



**DATE:** October 28, 2020  
**TO:** Council Infrastructure Committee  
**FROM:** Director of Public Works  
**SUBJECT:** Main Street Complete Streets Update

### **RECOMMENDATION**

That the Council Infrastructure Committee (CIC) reviews the updated cost estimate, potential scope and cost reduction options, and provides direction to move forward with final design for the Main Street Complete Street project.

### **SUMMARY**

Staff has updated the cost to support design, construction, inspection, and construction management for the development of Concept 1 of the Main Street complete streets project. The current cost is approximately \$5.1 million (\$4.4 million construction cost) and includes a 5% contingency. The grant that funds the project provides approximately \$1.7 million. Thus, there is a budget shortfall of approximately \$3.4 million.

The Safe Routes for Seniors (SR4S) project is currently contemplating improving the intersections of A Street and Main Street, and C Street and Main Street, among other intersections in the Downtown. Staff is proposing to construct these two intersections as part of the Main Street Project, with funding, currently estimated at \$1M, paid for by the SR4S project. This will reduce the budget shortfall to \$2.2M. Staff recommends limiting the scope of the project as outlined in the report to further reduce the cost.

### **BACKGROUND**

On June 22, 2020,<sup>1</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.

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<sup>1</sup> <https://www.hayward-ca.gov/content/main-street-complete-street-c-street-mckeever-avenue>

At the July 22, 2020<sup>2</sup> CIC meeting, staff presented additional community feedback for the Committee's consideration. The Committee was in favor of proceeding with Concept 1 but suggested installing a moveable median barrier instead of a fixed concrete median.

After the July 22 CIC meeting, staff continued the design consultant's contract review process with the grant funding agency. In addition, with approved Concept 1 (Attachment II), staff updated the grant application's construction cost estimate as prepared in 2016 (Attachment IV). The updated construction cost estimate (Attachment IV) is significantly higher than the original estimate used for the grant application (Attachment III).

In 2016, the grant application's construction cost estimate (Attachment III) was developed before the concept plan was developed but included general concepts to improve bicycle and pedestrian access for Main Street. This estimate was about \$1.6 million or \$1.8 million with a 10% contingency. The estimate included re-using the existing 10-foot wide sidewalks. In addition, pavement rehabilitation and green infrastructure improvements were not included in the estimate. Furthermore, comparing construction prices from 2016 to today, they have substantially increased.

## **DISCUSSION**

To support funding the project, staff sought additional funding as well as strategically reducing the scope of the project while still meeting the intent of creating a vibrant complete street.

Staff asked the Metropolitan Transportation Commission who issued the original funding if additional funds are available; however, they responded that they have no additional funding. Staff submitted a pre-application to the California Natural Resources Agency for an Urban Greening grant, but the application was not successful.

To further reduce the overall construction cost, staff proposes to reduce the scope of improvements on Main Street from A Street to McKeever Avenue as well as between C and D Streets as these segments do not share the same Downtown characteristics as Main Street from A Street to C Street. The reduction in the scope could include not widening the sidewalks, not installing the concrete bicycle barrier, and no green infrastructure. To note, a portion of Main Street has a substantial frontage area across the vacant Maple and Main Street project property. Staff anticipates the developer will be responsible for completing frontage improvements.

The updated cost to complete these improvements, including design and construction support, is about \$3.25 million (Attachment IV), which includes a 10% contingency. As the project is funded by a grant, this proposed change to the project scope would need to be reviewed by Caltrans.

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<sup>2</sup> <https://hayward.legistar.com/LegislationDetail.aspx?ID=4310995&GUID=957AD8FE-3EE0-4510-80A3-3D76CC284F53&Options=&Search=>

In order to experiment with the proposed lane reductions and bicycle lanes, staff proposes a pilot program that would re-stripe Main Street to mimic the proposed reduction of travel lanes, addition of a separated bike lane with buffer, and swapping of parking stalls and bike lane locations ahead of actual construction. This would allow the City to monitor the public feedback and overall function and character before proceeding with permanent construction of the improvements.

### **ECONOMIC IMPACT**

The proposed Main Street Complete 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 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 provides \$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.

As discussed, staff recommends transferring \$1M of the Safe Routes for Seniors project to this project budget. 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
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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 improvement pavement

## **SUSTAINABILITY FEATURES**

The Main Street Complete Streets 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 uses 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 and residents have been notified of this meeting through the project webpage and social media outreach.

## **NEXT STEPS**

Staff will take direction from the Committee on the recommended option to move forward with construction documents. If additional analysis is required, staff will work on updating the construction cost estimate and any alternatives.

*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