



**DATE:** April 28, 2021  
**TO:** Council Infrastructure Committee  
**FROM:** Director of Public Works  
**SUBJECT:** Main Street Complete Streets Update

### **RECOMMENDATION**

That the Council Infrastructure Committee (CIC) reviews the cost estimate and potential scope and cost reduction options and alternatives for the Main Street Complete Streets Project as part of regular project update.

### **SUMMARY**

Staff will provide updates to the CIC and community on the Main Street Complete Streets Project (Project) on a regular basis as the project develops. This update will discuss the cost estimate and potential scope along with cost reduction options (Attachment III) for Concept 1 (Attachment II) that align the proposed improvements with the available budget. In addition, publicly recommended design alternatives suggested by the community will be re-visited (Attachment IV & V).

Staff will also provide an update on the status of the professional services agreement (PSA) with the selected design consultant and next steps.

### **BACKGROUND**

At the July 14, 2017<sup>1</sup> CIC meeting, staff presented three design concepts to the CIC and public for feedback and comments.

Due to a delay by the federal grant agency, the next CIC meeting where this project was discussed took place on January 22, 2020. Staff re-introduced the three design concepts to the CIC and public for feedback and comments. All three concepts proposed a road diet from four lanes to two lanes, dedicated bike lanes, wider sidewalks, accessibility ramp upgrades, and lighting and landscaping improvements. For Concept 1, the main difference is placement of the bike lane between the parking stall and sidewalk with a median barrier between the bike lane and parking stall. For Concept 2, the proposed bike lane is placed between the travel lane and parking stall without any physical barrier. For Concept 3, angled, 45-degree parking stalls are located in the middle of the street and the bike lane is placed between the

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

travel lane and sidewalk. The parallel parking stalls are removed, and the sidewalk widths are slightly narrower compared to Concept 1 & 2. The CIC was un-decided between Concepts 1 and 2 and asked staff to obtain additional public feedback from local businesses and the public. The CIC was not in favor of Concept 3 (parking in the middle of the street) since there was potential for un-safe pedestrian traffic and the design aesthetic was not preferred.

On June 22, 2020,<sup>2</sup> a virtual community meeting was held with residents, businesses, and interested parties, such as 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 (Attachment II). 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, 2020<sup>3</sup> CIC meeting, staff presented additional community feedback for the CIC's consideration. Publicly suggested design alternatives were reviewed, and staff provided feedback (Attachment IV & V). 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, 2020<sup>4</sup> 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 (Attachment III). The updated cost estimate projected a budget shortfall of approximately \$2.85 million. Staff recommended limiting the scope of the project to reduce costs and the transfer of \$1 million from the Safe Routes for Seniors project to the Main Street Complete Street project. This will reduce the budget shortfall to \$1.85 million.

Staff recommended limiting the scope of the project to further reduce the cost by reducing the scope of work on Main Street from A Street to McKeever Ave since this segment does not share the same downtown characteristics of Main Street from A Street to D Street. The total project cost to complete the reduced scope alternative (labeled '1' on Attachment III) is approximately \$3.5 million. The Main Street Complete Street total project funding including the \$1 million transfer from SR4S program is approximately \$3.25 million. Thereby, the estimated shortfall with the scope reduced alternative is approximately \$250,000.

At the March 16, 2021 Council meeting, the 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.

## **DISCUSSION**

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<sup>2</sup> <https://www.hayward-ca.gov/content/main-street-complete-street-c-street-mckeever-avenue>

<sup>3</sup> <https://hayward.legistar.com/LegislationDetail.aspx?ID=4310995&GUID=957AD8FE-3EE0-4510-80A3-3D76CC284F53&Options=&Search=>

<sup>4</sup> <https://hayward.legistar.com/LegislationDetail.aspx?ID=4677684&GUID=77FFA66B-1F40-40AE-BF56-5AB0841DC217&Options=&Search=>

The updated total project cost for Concept 1 (Attachment II), which includes a 10% contingency, design, construction, inspection, and construction management, is approximately \$5.1 million (labeled as 'Updated' on Attachment III). The combined federal grant funding and City contribution total approximately \$2.25 million (labeled as "Grant" on Attachment III). Thus, there is a budget shortfall of approximately \$2.85 million.

At the March 16, 2021<sup>5</sup> City Council meeting, Council approved the transfer and appropriation of \$1 million from the SR4S program to the Project, bringing the budget shortfall to approximately \$1.85 million. The SR4S program goals are to improve safety and accessibility of crosswalks for seniors by reducing crosswalk lengths and improving crosswalk signal features to allow seniors to cross safely. Two proposed locations from the SR4S program implementation are Main Street and A Street, and Main Street and C Street. Combining the proposed SR4S improvements with the Main Street Complete Street project eliminates conflicts and reduces inefficiencies from two projects overlapping the same area.

While the project will widen existing sidewalks for potential outdoor seating, add protected bike lanes for safer cycling, reduce travel lanes to create a natural traffic calming element, and improve lighting and landscaping, some reductions in scope will be necessary. Staff proposes to reduce the scope of improvements on Main Street from A Street to McKeever Avenue to minimal signing and striping improvements, as this segment does not share the same Downtown characteristics as Main Street from A Street to D Street. The reduction in the scope would include not widening the sidewalks, not installing the concrete bicycle barrier, green infrastructure improvements, lighting improvements in the section of Main Street between A Street and McKeever Ave., and other necessary reductions to align with the available budget. To note, a portion of Main Street from A Street to McKeever Avenue has a substantial frontage area along the vacant Maple and Main Street project property. Staff anticipates the developer will be responsible for completing frontage improvements.

The total project cost to complete the reduced scope alternative (labeled '1' on Attachment III) is approximately \$3.5 million. The total Project funding, including the \$1 million transfer from SR4S program is approximately \$3.25 million. Thereby, the estimated shortfall is approximately \$250,000. During the detailed design phase, staff will continue to update the current construction cost estimate and to align the scope of improvements with the available budget.

As the project is funded by a grant, the proposed changes to the project scope would need to be reviewed and approved by Caltrans.

The publicly recommended design alternatives include an alternative with diagonal parking on one side (Attachment IV) of the street and another alternative included diagonal parking on both sides of the street (Attachment V). As discussed in previous CIC and virtual meetings, diagonal parking creates an unsafe condition for bicyclist and vehicles and diagonal parking on both sides of the street would now allow adequate room for bicycle lanes.

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<sup>5</sup> <https://hayward.legistar.com/LegislationDetail.aspx?ID=4853099&GUID=22276AFC-2B44-49A8-8C54-BD184B543A0C&Options=&Search=>

**ECONOMIC IMPACT**

The proposed 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 stores, 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 has provided \$1.7 million for the project. As required by the grant, the City’s contribution is a 25% match (\$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. On March 16, 2021, Council approved a resolution transferring \$1 million of the Safe Routes for Seniors project funding to the Main Street Complete Street project.

Thus, the total funding for the project is:

|                              |                |
|------------------------------|----------------|
| OBAG Grant                   | \$1.7 million  |
| City of Hayward Contribution | \$550,000      |
| Safe Route for Seniors       | \$1.0 million  |
| <hr/>                        | <hr/>          |
| Total Funds Available        | \$3.25 million |

During the detailed design phase, staff will continue to update the current construction cost estimate and to align the scope of improvements with the available budget.

**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 5: Maintain and improve pavement

**SUSTAINABILITY FEATURES**

The 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 and will address green infrastructure and storm water treatment technology through street design.

Green Infrastructure (GI) refers to a sustainable system that slows runoff by dispersing it to vegetated areas, harvests and uses runoff, promotes infiltration and evapotranspiration, and use bioretention and other low impact development practices to clean stormwater runoff. This

project will explore the potential for incorporating green infrastructure improvements as part of the City's GI plan.

## **PUBLIC CONTACT**

Existing businesses, residents, and the community have been notified of this meeting through the project webpage, distribution of meeting flyers, digital billboards and social media outreach.

## **NEXT STEPS**

Staff will take direction and feedback from the CIC on the recommended scope reduction alternative and continue refining the scope reduction alternative and total project cost to align with our available budget during the detailed design phase.

*Prepared by:* Alex Tat, Associate Civil Engineer  
Kathy Garcia, Deputy Director of Public Works

*Recommended by:* Alex Ameri, Director of Public Works

Approved by:



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Kelly McAdoo, City Manager