



Staff Report

File #: REPORT 22-0779, Version: 1

**Honorable Mayor and Members of the Hermosa Beach City Council
Regular Meeting of December 13, 2022**

**AWARD OF CONTRACT FOR DESIGN SERVICES FOR PEDESTRIAN SAFETY AND BUS STOP
IMPROVEMENT PROJECT TO KOA CORPORATION**
(Public Works Director Joe SanClemente)

Recommended Action:

Staff recommends City Council:

1. Award a contract for design services for the Pedestrian Safety and Bus Stop Improvement Project to KOA Corporation at a not-to-exceed amount of \$428,442, for a term of two years ending December 13, 2024 (**Attachment 4**);
2. Authorize the Public Works Director to establish a 15 percent project contingency of \$64,266;
3. Authorize the City Manager to approve contract amendments up to the amount of the approved project contingency; and
4. Authorize the Mayor to execute and the City Clerk to attest the proposed agreement subject to approval by the City Attorney.

Executive Summary:

Following a competitive review process, staff recommends City Council award the Pedestrian Safety and Bus Stop Improvement Project design services contract to KOA Corporation at a not-to-exceed amount of \$428,442, for a term of two years ending December 13, 2024. Staff also recommends a 15 percent project contingency of \$64,266 to cover any unforeseen additions to the project scope and authorize the City Manager to approve any contract amendments up to the approved project contingency amount.

Background:

Staff identified several uncontrolled pedestrian crossings throughout the City that would benefit from safety improvements and upgrades to meet current Americans with Disabilities Act (ADA) standards. A total of six intersections are located on the busy pedestrian corridor of Hermosa Avenue.

Hermosa Avenue also serves three local bus routes operated by Torrance Transit, Beach Cities Transit, and City of Los Angeles Department of Transportation (LADOT). After initial conversations with the transit providers, staff determined that many of the bus stops do not meet current accessibility requirements and would benefit from stop consolidation and accessibility improvements paired with the pedestrian safety improvements. If approved, the project would also enhance pedestrian safety at five intersections on Pier Avenue, Herondo Street, and Valley Drive.

A topic of discussion in recent years has been the intersection of Hermosa Avenue at 6th Street. Discussions included how to best address vehicle, pedestrian and bicycle safety concerns, and travel speeds. To select the most effective safety countermeasures, the Public Works Department worked closely with the Hermosa Beach Police Department and the Los Angeles County Fire Department. The team developed and deployed interim safety measures at the intersection in August 2022, which included: median closure with waterfilled barriers, physically prohibiting all left-turn and U-turn maneuvers; upgraded pedestrian warning signage; refreshed crosswalk markings on Hermosa Avenue; and the installation of the Rectangular Rapid Flashing Beacon (RRFB) system at the Hermosa Avenue Crosswalk on December 1, 2022.

These measures were deployed as a pilot treatment to test their effectiveness and impacts on the neighborhood before investing in the design and construction of more permanent measures as part of the project. To date, the improvements have been generally well received by the neighborhood and would be further evaluated by the recommended design specialist for consideration of making them permanent and/or implementing them at other study area intersections along the Hermosa Avenue corridor. The design effort would also include community engagement opportunities to better understand how the interim treatments have been working and whether any adjustments are needed as part of the design process.

The Pedestrian Safety and Bus Stop Improvement Project combines Capital Improvement Project (CIP) 102 Bus Stop Improvements and CIP 193 Pedestrian Crossing Safety Improvements and will include the evaluation, design, and subsequent construction of the following improvements:

- **Hermosa Avenue Pedestrian Safety and Accessibility Improvement at six intersections (2nd, 4th, 6th, 19th, 24th, and 25th Streets):** including consideration of curb extensions; median refuges; median closure and turn restrictions (4th Street and 6th Street); installation of Rectangular Rapid Flashing Beacons (RRFB); adjustments to parking to enhance sightlines; bus stop reconfiguration; and enhancements to pavement markings and regulatory and warning signage;
- **Hermosa Avenue Median and Parking Adjustments:**
 - Adjust metered parking along the Hermosa Avenue median (between 14th and 35th Street, to eliminate unnecessary red zones and create additional parking. The additional parking could potentially off-set any parking loss required to enhance sightlines at other project intersections and minimize impact to neighborhood and need for a Coastal Development Permit from the California Coastal Commission;
 - Evaluate and design potential median closures at 17th Street, 18th Street, and 20th Street to enhance safety and allow creation of new parking subject to review by the community and public safety officials;

- **Hermosa Avenue Bus Stop Consolidation and Accessibility Improvements:** in collaboration with bus service providers, explore stop consolidation and relocation on the corridor stops to be consistent with current standards and recommended best practices (i.e., quarter-mile spacing), to enhance service and safety, and improve accessibility;
- **Pier Avenue Pedestrian Safety Improvements:** replace existing flashing beacon systems with RRFBs and update signage and marking to the latest standards, at the intersections of Pier Avenue and Manhattan Avenue, Loma Drive, and Cypress Avenue;
- **Mid-Block Crossing at #245 Valley Drive Safety Improvements:** upgrade curb ramp to current ADA standards; evaluate and design potential sightline enhancements and installation of RRFB; and pavement marking and signage upgrades; and
- **Herondo Street at Monterey Boulevard Safety Improvements:** evaluate and design the curb ramps at the northwest and northeast corners of the intersection to bring them up to current ADA standards, including, but not limited to installation of curb extensions, and removal of the Herondo Avenue westbound right turn lane.

Analysis:

On September 29, 2022, the City issued Request for Proposal (RFP) 22-010 (**Attachment 1**) inviting experienced and highly qualified design firms to submit a proposal for the evaluation and design of the project through a competitive process. The RFP was advertised in the Easy Reader, on the City's website, and on the City's online bidding platform, PlanetBids. On October 27, 2022, a total of five proposals were received in response to the RFP. The proposing firms are listed below in alphabetical order:

- General Technologies and Solutions (GTS);
- Kimley-Horn;
- KOA Corporation;
- MA Architects; and
- Toole Design

The proposals were evaluated in detail by a staff review panel based on the following weighted criteria:

- Approach and Methods (30 percent)
 - A well thought-out and tailored approach to the technical work that responds to the project's particular issues and needs.
 - Incorporation of innovative and/or creative approaches for providing the service that will maximize efficient, cost-effective operations or increased performance capabilities.

- Evidence of the team's ability to work collaboratively with other members of a multi-disciplinary team in a complex and dynamic working environment.
 - Demonstration of the team's commitment to accurate and superior work products and services as detailed in the project management project management plan.
- Relevant Experience and Expertise (35 percent)
 - Recent experience preparing similar projects or providing similar services for jurisdictions.
 - Familiarity and experience with applicable industry standards and any relevant federal, state, or local requirements.
 - The depth and appropriateness of experience of individual members of the technical team as they relate to the specific technical tasks called for by the project.
 - The team's experience and ability to clearly communicate technical concepts and terminology with the community.
- Timeframe and Cost (25 percent)
 - Display of a proposed schedule and timeline that meets any specific conditions laid out in the RFP or accomplishes the project objectives in a reasonable timeframe.
 - Delivery of a clear and reasonable project budget that provides sufficient detail on the costs for required and optional services.
 - Evidence of the team's ability to successfully deliver project tasks and deliverables within the identified project budget and minimize cost overruns.
- Administration (10 percent)
 - Ability to comply with the timeline, terms, and billing procedures.
 - The extent and nature of any proposed amendments to the Sample Professional Services Agreement.

Based on a comprehensive review, staff recommends award of a contract for design services for the Project to KOA Corporation. KOA Corporation's proposal (**Attachment 2**) was ranked the highest according to the weighted selection criteria versus the other proposals received. The proposer rankings are as follows:

Ranking	Company
1	KOA Corporation
2	Kimley-Horn
3	General Technologies and Solutions (GTS)
4	Toole Design
5	MA Architects, Inc.

KOA Consulting's proposal (**Attachment 3**) exhibited the greatest understanding of the City's needs and offered a tailored approach that would allow the necessary flexibility for adjustments to the design scope and cost following evaluation and community engagement. KOA brings strong design and community engagement experience working on many similar projects in scope and magnitude in the City of Beverly Hills, City of Burbank, Culver City, City of Los Angeles, City of Santa Monica, and City of South Gate. Staff contacted references provided in KOA Consulting's proposal and received positive comments about the firm's work.

If approved, KOA Corporation and staff would immediately begin design of the project. Design is estimated to be completed as soon as July 2023. Bidding and construction would begin soon after completion of design and is currently estimated to be completed before the end of 2024.

ADA Self-Evaluation and Transition Plan Consistency

The Pedestrian Safety and Bus Stop Improvement Project is consistent with the goals of the Council Approved 2022 ADA Self-Evaluation and Transition Plan as it directly works to advance the design and construction of improvements that remove physical barriers and facilitate access for all individuals.

General Plan Consistency:

This report and associated recommendation have been evaluated for their consistency with the City's General Plan. Relevant Policies are listed below:

Land Use Element

Goal 6. A pedestrian-focused urban form that creates visual interest and a comfortable outdoor environment.

Policy:

- **6.4 Provision of sidewalks.** Encourage pedestrian friendly sidewalks on both sides of streets in neighborhoods.

Mobility Element

Goal 1. Complete streets that serve the diverse functions of mobility, commerce, recreation, and community engagement for all users whether they travel by walking, bicycling, transit, or driving.

Policy:

- **1.3 Monitor best practices.** Consider applying the latest state of best practices in design, operation, and maintenance of the transportation, network that is both attractive and functional.

Goal 2. A public realm that is safe, comfortable, and convenient for travel via foot, bicycle, public transit, and automobile and creates vibrant, people-oriented public spaces that encourage active living.

Policy:

- **2.1 Prioritize public right-of-way.** Prioritize improvements of public rights-of-way that provide heightened levels of safe, comfortable and attractive public spaces for all non-motorized travelers while balancing the needs of efficient vehicular circulation.

Goal 3. Public rights-of-way supporting a multimodal and people-oriented transportation system that provides diversity and flexibility on how users choose to be mobile.

Policies:

- **3.1 Enhance public right-of-way.** Where right-of-way clearance allows, enhance public right-of-way to improve connectivity for pedestrians, bicyclists, disabled persons, and public transit stops.
- **3.2 Complete pedestrian network.** Prioritize investment in designated priority sidewalks to ensure a complete network of sidewalks and pedestrian-friendly amenities that enhances pedestrian safety, access opportunities and connectivity to destinations.
- **3.10 Require ADA standards.** Require that all public rights-of-way be designed per Americans with Disabilities Act (ADA) standards by incorporating crosswalks, curb ramps, pedestrian signals, and other components to provide ease of access for disabled persons.

Fiscal Impact:

The design fee for the project is \$428,442. Staff recommends a 15 percent contingency of \$64,266 for possible scope adjustments during design, for a total design budget not-to-exceed \$492,708.

CIP 102 Bus Stop Improvements has \$1,142,516 budgeted in Fiscal Year 2022-23 for the project. CIP 193 Pedestrian Crossing Safety Improvements has \$500,000 budgeted in Fiscal Year 2022-23 for the project. A total of \$1,642,516 of funds are available. A portion of those funds would be used for design.

Agreement Request		
Request Amount	FY 2022-2023 Budget Dept. Account #	Total Contract Amount
\$492,708	146-8102-4201 146-8193-4201 8193-4201	\$492,708

Attachments:

1. RFP 22-010
2. KOA Corporation Proposal
3. KOA Corporation Cost Proposal

4. Proposed Agreement with KOA Corporation

Respectfully Submitted by: Jasmine Lopez, Assistant Engineer

Concur: Andrew Nguyen, Associate Engineer

Concur: Lucho Rodriguez, City Engineer

Concur: Joe SanClemente, Public Works Director

Noted for Fiscal Impact: Viki Copeland, Finance Director

Legal Review: Patrick Donegan, City Attorney

Approved: Suja Lowenthal, City Manager