



DATE: March 6, 2019

TO: Council Infrastructure Committee

FROM: Interim Director of Public Works

SUBJECT: Mission Boulevard Corridor Improvements Phase 3 Project Update

RECOMMENDATION

That the Committee reviews this report and comments on the design for the Mission Boulevard Corridor Improvements Phase 3 Project.

SUMMARY

During the January 23, 2019 Council Infrastructure Committee (CIC) meeting, staff provided an update on the Mission Boulevard Corridor Improvements Phase 3 Project. While the Committee was in support of the design, a Bike East Bay representative recommended using a cycle track and urged staff to consider it. Staff worked closely with the City's consultant to explore the feasibility of a cycle track alternative design at this location. Staff also held a community meeting to discuss the design and receive input from the community. The purpose of this report is to update the Committee regarding the project design and receive comments.

BACKGROUND

On November 27, 2007, Council approved Phase 1 of the Route 238 Corridor Improvement Project, which covered roadway and street improvements on Mission Boulevard (from A Street to Industrial Parkway) and Foothill Boulevard (from Mission Boulevard to Apple Avenue) and certified the Final Environmental Impact Report (FEIR) for the project. Subsequently, Caltrans relinquished portions of State Routes 92, 185, and 238 to the City within the Phase 1 project limits. During relinquishment discussions, the City and Caltrans agreed that Caltrans would relinquish, and the City would accept, a majority of the remaining state highways within the City boundaries after the Phase 1 project was completed and after sufficient Local Area Transportation Improvement Program (LATIP) funding became available to improve these additional highway segments. Construction of the Phase 1 project was completed in January 2014.

LATIP funds totaling \$30 million were approved by the California Transportation Commission (CTC) for use on this project. The CTC allocated \$8.1 million of this amount for the Route 238 Phase 1 expenses and subsequently \$2 million for the design of Phases 2 and 3. Phases 2 and 3 are a continuation of the Phase 1 project. Phases 2 and 3 will improve Mission Boulevard from Industrial Parkway to the south City limit near Blanche Street, and from A Street to the north

City limit at Rose Street, respectively. On October 28, 2014, Council approved an agreement with BKF Engineers for professional services to begin design work for Phase 2 and initiate preliminary design for Phase 3. The design of Phases 2 and 3 incorporates the Council's Complete Streets policy with infrastructure to make safe and convenient travel along and across Mission Boulevard for all users, including pedestrians, bicyclists, transit users, motorists, and trucks.

At the CTC meeting on October 19, 2017, the remaining \$19.9 million was allocated for the construction of Phase 2 and for Adaptive Signal Timing on Jackson Street. At that meeting, CTC relinquished the remaining portions of State Routes 238 (Mission Boulevard from Industrial Parkway to south City limit), 92 (Jackson Street from Atherton Street to Santa Clara Street), and 185 (Mission Boulevard from A Street to north City limit).

As part of their original contract, BKF Engineers completed the 35% design for Phase 3. A Request for Proposals was released for final design of Phase 3. Based on their qualifications, experience, project understanding and approach, staff recommended Mark Thomas & Company to complete final design. On April 11, 2017, Council approved an agreement with Mark Thomas & Company for professional services to complete the design for Phase 3. This report focuses on the Phase 3 Improvement project.

Phase 3 improvements will include the following:

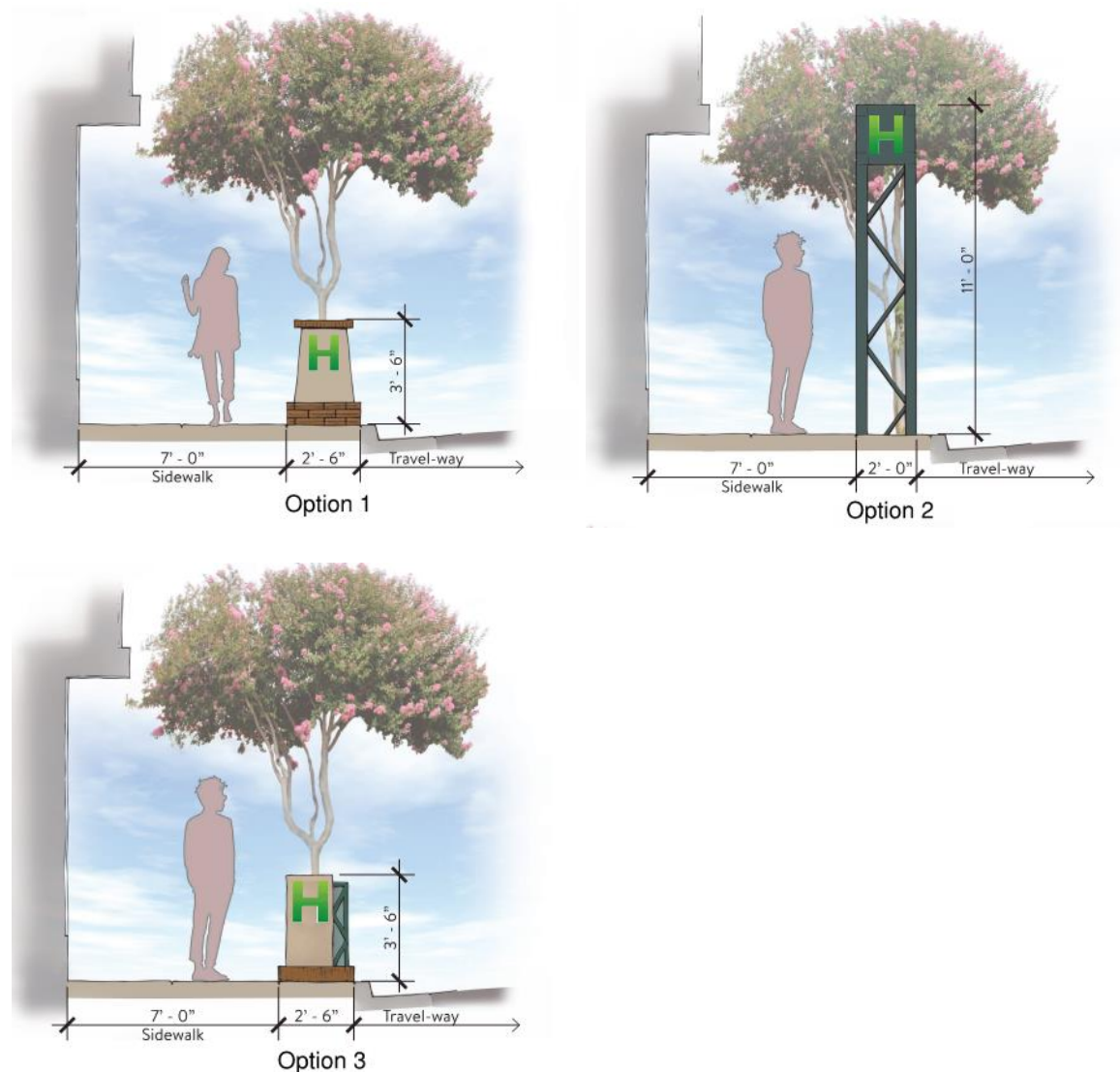
- Reconstruction of existing sidewalks, curbs and gutters, valley gutters, and driveways that are in poor condition or deficient
- New street trees in between the curb and sidewalk
- Adjust existing driveways to conform to the new sidewalks, curbs, and gutters
- Adjust pavement to modify and add new storm drain inlets to improve drainage
- Rehabilitate existing pavement using Cold In-place Recycling (CIR) and a new pavement overlay (CIR method reuses the existing pavement as base material thereby conserving new raw material resources and reducing greenhouse gases with reduced hauling)
- Upgrade intersections to comply with the latest Americans with Disabilities Act (ADA) accessibility standards
- Upgrade the existing traffic signal at Sunset Boulevard with Adaptive Traffic Management System technology to improve signal timing by adapting to traffic conditions in real time
- New signage and relocation of bus stops
- New fiber optic lines within the project limits
- New LED and dimmable street lighting
- Undergrounding of existing overhead utility lines
- Improve crosswalks at uncontrolled crossings with bulb outs and flashing beacons
- New gateway entry features at Rose Street
- New bike lanes

DISCUSSION

During the January 23, 2019 update to the Committee, two design issues were brought up requiring input from the community and staff.

Project Signage

The monument would replace the existing “Welcome to Hayward” sign at the westside of Mission Boulevard at Rose Street. Three entry monument options were presented to the community during the community meeting on February 20, 2019. Below were the options presented:



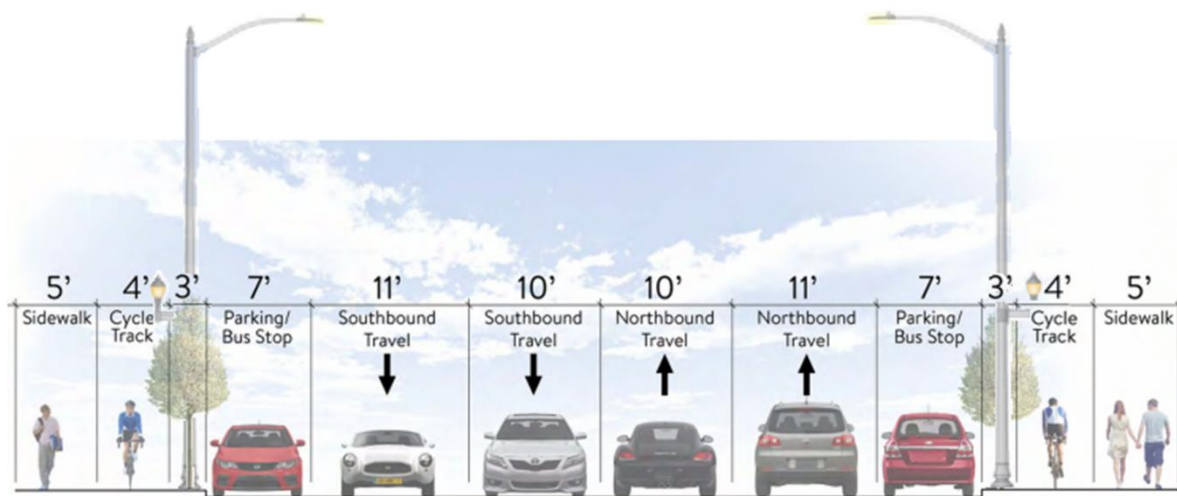
Option 1 received one vote. Option 2 received seven votes and Option 3 received no votes. Additional comments were received for Option 2:

- Replace the Green H with 'Hayward'
- Height is good; Structural steel, plain design is so so.
- Make it seven feet instead.

Cycle Track

During the previous Council Sustainability Committee meeting on January 14, 2019, Bike East Bay provided comments related to the current design of the bike lane and asked staff to consider a different design to better accommodate bicyclists. The current design placed the 5-foot bike lane between the travel lane and parking lane. Furthermore, due to the limited right-of-way in this section of Mission Blvd and to fit all remaining widths to accommodate all other users, a protected buffer zone for bicyclist was not included in the design. A bike lane without a protected buffer zone can put bicyclists in harm's way in a major arterial like this section of Mission Boulevard. Bike East Bay asked that staff consider a cycle track design where the bike lane is placed between the parking lane and the sidewalk. A cycle track has not been used in the City but has been experimented with in other cities and used in Cambridge, Massachusetts.

The cycle track would consist of a 5-foot wide sidewalk, a 4-foot wide cycle track, 3-foot wide section for trees and streetlights and a buffer for bicyclists, 7-foot wide parking lane, and 11-foot and 10-foot wide lanes for motorists as shown below:



The cycle track would be constructed with a different material or color from the sidewalk to distinguish it from the adjacent uses. At the intersections and driveways, the cycle track would be ramped to provide a smooth transition. At bus stops, there would be areas of wow-out, so the bus stops do not conflict with the cycle track. While the cycle track may work with the existing right-of-way width, there are several factors to consider:

- potential conflicts with bike, pedestrian, and driveway egress/ingress
- narrow 5' wide sidewalk and, in some cases, less than 5' wide sidewalk due to improvements encroaching into right-of-way
- transition to different bike facility at limits of project
- additional project cost for design and construction

Parking would be permitted on both sides of the street. It is estimated that the cycle track design will result in approximately seventy-seven parking spaces, a reduction of twenty-five from the current 102. This would be a gain of five parking spaces from the previous 7'

wide sidewalk design. Part of the overall reduction in parking spaces is due to the addition of the dedicated left turn lanes on Mission Boulevard at Sunset Boulevard.

The cycle track was presented during the community meeting on February 20, 2019. Overall, the concept was well received by the attendees. The majority of the attendees preferred the cycle track concept over the previous designs. There were a few concerns, most unrelated to the use of a cycle track, which staff will review:

- Reduction of on-street parking spaces
- Need for parking restrictions/permit parking
- Hazards with driveway egress/ingress and bicyclists
- Need for bike parking
- Narrow parking lane and travel lane widths
- Sharrow in through/right turn lane at A Street
- Bulbouts taking parking spaces and difficulty in getting out of parking spaces

STRATEGIC INITIATIVES

This agenda item supports the Complete Streets Strategic Initiative. The purpose of the Complete Streets initiative is to build streets that are safe, comfortable, and convenient for everyone regardless of age or ability, including motorists, pedestrians, bicyclists, and public transportation riders. This item supports the following goals and objectives:

Goal 1: Prioritize safety for all modes of travel.

Objective 3: Ensure that roadway construction include complete streets elements.

Goal 2: Provide Complete Streets that balance the diverse needs of users of the public right-of-way.

Objective 1: Increase walking, biking, transit usage, carpooling and other sustainable modes of transportation by designing and retrofitting streets to accommodate all modes.

The project will include features to accommodate pedestrians, bicyclists, transit riders and motorists. Pedestrians will benefit from new sidewalks and new curb ramps. Bicyclists will have bike facilities in Phase 3. For transit users, the existing bus stops will be relocated after the intersections along with lighting for future bus shelters as identified by AC Transit for improvements. For motorists, new pavement, intersection improvement, and traffic signal upgrades with the Adaptive Traffic Management System will improve congestion.

FISCAL IMPACT

Phases 2 and 3 of the Mission Blvd improvements will be funded by LATIP funds, matching funds from Measure BB, and Rule 20A allocations for Underground District Nos. 29 and 30. The estimated funding breakdown is as follows:

Funding Source	Amount
LATIP	\$21,900,000
Measure BB	\$19,500,000
Rule 20A	\$1,580,000 ¹
Total	\$42,980,000

The estimated project costs are as follows:

Phase 2	Estimated Cost
Design	\$2,557,384
Utility Undergrounding	\$2,000,000
Construction (including ACO & PLA/CWA)	\$24,942,616
Construction Admin, Inspection, Testing	\$3,000,000
Phase 2 Project Total	\$32,500,000

Phase 3	Estimated Cost
Design	\$1,100,000
Utility Undergrounding	\$5,000,000
Construction	\$8,400,000
Construction Admin, Inspection, Testing	\$1,000,000
PLA/CWA	\$500,000
Phase 3 Project Total	\$16,000,000

Phases 2 and 3 Project Total	\$48,500,000
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The cycle track design is estimated to add \$500,000 to the project cost. An updated cost estimate will be provided for Phase 3 with the completion of the construction documents and ultimately when the Phase 3 project receives construction bids.

SUSTAINABILITY FEATURES

1. Water:

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

2. Environment:

¹ * The City's current Rule 20A allocation is \$2,900,000. An estimated 50% of this allocation is available for City costs to construct the joint utility trench with conduit and utility boxes. An estimated 50% will be used by PG&E for the wire, transformers and other equipment costs for materials and installation. Another estimated \$130,000 will be contributed by Comcast for their share of the joint trench cost.

This project has implemented Bay-Friendly Landscaping techniques to use native and climate appropriate plants for the median islands and sidewalk planters. The project will be reviewed for Bay-Friendly certification after the project design is complete. Permeable pavers will also be used to treat storm water runoff from the sidewalk and filter pollution from the storm water before entering the San Francisco Bay. This project will use CIR to rehabilitate the pavement.

3. Energy:

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

PUBLIC CONTACT

Previous community meetings were held on October 12, 2016 and July 12, 2018. Flyers were sent to the Downtown and Prospect Hill neighborhoods inviting the community to attend these project update meetings. On February 20, 2019, a community meeting was held at City Hall to provide an update to the project with emphasis on the monument alternatives and the cycle track. Twelve community members attended this meeting.

SCHEDULE

Previously, the project schedule was as follows:

Complete Design	January 2019
Begin Construction	July 2019
Complete Construction	May 2020

This project is delayed since the completion of the design is contingent upon PG&E completing the final undergrounding design. PG&E has not been able to provide any timeline for when they will be completed with their design.

NEXT STEPS

Following this work session, staff will incorporate the Committee's comments and return to Council for the approval of plans and specifications and call for construction bids.

Prepared by: Kathy Garcia, Deputy Director of Public Works

Recommended by: Alex Ameri, Interim Director of Public Works

Approved by:



Kelly McAdoo, City Manager