



DATE: January 18, 2022
TO: Mayor and City Council
FROM: Director of Public Works
SUBJECT: Adopt a Resolution Approving Plans and Specifications and Calling for Bids for the Safe Routes for the Seniors Project

RECOMMENDATION

That the Council adopts the attached resolution (Attachment II) approving the plans and specifications, and call for bids for the Safe Routes for Seniors (SR4S) Project.

SUMMARY

The SR4S Program targets pedestrian improvements designed to improve accessibility for senior residents and visitors. Given the concentration of facilities serving senior residents in and around the Downtown, this phase of the multi-year program focuses primarily in the Downtown area of Hayward. The proposed improvements will encourage senior citizens to walk more and make walking in Downtown Hayward safer, more pleasant, and accessible for all.

The budget for this project is \$3.7 million of Measure BB infrastructure improvements funds and is included in the FY 2022 Capital Improvement Program (CIP). The Project includes four intersections located in the Downtown Hayward area. The construction documents are completed, and staff requests Council's approval of the plans and specifications and call for bids.

Council Infrastructure Committee Review

This project was presented to the Council Infrastructure Committee (CIC) on May 29, 2019, July 22, 2020, and April 30, 2021; and received their recommendation to be presented to Council for consideration.

BACKGROUND

After receiving project approval from the Alameda County Transportation Commission (ACTC), the City's Community Services Division and Public Works & Utilities Department held two public outreach meetings. The meetings included a presentation, two design activities, and a survey. Seniors were able to participate via passive mapping activities in

which they selected which intersections are the most difficult to cross. After analyzing results from community meetings and collision data, staff prioritized the intersections located in the study area and narrowed down scope to five signalized and one unsignalized intersections. The selected six intersections are:

1. Hazel Ave./City Center Dr. and Foothill Blvd.
2. A St. and Montgomery Ave.
3. B St. and Montgomery Ave. (Unsignalized)
4. Watkins Ave. and D St.
5. A St and Main St.
6. C St and Main St.

Two of the prioritized intersections, A Street/Main Street, and C Street/Main Street, are located within the project scope area for the future Main Street Complete Street Project (Main Street). These two intersections have been removed from the SR4S project and will be included as part of the Main Street project to increase efficiency of both projects. The Main Street project is currently on hold pending coordination with local business owners.

Below is a list of major milestones for the SR4S project:

- May 29, 2019¹: Staff presented the SR4S program to the CIC.
- July 2 & 27, 2019: City staff, local senior housing facilities and senior centers, engaged in two outreach meetings.
- June 26, 2020: A Request for Proposals (RFP) was issued to solicit Engineering Design Consultants. W-Trans, Inc., was chosen as the design consultant.
- July 22, 2020²: City staff presented the project updates to the CIC.
- March 8, 2021: Following the development of conceptual design improvements, the team conducted public outreach to receive community feedback regarding proposed improvements for each intersection. An online community meeting was held to expand outreach beyond the meeting.
- April 28, 2021³: Staff presented the Phase I engineering design and proposed improvements to the CIC. Phase I focused on the existing conditions, evaluation, community outreach, and culminated in the selection of preferred concept plans.
- November 15, 2021: Phase II, including the engineering design plans, specifications, and estimates is completed.

¹ <https://hayward.legistar.com/LegislationDetail.aspx?ID=3957521&GUID=DE0BC635-A9CB-49C9-9251-39C46E502CED&Options=&Search=>

² <https://hayward.legistar.com/LegislationDetail.aspx?ID=4595746&GUID=9F8EF13D-EC8D-4F25-8F1E-17BB86078DB5&Options=&Search=>

³ <https://hayward.legistar.com/LegislationDetail.aspx?ID=4923165&GUID=906AD478-B718-4988-9657-461997B2F1D9&Options=&Search=>

- December 16, 2021: Construction documents completed.

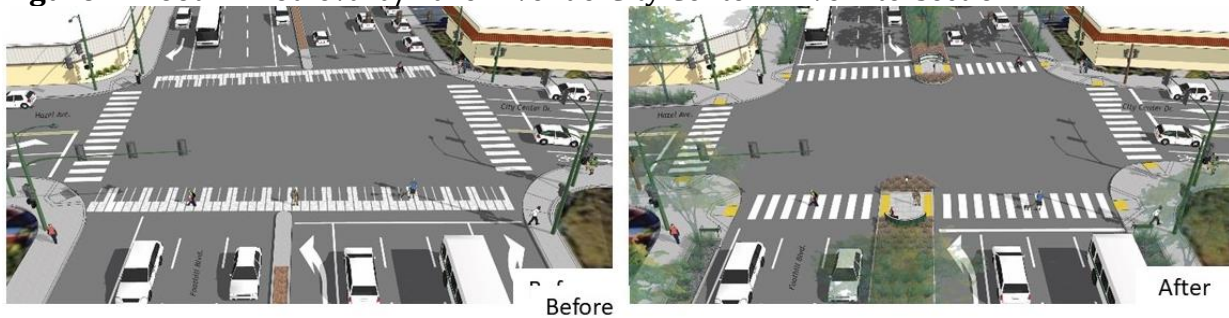
DISCUSSION

From the beginning through the end phases of design, the process for making improvements to the selected intersections included collaboration with community members through three outreach meetings. After each community meeting, staff provided updates to the CIC and received comments and direction. The construction documents are now complete and include the following features for each intersection:

Foothill Boulevard/Hazel Avenue-City Center Drive intersection (Figure A):

- Remove northbound and southbound right-turn lanes.
- Allow enough room for future bike lanes on Foothill Blvd.
- Extend curbs on all four corners facing Foothill Blvd.
- Extend curb towards Hazel Avenue on the northeast corner.
- Widen medians on Foothill Blvd. for pedestrian refuge including seating and ped push buttons.
- Install directional American with Disabilities Act (ADA) approved ramps with high visibility yellow or similar color on all four corners.
- Setback advance stop bar further in advance of crosswalks.
- Reposition existing crosswalks as needed to accommodate new directional ADA ramps.
- Signal poles to be moved to accommodate bi-directional ramps.
- Relocate pedestrian push buttons to new poles closer to ADA ramps.
- Install pedestrian push buttons in Foothill Blvd. median refuge islands.
- Install larger pedestrian signal heads.
- Include a lead pedestrian phase for all pedestrian calls (4 seconds included).
- Maintain protected left-turn phasing on all four signal approaches.
- Increase pedestrian crossing time to serve a slower pedestrian speed
- Install 'No Right Turn on Red' extinguishable message signs on all four approaches which would activate during ped calls.
- Restripe continental crosswalks with high visibility thermoplastic including consideration of themed design to call attention to crosswalks.

Figure A: Foothill Boulevard/Hazel Avenue-City Center Drive intersection



Montgomery Avenue/A Street Intersection (Figure B):

- Remove westbound right turn lane.
- Extend curbs on the North-East corner facing south, but still allow for future bike lanes, east of Montgomery Avenue.
- Install directional ADA ramps with high visibility yellow or similar color on all four corners.
- Install advance stop bar in advance of crosswalks.
- Redesign north leg crosswalk so that it is perpendicular to roadway.
- Reposition existing crosswalks as needed to accommodate new directional ADA ramps.
- Proposed protected left-turn phasing with four new signal pole mast arms plus four new Type 1 poles.
- Relocate ped push buttons poles closer to ADA ramps.
- Install larger pedestrian signal heads for North-South pedestrian movements.
- Include a lead pedestrian phase for all pedestrian calls (4 seconds included).
- Convert all phases to include protected left-turn phasing.
- Increase pedestrian crossing time to serve a slower pedestrian speed.
- Install 'No Right Turn on Red' extinguishable message signs on all four approaches which would activate during pedestrian calls.
- Restripe continental crosswalks with high visibility thermoplastic.
- Enhanced pedestrian warning signs.

Figure B: Montgomery Avenue/A Street Intersection



Montgomery Avenue/B Street Intersection (Figure C):

- Extend bike lanes on D Street from the west to the intersection with Montgomery Avenue.

- Allow enough room for future bike lanes on B Street to the east.
- Redesign south leg with raised crosswalk.
- Install directional ADA ramps with high visibility yellow or similar color on all four corners.
- Install advance stop bar in advance of crosswalks.
- Redesign east and west leg crosswalks so that they are perpendicular to roadway.
- Reposition existing crosswalks as needed to accommodate new directional ADA ramps.
- Restripe continental crosswalks with high visibility thermoplastic.
- Enhanced pedestrian warning signs.

Figure C: Montgomery Avenue/B Street Intersection

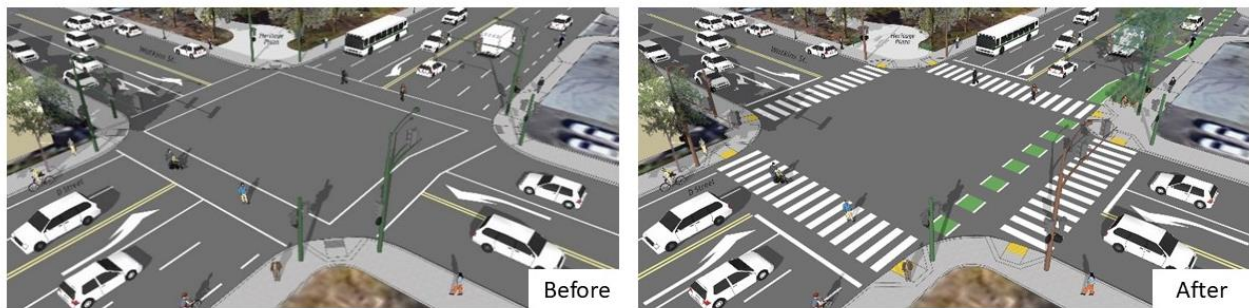


Watkins Avenue/D Street (Figure D):

- Eliminate southern eastbound through lane between Watkins Street to Francisco Street and extend curb to narrow D Street.
- Reconstruct driveway curb cuts and sidewalks on South-East corner to be more ADA compatible.
- Install directional ADA ramps with high visibility yellow or similar color on all four corners.
- Install advance stop bar in advance of crosswalks.
- Redesign south leg crosswalk so that it is perpendicular to roadway.
- Reposition existing crosswalks as needed to accommodate new directional ADA ramps.
- Proposed protected left-turn phasing (North-South) with two new signal pole mast arms. Five other poles to be relocated to accommodate bi-directional ramps.

- Relocate ped push buttons poles closer to ADA ramps.
- Install larger pedestrian signal heads for pedestrian movements.
- Increase intensity lighting to ensure full coverage of pedestrian crosswalks and corners.
- Include a lead pedestrian phase for all pedestrian calls (4 seconds included).
- Convert N-S phases to include protected left-turn phasing.
- Install 'No Right Turn on Red' extinguishable message signs on all four approaches which would activate during ped calls.
- Restripe continental crosswalks with high visibility thermoplastic.
- Enhanced pedestrian warning signs.

Figure D: Montgomery Avenue/B Street Intersection



ECONOMIC IMPACT

The SR4S program fosters economic activities by making walking in Downtown Hayward safer, pleasant, and accessible for all. It can result in a reduction of single lane occupancy vehicles, reduced congestion, and less costs related to automobile-related infrastructure maintenance and contributes to the overall efficiency of the transportation system.

FISCAL IMPACT

The project utilizes the City's Measure BB Paratransit special revenue fund derived from Measure BB sales tax revenues administered by ACTC. The FY 2019-2021 Annual Paratransit Program Plan allocated \$2.7 million of Measure BB infrastructure improvements funds toward the SR4S program. An additional \$1 million was allocated in FY 2022 to continue and expand the program. There are sufficient funds available in the Measure BB Paratransit Capital fund balance (Fund 219). The recommended appropriation will enable the City to utilize these funds in a timely manner. The project will not have a fiscal impact on the General Fund.

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

On July 2 and July 27, 2019, staff engaged in two outreach meetings to gather seniors' input on their mobility needs. The purpose of these meetings was to identify obstacles for walking, encourage walking as a transportation option, and develop design solutions to improve walkability and safety for the senior residents.

Following the development of conceptual design improvements, the team conducted public outreach to receive community feedback regarding proposed improvements for each intersection. An online community meeting was held on March 8, 2021. Notification of the meeting was provided to individuals from the project mailing list as well as through Nextdoor, Facebook, Instagram, Twitter, and the dedicated City webpage. Meeting notification flyers were sent to the senior facilities located in the study area. The meeting was attended by eleven residents as well as City staff and members of the consultant team. There were eleven comments presented by participants, which were a combination of expressions of support for the project, clarification questions, and intersection-specific recommendations. Staff also received seven comments through emails from the senior residents.

To expand outreach beyond the meeting, an online survey was prepared through SurveyMonkey. The survey was made available in both English and Spanish and was distributed to senior residential facilities and as well as the distribution networks used for the meeting notification. The survey solicited input from respondents on the project proposals based on images of existing conditions and the proposed improvements for each of the four project intersections.

Immediately after the construction contract is awarded, a preliminary notice explaining the project will be posted and distributed to all residents and businesses nearby the affected intersections. After the construction work has been scheduled, signs on barricades will be posted seventy-two hours prior to commencement of work indicating the date and time of work for each intersection.

NEXT STEPS

February 2022	Bid Opening
March 2022	Award of Contract
April 2022	Start of Construction
October 2022	End of Construction

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Recommended by: Alex Ameri, Director of Public Works

Approved by:



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