



DATE: July 24, 2017

TO: Council Infrastructure Committee

FROM: Director of Public Works

SUBJECT Main Street Complete Streets Design Alternatives

RECOMMENDATION

That the Committee reviews and provides feedback on the proposed Main Street Complete Streets design alternatives.

BACKGROUND

Council adopted Resolution No. 13-027 on March 19, 2013, supporting a city-wide Complete Streets Policy. The resolution supports the design and development of a comprehensive, integrated transportation network that allows for safe and convenient travel along and across streets for all users.

Council has prioritized improvements along Main Street due to its strategic location in the Downtown core. Main Street offers a wide-range of existing and planned housing choices, including affordable housing, retail, 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. Additionally, staff applied for and received funding through a competitive grant application process to implement this project.

DISCUSSION

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

The proposed project will reduce roadway from four to two lanes, add bulb-outs (curb extensions) at intersections, add bike lanes, improve ADA access with new curb ramps, widen sidewalks, create on-street parking opportunities that provide door zone protection for bicyclists, resurface and restripe roadways, and create an attractive, sustainable landscaping buffer along sidewalks.

Staff requests Committee feedback on three complete street concept plans that are being considered for evaluation. The concepts are shown in Attachment II.

Concept Plan 1

This plan reduces the travel lanes from two lanes to one lane in each direction to accommodate bike and pedestrian facilities. Key features include:

- 12ft sidewalks on the east and west side
- 5ft protected bike lanes with 2ft buffer
- 7ft parallel parking
- 11ft travel lanes; and
- Bulbouts at intersections to reduce pedestrian crossing distances

This concept plan improves safety for bicyclists by placing bike lanes between the parking lane and the sidewalk instead of its conventional location adjacent to a travel lane. In this concept, the parking lane acts as a buffer to the bike lane. The bike lane runs curbside between the sidewalk and parked cars with a buffer in between and adequate width for door zone protection.

Concept Plan 2

This plan also reduces the travel lanes from two lanes to one lane in each direction to accommodate bike and pedestrian facilities. It includes conventional bike lanes next to parking and wider sidewalks. The bike lane buffer is eliminated and the additional width is added to the sidewalks. Key features include:

- 14ft sidewalks on the east and west side
- 7ft parallel parking
- 5ft bike lanes
- 11ft travel lanes; and
- Bulbouts at intersections to reduce pedestrian crossing distances

Concept Plan 3

This plan also reduces the travel lanes from two lanes to one lane in each direction to accommodate bike and pedestrian facilities. The distinct feature of this plan is the inclusion of diagonal parking in the middle of the street rather than curb side. This plan provides more parking spaces compared to plan one. Key features include:

- 12ft to 15ft sidewalks on the east and west side
- 5ft bike lanes
- 12ft travel lanes
- Diagonal parking; and
- Pedestrian refuge area at the crosswalk to reduce pedestrian crossing distances

FISCAL AND ECONOMIC IMPACT

Due to the competitive nature of this grant, the City offered a 25% match (\$550,000) to the overall cost of the project which is expected to be \$2,200,000.

For the Main Street Complete Streets project, \$550,000 has been allocated (\$175,000 in FY18 and \$375,000 in FY19) in the Adopted 2018 Capital Improvement Program (CIP) for the design and construction phases.

SUSTAINABILITY FEATURES

The Main Street Complete Streets project increases pedestrian and bicycle transportation options which, in turn, 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.

PUBLIC CONTACT

Staff will hold an open house to provide an opportunity for the community to give their input on the complete streets design of Main Street. Additionally, property owners and residents along the impacted streets will be notified prior to the beginning of construction activities consistent with past practice.

NEXT STEPS

A Request for Proposals (RFP) will be issued by September 2017 to select a consultant to complete final design and environmental documents as required. Final design will be presented to Council in spring of 2018 after which a construction bid will be released. Construction is expected to start by late summer/early fall of 2018.

Prepared by: Abhishek Parikh, Senior Transportation Engineer

Recommended by: Morad Fakhrai, Public Works Director

Approved by:



Kelly McAadoo, City Manager