



DATE: December 5, 2023

TO: Mayor and City Council

FROM: Director of Public Works

SUBJECT: Adopt a Resolution Approving Plans and Specifications and Call for Bids After Receiving Caltrans Authorization to Proceed with Construction for the Main Street Complete Street Project No. 05283

RECOMMENDATION

That the Council adopts a resolution (Attachment II) approving the plans and specifications for the construction of the Main Street Complete Street Project No. 05283 and calls for bids to be received after Caltrans' authorization to proceed with construction.

SUMMARY

The construction documents are nearly completed, and staff seeks Council approval of the plans and specifications. The construction documents will be fully completed once the bid alternate for adding fiber infrastructure is completed. This project also requires Caltrans' approval for the authorization to proceed with construction (E-76). Once these are obtained, the project will proceed with the call for bids.

BACKGROUND

Over the years, Council has taken several actions to develop a policy that ensures the City builds streets that are safe, convenient for travel regardless of age or ability, and accommodate motorists, pedestrians, bicyclists, and public transportation riders. On March 19, 2013, Council adopted Resolution No. 13-027, supporting a citywide Complete Streets Policy to support the design and development of a comprehensive, integrated transportation network to allow for safe, convenient travel along and across streets for all users.

Council has prioritized Main Street as one of the key streets that requires improvement due to its location in the core downtown area, which offers a wide range of housing choices (existing and planned future), including affordable housing options, retail stores, and services in close proximity to BART and other public transit services. Consistent with this policy and Council's priority of implementing complete streets elements, City staff developed a concept plan for converting Main Street between McKeever Street and D Street into a Complete Street.

Below is a list of major milestones for the project:

- At the July 24, 2017¹ Council Infrastructure Committee (CIC) meeting, staff presented three design concepts to the CIC and public for feedback and comments.
- On June 22, 2020, a virtual community meeting was held with residents, businesses and interested parties, including Bike East Bay, where staff presented Concepts 1 and 2 for public comment and discussion. The feedback received was in favor of Concept 1. Concept 1 separates the bicyclists from vehicular traffic with a 2-foot buffer while providing a 15-foot-wide sidewalk for potential outdoor seating. This option includes other streetscape features such as green infrastructure, street lighting and trees. The public suggested diagonal parking stalls to increase parking spaces.
- At the July 22, 2020² CIC meeting, Staff presented additional community feedback for the CIC's consideration. Publicly suggested design alternatives were reviewed, and staff provided feedback. The CIC was in favor of proceeding with Concept 1 but suggested installing a moveable median barrier instead of a fixed concrete median.
- At the October 28, 2020³ CIC meeting, Staff presented an updated total cost estimate to support design, construction, inspection, and construction management for the development of Concept 1 of the Main Street Complete Streets Project. Staff recommended limiting the scope of the project and the transfer of \$1 million from the Safe Routes for Seniors (SR4S) project to the Main Street Complete Street project. To further reduce cost, staff recommended reducing the scope of work on Main Street from A Street to McKeever Avenue since this segment does not share the same downtown characteristics of Main Street from A Street to D Street and already has one lane in each direction.
- At the March 16, 2021⁴ meeting, Council approved a resolution authorizing the City Manager to execute a professional services agreement with the CSW/Stuber-Stroeh Engineering Group, Inc., to assist with design, value-engineering, and preparation of construction bidding documents.
- At the April 28, 2021⁵ CIC meeting, Staff discussed the cost estimate and scope, along with cost reduction options that align the proposed improvements with the available budget. The CIC was in favor of moving forward with construction document preparation utilizing Concept 1 and the recommended cost reduction options. At this meeting, the Hayward Chamber of Commerce (Chamber) provided feedback via email to the CIC requesting that Main Street not be reduced from 4 lanes to 2 lanes per Concept 1. The Chamber president brought attention to the space required by delivery trucks for loading and unloading and that a reduction to a 2-lane design would make

¹ <https://hayward.legistar.com/LegislationDetail.aspx?ID=3108861&GUID=6B3D9BB7-9FFC-4AF3-BDFE-1D2B97CBFE9D&Options=&Search=>

² <https://hayward.legistar.com/LegislationDetail.aspx?ID=4595753&GUID=192C9CD2-8B40-49DF-ACC4-F0D57B55C2A2&Options=&Search=>

³ <https://hayward.legistar.com/LegislationDetail.aspx?ID=4677684&GUID=77FFA66B-1F40-40AE-BF56-5AB0841DC217&Options=&Search=>

⁴ <https://hayward.legistar.com/LegislationDetail.aspx?ID=4853099&GUID=22276AFC-2B44-49A8-8C54-BD184B543A0C&Options=&Search=>

⁵ <https://hayward.legistar.com/LegislationDetail.aspx?ID=4923162&GUID=8F61515F-5087-4F0D-9AB9-43678F760BB1&Options=&Search=>

the operation challenging. The Chamber and members of the DHIA asked whether bike lanes were necessary through Main Street. Bike lanes are required as part of the City's Complete Street Initiative to make streets safer and convenient for all modes of travel and a bike lane is proposed through Main Street as part of the City's Bike and Pedestrian Master Plan. The preparation of construction documents was then put on hold as staff worked on preparation of design Concept 4 to respond to the concerns.

- On January 26, 2022, staff met virtually with the Chamber and DHIA, and presented Concept 4 for review and feedback. The Chamber was concerned with fire truck access through Main Street. Staff reviewed this concept with the Fire Department and received feedback that fire truck access was not a concern. This concept was also provided to Alameda-Contra Costa Transit District (AC Transit) for review for which they took no issue.
- On May 5, 2022, staff met with local businesses on Main Street for an in-person meeting at the project site and presented Concept 4 for review and feedback. The general response from local businesses was positive and they liked the new 3-lane configuration and proposed improvements. Local businesses expressed the need for increased pedestrian crossing safety, better lighting, and increased parking. Concept 4 addressed pedestrian safety by incorporating rapid flashing beacons and high-visibility crosswalk patterns at the mid-block crossings between A Street and B Street, and B Street and C Street, new street lighting, additional parking, and designated curbside loading zones.
- At the June 16, 2022⁶, CIC meeting, staff provided an update to the CIC and the community with Concept 4 that incorporated feedback from local businesses and the community for the development of the construction documents.
- On September 13, 2023, staff held a community meeting to provide a project update and the estimated project schedule.

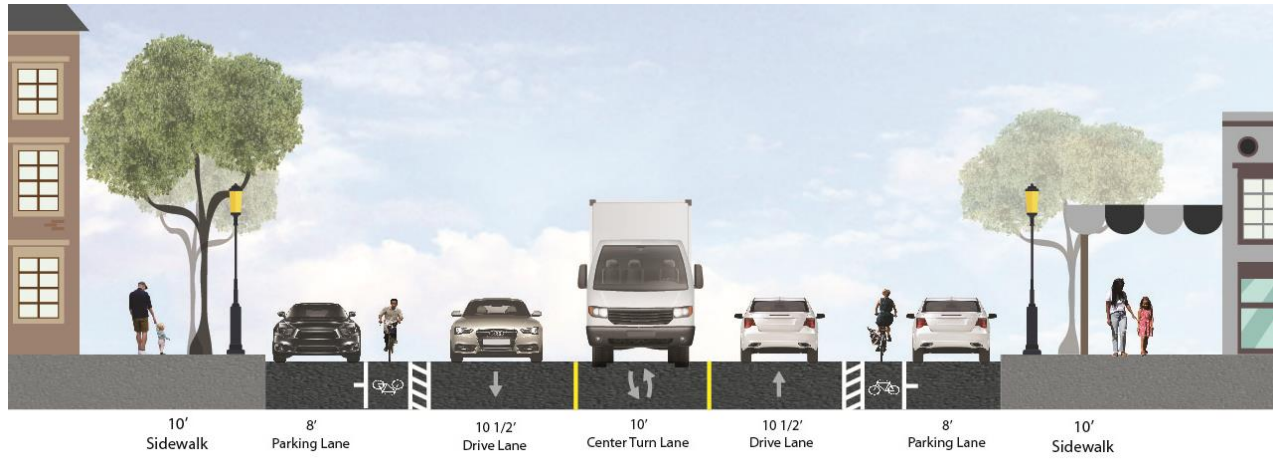
DISCUSSION

The Main Street Complete Streets project will improve pedestrian facilities and add bicycle lanes to create a safe, friendly environment for multimodal travel in the Downtown Hayward Priority Development Area.

The proposed project (Concept 4) will focus on Main Street from A Street to C Street, and reduce the roadway from the existing four lanes to 2 travel lanes and 1 center lane for left turns and temporary areas for delivery truck loading and unloading. The proposed improvements include removal and replacement of existing sidewalk with decorative sidewalk, new pedestrian crossing bulb-outs and crosswalk safety improvements, including installation of rapid flashing beacons at mid-block crosswalks, new trees, additional

⁶ <https://hayward.legistar.com/LegislationDetail.aspx?ID=5690742&GUID=D88A2404-F076-42AA-A88D-F1878E580B8A&Options=ID|Text|&Search=main+street+complete+street>

decorative streetlights, new pavement, addition of on-street parking, designated curbside loading zones and upgrades to trash receptacles.



Pedestrian crossing bulb-out improvements are proposed at the intersections to improve safety for all pedestrians including seniors by reducing crossing distances, upgrading existing curb ramps to current accessibility standards, providing additional time to cross the intersections, adding pedestrian refuge areas at select locations, improving push button placement, and increasing visibility of the crosswalks. This includes a bid alternate for art crosswalks at the intersection of Main Street and B Street.

Another bid alternate will include adding fiber infrastructure to address a comment brought by a business during the September 12, 2023 community meeting. Businesses along Main Street have requested faster broadband from utility companies. The utility companies have stated they cannot provide this because Main Street is lacking the infrastructure. The project proposes to provide a main trunkline through Main Street and feeders to boxes at the back of sidewalk near each building to accommodate fiber installation.

On November 15, 2016, Council passed a resolution authorizing a Community Workforce Agreement (CWA) with the Alameda County Building Trades Council (BTC), which applies to City projects with construction costs of \$1,000,000 or more. The agreement requires contractors to use local union hiring halls, encourages contractors to employ Hayward residents or Hayward Unified School District graduates, and requires hired workers to pay union dues and other benefit trust fund contributions, etc. Because the construction cost estimate for the Main Street Complete Street Project is more than \$1,000,000, the CWA agreement will apply to this project.

ECONOMIC IMPACT

The proposed Main Street Project improvements will help revitalize the core Downtown area, which offers a wide range of housing choices (existing and planned future), including affordable

housing options, retail store, and services in close proximity to BART and other public transit services.

FISCAL IMPACT

This project is partially funded by the One Bay Area Grant (OBAG) program from the Metropolitan Transportation Commission, which provides \$1.675 million for the project. As required by the grant, the City’s contribution is \$550,000. The \$550,000 City match was allocated (\$175,000 in FY18 and \$375,000 in FY19) in the Adopted FY18 Capital Improvement Program (CIP) for the design and construction phases. There is \$327,818 funding earmarked from the West Winton Avenue pavement project that is on hold due to the I-880 Interchange project. \$1 million has been transferred from the SR4S project. The total funding for the project is:

OBAG Grant	\$1,675,000
City of Hayward Contribution	\$550,000
Earmarked Repurposing	\$327,818
Safe Route for Seniors	\$1,000,000
Total Funds Available	\$3,552,818

The estimated project costs are as follows:

	Estimated Cost
Design	\$800,000
Construction	\$3,758,000
Construction Contingency (ACO)	\$376,000
Construction Admin, Inspection, Testing	\$500,000
Project Total	\$5,434,000

An updated cost estimate will be provided when the project receives construction bids and at the time of award staff will return to Council for recommendation to fund the shortfall. Depending on the bids received, award of the construction contract may include or exclude bid alternates.

STRATEGIC ROADMAP

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

Invest in Multi-Modal Transportation

Project N6: Continue to add approximate 10 miles of bike lanes annually, with focus on protected bike lanes and intersection that have high traffic/incidents

SUSTAINABILITY FEATURES

1. Water:

This project includes the installation of drought tolerant plants to reduce water usage.

2. Environment:

This project increases pedestrian and bicycle transportation options which, among other benefits, will lead to a reduction in greenhouse gas emissions related to single occupancy vehicle use.

The project will also include permeable pavers to treat storm water runoff from the sidewalk and filter pollution from the storm water before entering the San Francisco Bay.

3. Energy:

This project will install streetlights with energy efficient LED lighting and dimming features to provide electricity and maintenance cost savings.

PUBLIC CONTACT

Listed below are previous public meetings or public engagement and outreach efforts performed by the City:

- At the July 24, 2017 CIC meeting, staff presented three design concepts to the Committee and public for feedback and comments.
- At the June 22, 2020 community meeting, staff re-introduced the two design concepts presented at the July 24, 2017 CIC to the community and public for feedback and comments.
- At the July 22, 2020 CIC meeting, staff presented a revised Concept 1 design based on feedback from the CIC members and public from the January 22, 2020 CIC meeting.
- At the October 28, 2020 CIC meeting, City staff presented the updated project cost and construction estimate to the CIC and public for feedback and comments. In addition, staff presented an alternative design to reduce project scope and incorporate SR4S improvements into the Main Street Project and request for transfer of \$1M from the SR4S project to the Main Street Project. The CIC concurred with Staff's recommendations and transfer of funds.
- At the April 28, 2021 CIC meeting, staff presented the updated cost estimate and scope reduction of Concept 1.

- At the June 16, 2022⁷, CIC meeting, staff provided an update to the CIC and the community with Concept 4 that incorporated feedback from local businesses and the community for the development of the construction documents.
- On September 13, 2023, staff held a community meeting to provide a project update and the estimated project schedule.

SCHEDULE

The following is the tentative schedule contingent of Caltrans' E-76:

Complete Design	November 2023
Call for Bids	December 2023
Open Bids	January 2024
Award Construction Contract	February 2024
Begin Construction	March 2024
Complete Construction	Fall/Winter 2024

NEXT STEPS

After staff evaluates the bid results, staff will return to Council for the recommendation for award of construction contract.

Prepared by: Dave Hung, Senior Civil Engineer
 Kathy Garcia, Deputy Director of Public Works

Recommended by: Alex Ameri, Director of Public Works

Approved by:



Kelly McAdoo, City Manager

⁷ <https://hayward.legistar.com/LegislationDetail.aspx?ID=5690742&GUID=D88A2404-F076-42AA-A88D-F1878E580B8A&Options=ID|Text|&Search=main+street+complete+street>