



DATE: October 27, 2020

TO: Mayor and City Council

FROM: Director of Public Works

SUBJECT: Adopt a Resolution Authorizing the City Manager to Execute a Professional Services Agreement with W-Trans, Inc., for Engineering Design Services for the Safe Routes for Seniors Program in an Amount Not-To-Exceed \$300,000 and to Appropriate Funds

RECOMMENDATION

That the Council adopts a resolution (Attachment II) authorizing the City Manager to execute a Professional Services Agreement (PSA) with W-Trans, Inc., in an amount not-to-exceed \$300,000, and appropriate \$ 2,700,000 (Attachment III) from the Measure BB (Paratransit) Fund Balance (Fund 214) to provide engineering design services for the Safe Routes of Seniors Program.

SUMMARY

The proposed Safe Routes for Seniors (SR4S) program fits within “Hayward Walks” mission to make walking in Downtown Hayward safe, pleasant, and accessible for all. In collaboration with local senior housing facilities, senior centers, and community-based organizations, staff has met with senior residents to identify obstacles to walking and developed a set of design solutions to address their concerns to improve walkability and safety. In Partnership with the Community Services Division, \$2.7 million of dedicated Measure BB (Paratransit) funds is programed toward the SR4S program, with the intent to implement construction projects, based on the recommended walkability and accessibility improvements to benefit seniors in the downtown core.

BACKGROUND

The purpose of the SR4S project is to improve the pedestrian environment in the City’s Downtown Area as a means of encouraging senior citizens to walk more. The project limits are located in Downtown Hayward between A Street, C Street, Foothill Blvd, and the BART train tracks. The downtown area was chosen because it has the highest concentration of senior facilities in the City. There are twenty-three senior facilities in the downtown area within a half-mile radius of the project limit: eight adult residential facilities, three adult day programs, and twelve residential elderly care houses. These areas face high levels of pedestrian traffic stress. Downtown has experienced high pedestrian collisions from 2013 to 2017, in which 16.6% of the pedestrian victims were seniors. The program will impact

thousands of seniors within the half mile radius of the downtown area. Conversely, many more seniors who routinely visit the downtown for entertainment and cultural purposes will also benefit from the proposed accessibility improvements.

The City submits an Annual Paratransit Program Plan to the Alameda County Transportation Commission (ACTC) detailing the proposed parameters of paratransit service for seniors (70+) and people with certified disabilities. After receiving approval from ACTC, the City's Community Services Division, in collaboration with the Public Works & Utilities Department, planned to apply \$2.7 million of the City's Direct Local Distribution (DLD) funds of Measure BB toward the SR4S program. Implementation of the SR4S program will improve accessibility for senior citizens primarily in the Downtown.

City staff collaborated with local senior housing facilities, senior centers, and community-based organizations and continued to meet with senior residents to identify obstacles to walking, develop a set of design solutions to improve walkability and safety for senior residents, and advocate for physical changes on the street and sidewalks. After analyzing results from community meetings and collision data, staff narrowed down the scope to five signalized and one unsignalized intersections. The selected six intersections, in order of priority, are shown below:

1. A St. and Foothill Blvd.
2. A St. and Mission Blvd.
3. A St. and Main St.¹
4. C St. and Main St.¹
5. B St. and Montgomery Ave.
6. Hazel Ave./City Center Dr. and Foothill Blvd.

DISCUSSION

Staff posted a Request for Proposals (RFP) on the City's website and sent notification emails to eleven consultants known to be at the forefront of critical subject areas, such as bicycle and pedestrian planning, engineering, and research that will be essential to creating a successful plan. The RFP was released on June 26, 2020. Inquiries regarding the RFP were due by July 13, 2020, and proposals were due by 4:00 p.m. on July 24, 2020. The City received five proposals from: BKF, Diablo, Kimley-Horn, Bellecci and Associates, and W-Trans, Inc. (W-Trans).

The method and criteria for consultant selection was identified in the RFP. The City invited the top four ranked consultants, Diablo, Kimley-Horn, Bellecci and Associates, and W-Trans, to RFP interviews held on August 23, 2020. The panel selected the final candidate based on: their ability to perform the work; the proposed budget and schedule; and demonstrated relevant experience and ability to communicate and work effectively with the public and City Staff. The interview panel unanimously determined W-Trans to be the most suitable consultant to provide the engineering design services.

¹ A Street and Main Street, and C Street and Main Street intersection improvements will be included in the design and construction of the Main Street Complete Streets Project which is currently in design. The SR4S Program will contribute the appropriate share of the design and construction costs of these intersection improvements to the Main Street Project.

The selected consultant will develop improvement alternatives for each intersection and prepare construction bid documents, including but not limited to, plans, specifications, and engineer's estimates for the planned improvements. The consultant will also provide public outreach and assistance with City Council and Committee meetings regarding the project, as needed. The consultant will also support the subsequent bidding and construction phases including but not limited to review of construction submittals, responding to requests for information, site visits, preparation of change orders, and record drawings.

Phase I will focus on evaluation and outreach and will culminate in the selection of preferred concept plans. The assigned project manager has extensive Complete Street planning and design experience and has led similar projects through analysis, public outreach, alternatives development and preferred concept plans. Phase II will start after the selection of the preferred plans and will encompass the preparation of the construction documents.

ECONOMIC IMPACT

The SR4S program fosters economic vitality by creating dynamic, connected communities with a high quality of life that helps support small business development, decreases transportation and healthcare costs, increases property values, employment, and tourism. A safe and walkable environment can result in a reduction of single lane occupancy vehicles, reduced congestion, and less costs related to automobile-related infrastructure maintenance. It also helps to make the overall transportation system more efficient.

FISCAL IMPACT

The current implementation project is in the initial stages and cost estimates are preliminary. The project is not expected to have a direct fiscal impact on the General Fund. The project utilizes the City's Measure BB Paratransit special revenue fund derived from Measure BB sales tax revenues administered by Alameda CTC. The FY 2019-2020 Annual Paratransit Program Plan allocated \$1.9 million of Measure BB funds toward SR4S infrastructure improvements and an additional \$800,000 was allocated in FY 2020-2021 to continue and expand the program. There are sufficient funds available in the Measure BB Paratransit fund balance (Fund 214). The recommended appropriation will enable the City to utilize these funds in a timely manner. Moving forward, as part of the annual paratransit program plan process, staff will request an annual allocation of \$750,000 to \$800,000 per year for the SR4S program. Funding will be granted based on future needs, identified priorities, and the success of the SR4S program.

STRATEGIC ROADMAP

This agenda item supports the Strategic Priority of Improve Infrastructure. Specifically, this item relates to the implementation of the following project(s):

Project 1: Improve Access and Mobility in Downtown Hayward

Project 8, Part 8e: Implement the Bike & Ped Master Plan; Assess Safe Routes for Seniors in the downtown area

Project 8, Part 8f: Implement the Bike & Ped Master Plan; Implement Safe Routes for Seniors in the downtown area

SUSTAINABILITY FEATURES

The plan will be a comprehensive effort to improve connectivity, public health, physical activity, and recreational opportunities. By applying best practices, the program will increase transportation options, reduce environmental impacts of the transportation system, and enhance the overall quality of life for residents. The goal of the program is to make walking in Downtown Hayward safe, pleasant, and accessible for all while prioritizing senior community residents. The resulting reduction in single occupancy vehicles will reduce vehicle miles traveled and greenhouse gases.

PUBLIC CONTACT

The public will have opportunities to review and comment on proposed recommendations and design solutions at future City Council meetings, Council Infrastructure Committee meetings, or other appropriate standing Council Committee meetings.

NEXT STEPS

Conceptual Design Phase	Fall 2020
Public Open House Meeting	Fall 2020
City Council and/or City Council Infrastructure Committee presentation	Fall 2020
Final Design Phase	Spring 2021
Publish and Award Construction Contract RFP	Spring 2021
Construction	Summer 2021

Prepared by: Ayeh Khajouei, Associate Transportation Planner

Recommended by: Alex Ameri, Director of Public Works

Approved by:



Kelly McAdoo, City Manager