes enhancements for clearly defining the roadway and the new separated bicycle facility.

The additional design services and tasks are described in the scope of work provided in Attachment III, which include a review of the conditions after the Phase I implementation, and design of the RRFBs. The proposed Phase II improvements consist of green bike lanes, striped parking end caps, safe-hit posts, and RRFBs. The green bike lanes will distinguish lane assignments on the roadway, in addition to the painted white lines. The safe-hit channelizers will reinforce the roadway assignments by creating a vertical separation between vehicles and bicycles when installed within the buffer zones that were installed as part of Phase I. The horizontal and vertical reminders will help educate the public on how to use and benefit from the new improvements. These additional design services increase the contract by \$89,000 for a total amount not-to-exceed amount of \$388,416.

ECONOMIC IMPACT

Active transportation options like bicycling and walking foster economic health by creating dynamic, connected communities with a high quality of life that helps support small business development, decreasing transportation and healthcare costs, and increasing property values, employment, and tourism. Providing alternate modes of travel reduces single lane occupancy vehicles, reduces congestion and costs related to automobile-oriented infrastructure maintenance and construction. The overall transportation system will be more efficient; thus, reducing travel time. Moreover, the City will become a more pedestrian- and bicycle-friendly community, thus creating positive economic and health benefits and reduction of greenhouse gas emissions.

FISCAL IMPACT

If approved, the amendment amount of \$89,000 will be appropriated from the City's Measure B (Pedestrian and Bicycle) Fund (Fund 216).

STRATEGIC ROADMAP

The action taken for this agenda item supports the Strategic Priority of Improving Infrastructure. Specifically, this item relates to the implementation of the following project(s):

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| Project 8. | Implement the Bicycle and Pedestrian Master Plan |
| Project 8b. | Add 10 miles of bike lanes per year |
| Project 8c. | Assess Safe Routes to School |
| Project 8d. | Implement Safe Routes to School |

SUSTAINABILITY FEATURES

The action taken for this agenda report will result in supporting mobility goals established as part of the City's 2040 General Plan, providing for a balanced multi-modal system of transportation facilities and services in the City.

This is a comprehensive effort that will guide, prioritize, and implement a network of quality bicycle and pedestrian facilities to improve mobility, connectivity, public health, physical activity, and recreational opportunities. By applying best practices, this action item will increase transportation options, reduce environmental impacts of the transportation system, and enhance the overall quality of life for residents. The goal of the project is to develop convenient transportation alternatives to motor vehicles for residents, visitors, shoppers, and commuters. The resulting reduction in single occupancy vehicles will reduce vehicle miles traveled and greenhouse gases.

PUBLIC CONTACT

Before any additional improvements are installed on Patrick Avenue, staff will have a public meeting in February to allow for additional community input on the proposed project as well as feedback on the improvements already installed.

NEXT STEPS

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| January 2021 | Complete design of Phase II striping improvements |
| February 2021 | Community Meeting |
| February 2021 | Implementation of striping modifications through green bike lanes and parking end caps and installation of vertical separation through safe-hit posts for Patrick Ave |
| | Improvements Phase II |
| March 2021 | Procurement of Rectangular Rapid Flashing Beacons for Patrick Ave Improvements Phase II |
| June 2021 | Complete design of Rectangular Rapid Flashing Beacons |

Prepared by: Charmine Solla, Senior Transportation Engineer

Recommended by: Alex Ameri, Director of Public Works

Approved by:



Kelly McAdoo, City Manager