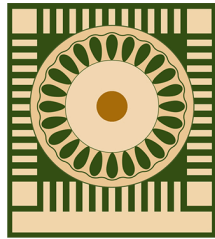


# **CITY OF HAYWARD**

Hayward City Hall  
777 B Street  
Hayward, CA 94541  
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CITY OF  
**HAYWARD**  
HEART OF THE BAY

## **Agenda**

**Wednesday, April 28, 2021**

**5:30 PM**

**Remote Participation**

**Council Infrastructure Committee**

This meeting is being conducted utilizing teleconferencing and electronic means consistent with State of California Order No. 29-20 dated March 17, 2020, and Alameda County Health Officer Order No. 20-10 dated April 29, 2020, regarding the COVID-19 Pandemic.

To submit written comments: Send an email to [kathy.garcia@hayward-ca.gov](mailto:kathy.garcia@hayward-ca.gov) by 1 p.m. the day of the meeting.

Please identify the Agenda Item Number in the subject line of your email. Emails will be compiled into one file, distributed to the Council Sustainability Committee and City staff, and published on the City's Meeting and Agenda Center under Documents Received After Published Agenda.

Please click the link below to join the webinar:

<https://hayward.zoom.us/j/93156812831?pwd=d0tjZFUxd2JWSXMydTdpUE9rOFMwZz09>

To call into the meeting: 888 788 0099

Webinar ID:931 5681 2831 Passcode: 57016829

**CALL TO ORDER**

**ROLL CALL**

**PUBLIC COMMENTS:**

**APPROVAL OF MINUTES**

1. [MIN 21-055](#) Approval of Minutes of the Council Infrastructure Committee (CIC) Meeting held on January 27, 2021

**Attachments:** [Attachment I January 27, 2021 CIC Meeting Minutes](#)

**REPORTS/ACTION ITEMS**

- 2.     [ACT 21-031](#)     Main Street Complete Streets Update  
**Attachments:**   [Attachment I Staff Report](#)  
                          [Attachment II Concept 1](#)  
                          [Attachment III Updated Cost Estimate and Alternative](#)  
                          [Attachment IV Diagonal Parking Concept One Side](#)  
                          [Attachment V Diagonal Parking Concept Both Sides](#)
  
- 3.     [ACT 21-038](#)     Safe Routes for Seniors Program  
**Attachments:**   [Attachment I Staff Report](#)
  
- 4.     [ACT 21-040](#)     Review of Recommended Capital Improvement Program for FY  
                          2022 - FY 2031  
**Attachments:**   [Attachment I Staff Report](#)
  
- 5.     [RPT 21-061](#)     Mission Boulevard Linear Park Landscape - Project Update  
**Attachments:**   [Attachment I Staff Report](#)

**ORAL REPORTS**

**FUTURE AGENDA ITEMS**

- 6.     [ACT 21-041](#)     Proposed 2021 Agenda Planning Calendar: Review and  
                          Comment  
**Attachments:**   [Attachment I 2021 Planning Calendar](#)

**COMMITTEE MEMBER/STAFF ANNOUNCEMENTS AND REFERRALS**

**ADJOURNMENT**



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**File #:** MIN 21-055

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**DATE:** April 28, 2021

**TO:** Council Infrastructure Committee

**FROM:** Director of Public Works

**SUBJECT**

Approval of Minutes of the Council Infrastructure Committee (CIC) Meeting held on January 27, 2021

**RECOMMENDATION**

That the Council Infrastructure Committee reviews and approves the January 27, 2021 CIC meeting minutes.

**ATTACHMENTS**

Attachment I January 27, 2021 Council Infrastructure Committee Meeting Minutes



COUNCIL INFRASTRUCTURE COMMITTEE MEETING  
Remote Participation- Digital Zoom Meeting

January 27, 2021  
4:00 p.m.

MEETING MINUTES

**CALL TO ORDER:** Meeting called to order at 4:02 PM by Chair Elisa Márquez

**PLEDGE OF ALLEGIANCE:** Led by Chair Elisa Márquez

**ROLL CALL:**

Members Present:

- Elisa Márquez, Chair
- Angela Andrews, City Council Member
- Mark Salinas, City Council Member

Staff Present:

- Alex Ameri, Director of Public Works
- Ayeh Khajouie, Transportation Planner
- Charmine Solla, Senior Transportation Engineer
- Irene Perez, Senior Secretary (Meeting Recorder)
- Jorge Simbaqueba, Senior Transportation Engineer
- Kathy Garcia, Deputy Director of Public Works
- Michael Wolny, Senior Secretary

**PUBLIC COMMENTS:**

There were no public comments.

**COMMITTEE COMMENTS:**

There were no Committee comments.

**1. Approval of Minutes of the Council Infrastructure Committee (CIC) Meeting held on October 28, 2020**

The item was moved by Council Member Salinas, seconded by Council Member Marquez, and approved unanimously.

**2. East Bay Greenway Project: Design Elements and Aesthetics:**

Director Alex Ameri introduced the report and provided background. Ayeh Khajouie, Transportation Planner, presented the report and Jhay De Los Reyes, from Alameda CTC, provided information on conceptual design options and elements.

## **Public Comments/Discussion**

Council Member Salinas asked Staff if the goal is to keep the branding uniform throughout the stretch of the 12-mile corridor. Jhay from Alameda CTC responded that there are a few elements that will be used throughout the entire corridor such as green coloring and lighting style and that there is potential for some individual characteristics such as the fencing with split small panels. Council Member Salinas asked if other cities along the corridor such as San Leandro and Oakland were leaning towards the same examples proposed by Alameda CTC. Jhay responded that other jurisdictions have been consistent with choosing staff recommendations. Council Member Salinas stated that he likes the new modern light design presented in A2 but would have liked to see lights that are similar to lights throughout the City. He added that he understood that Staff was trying to remain consistent throughout the corridor and is fine with that. He also added that he approved the use of a fence design that is based on the existing segment 7A fence but would like staff to use the Hayward green color to match the branding style for Hayward. In terms of the sign for the project, he would like to see wayfinder signs that include locations within the 7 cities that can direct pedestrians to geographic locations or downtown areas and the distance in miles. Lastly, he asked Staff what the timeline would be for this project. Jhay responded that the design phase could begin in December, but they would still need to find money for the construction phase due to the expense of the project.

Chair Marquez asked Staff about the timeline of purchasing the Union Pacific right of way and which if other jurisdictions have the same preference in purchasing. Jhay De Los Reyes responded that Union Pacific is currently doing an evaluation of the operations in Alameda County which will determine if they can sell the open subdivision and that Staff hopes to hear from them later this year. He added that the other component related to that timeline is the total cost of the right of way to this entire project. Once the land is appraised and it is determined that Union Pacific wants to sell, Staff will have to find the funds necessary to purchase. Regarding which jurisdictions are involved, he added that the only Stakeholder missing is BART. Chair Marquez asked if the Rail-to-Trail was all the jurisdiction's preference. Jhay responded that is the preferred alternative for all jurisdictions. Chair Marquez expressed preference to the modern style pole in the white color for the lighting design shown in A-2. She also expressed preference to the wayfinder signs shown in B that uses a single wayfinding sign with the Hayward logo. She added that she likes the fence in 7A and would like to be able to incorporate art from local artists to bring uniqueness to project.

Council Member Andrews commented on the lighting concept and agreed with Chair Marquez on the white light pole design. She also agreed with using local artists and incorporating their art to the fence. She added that she also likes the idea of using the Hayward green color and a single wayfinding sign that includes the logo. She asked Staff if the logo was going to be a Hayward logo and when would staff be presenting those designs. Jhay De Los Reyes responded that the logo would be an East Bay Greenway Logo and it would come back for comments far out in the future. Chair Marquez

expressed the importance of having the Hayward “H” logo incorporated into the wayfinding signs for branding purposes.

### **3. Hayward Boulevard Safety Improvements Feasibility Study:**

Director Alex Ameri introduced the report and Jorge Simbaqueba, Senior Transportation Engineer, presented the report and provided background.

#### **Public Comments/Discussion**

Council Member Andrews asked Staff if any of the proposed improvements options can be done in the short term if budget allowed. Mr. Simbaqueba, responded that some of the improvement items that would be done as a part of Phase 1 as soon as budget allows would be items such as installing bike lanes with striping, high visibility crosswalks and additional ADA curb ramps. Council Member Andrews suggested that when Staff presents to the community, they focus on presenting those attainable items first so the community can see some changes while Staff works on the budget. She added that she likes the idea of raised crosswalk as it can aid in slowing down traffic, but she is unsure if it would be a nuisance to the community or if it would be harder to navigate with it installed. Council Member Andrews further commented on the separated bike lanes on Mission Blvd stating that they look very well on Mission Blvd but seeing the negative community impact she does not believe Staff should lead with that improvement. She suggested Staff present the protected bike lanes on Hayward Blvd. with more focus on the safety of those who bike on Hayward Blvd and provide information on how many more bike riders are on Hayward Blvd than Mission Blvd and how important their protection is. She asked if the lane reduction road diet may have adverse traffic impacts. Mr. Simbaqueba responded that a traffic analysis was done for all three alternatives and the results showed there would not be an adverse impact only the minimal increase in intersection delay with Alternative 3. Council Member Andrews asked if the traffic analysis had been done as a Vehicle Per Miles Traveled (VMT) analysis and if that were a state requirement. Staff responded that the traffic analysis was done from a Level of Service (LOS) analysis and that the VMT analysis is not a requirement for this type of improvement.

Council Member Salinas expressed interest in Alternative 3 as long as work is staggered. He suggested that Staff include the fatalities information in the presentation and talk about it to the community. He mentioned that Alternative 3 includes everything that has been asked for in the community and suggested this alternative be presented to the neighborhood.

Chair Marquez expressed concern about a single lane in both directions. She has heard a lot of complaints from residents in the area that in the event in of an emergency and having to evacuate they feel there are not enough access points currently and limiting the lanes further could cause more issues. She stated that her preference would be a hybrid model of Alternative 2 and Alternative 3 and agrees with Council Member Andrews about starting improvements that are most attainable first. She added that

there should be more data gathered for fatalities in the corridor before presenting. She asked if this project would qualify for any grants. Director Ameri responded that it would be the only way to fund this project and Staff would need to find a source of funding to pay for these improvements. Chair Marquez stated that she is comfortable moving with Alternative 3 but suggests analysis be done with an evacuation plan. Director Ameri confirmed that Staff would be consulting with Fire Department about this plan.

#### **4. Proposed 2021 Agenda Planning Calendar: Review and Comment**

Council Member Salinas would like to receive an update on the High-Speed Fiber Optic Project.

#### **5. Committee Member/Staff Announcements and Referrals:**

Director Ameri gave an oral update on the following projects:

*Patrick Avenue Complete Streets Project:* Director Ameri stated that Phase 1 has already been implemented. He added that it was done in junction with the Pavement Improvement Project because of economies of scale and to complete striping at one time. He stated the project is not complete yet. It still needs additional safety features such as the bike lane paint, safe hit delineator posts to differentiate the parking area to the bike lane and the and the Rapid Flashing Beacons to make crossing the street safer at 3 locations. He added that there will be a community meeting for feedback held on February 22<sup>nd</sup>, 2021 at 6:30 P.M.

*21<sup>st</sup> Century Library Plaza Project:* Director Ameri stated that landscaping work is underway at the Plaza. He noted that there are some trees missing which are currently being reviewed by Landscape Architects to determine the appropriateness of the trees to be planted. There are also some shrubs on-site that need to be planted and will be done within the next 30 days.

*Mission Blvd. Phase 2 Project:* Director Ameri stated that the Phase 2 project is now complete. Staff is working on processing the acceptance of the project.

*Mission Blvd. Phase 3 Project:* Director Ameri announced this project is in the process of calling for bids in February. He added construction should start by April 2021 and be completed in Summer of 2022.

Council Member Marquez followed up on the Patrick Avenue project update stating some concerns about the non-compliant parking in front of the nursing home on the corner of Schafer Road and Patrick Avenue. She stated that Staff should talk to nursing home regarding this issue. She also added that St. Bede Church requested that 2 parking spaces in front of church be left open for funerals proceedings. She asked that Staff follow up on this request. Lastly, she noted some concerns from residents regarding Waste Management picking up their bins in this area and advised Staff investigate this.



Chair Marquez asked about an update on the progress of the Library Project construction inside the building. Director Ameri responded that some progress has been as workers are currently working inside the building. He stated the work was completed on the 3<sup>rd</sup> floor and they have moved on to the work on the 2<sup>nd</sup> floor.

Council Member Andrews request a later start time for Council Infrastructure Committee meetings. She recommended 5:30 P.M. for a start time. Chair Marquez recommended that she email her inquiry to Staff to come up with a time that works best.

Director Ameri announced that Fred Kelley, Transportation Manager, has moved on to a new opportunity in Oakland and Kathy Garcia, Deputy Director of Public Works, has agreed to serve as Acting Transportation Manager until someone is appointed to the position.

**ADJOURNMENT: 5:47 PM**

Attendance	MEETINGS					
	Present 07/22/20 Meeting	Present 10/28/20 Meeting	Present 01/27/21 Meeting	Present to Date This Fiscal Year	Excused to Date This Fiscal Year	Absent to Date This Fiscal Year
Elisa Márquez	✓	✓	✓	3	0	0
Mark Salinas	✓	✓	✓	3	0	0
Angela Andrews	NA	NA	✓	1	0	0



# CITY OF HAYWARD

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**File #:** ACT 21-031

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**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.

**ATTACHMENTS**

- Attachment I Staff Report
- Attachment II Concept 1
- Attachment III Updated Cost Estimate & Alternative
- Attachment IV Diagonal Parking Concept - One Side
- Attachment V Diagonal Parking Concept - Both Sides



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

### **RECOMMENDATION**

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### **SUMMARY**

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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





Alternative	Project Limits	Construction Cost	Construction Cost with 10% Contingency	Total Project Cost with 10% contingency and design, surveying, inspection, admin
Grant	D Street to McKeever Ave - Construction Costs (2016 Grant Application Estimate - No bike barrier, greer infrastructure, roadway rehab and excavation, re-use old sidewalk)	\$1,559,726	\$1,715,699	\$2.25M
Updated	D Street to McKeever Ave - Construction Costs (With roadway rehab, green infrastructure)	\$4,029,910	\$4,432,901.0	\$5.1M
1	D Street to McKeever Ave - Construction Costs (With road pavement rehab, green infrastructure and reduce scope of improvements on Main Street from McKeever Ave to A Street)	\$2,540,665	\$2,794,731.50	\$3.5M

## CONSTRUCTION COST ESTIMATE

Prepared by: AT  
 Date: 10/9/2020  
 Checked: \_\_\_\_\_

Title:  
MAIN STREET COMPLETE STREET (D STREET TO MCKEEVER  
AVENUE)

PROJECT NO.  
 5283  
 Sheet 2 of 4

Item No.	Quantity	Unit	Description	Unit Price	Total
1	1	LS	Mobilization	\$50,000.00	\$50,000.00
2	2	LS	Traffic Control	\$50,000.00	\$50,000.00
4	38,100	SF	Remove Existing Concrete (10' Sidewalk)	\$5.00	\$190,500.00
5	21,030	SF	Remove Existing Concrete (6' Parking Areas)	\$5.00	\$105,150.00
6	4,220	LF	Remove Existing Concrete Curb and Gutter (1.5' Wide)	\$60.00	\$253,200.00
7	23	EA	Remove Existing Streetlights and Foundations	\$5,000.00	\$115,000.00
8	27	EA	Remove, Salvage, Relocate and Reinstall Existing Signs	\$300.00	\$8,100.00
9	20	EA	Remove Existing Tree and Root (Small)	\$2,000.00	\$40,000.00
10	10	EA	Remove Existing Tree and Root (Large)	\$5,000.00	\$50,000.00
11	11	EA	Protect Existing Oak Trees and Prune	\$450.00	\$4,950.00
12	7,050	SF	Minor Concrete (Curb Ramp with Detectable Warning Surface)	\$20.00	\$141,000.00
13	49,400	SF	Minor Concrete (Sidewalk - 4" Thick)	\$15.00	\$741,000.00
14	3,080	LF	Minor Concrete (Curb and Gutter-City Standard)	\$60.00	\$184,800.00
15	4,200	SF	Minor Concrete (Commerical Driveway - 6" Thick)	\$17.00	\$71,400.00
16	4,160	LF	2' Wide Moveable Bike Lane Barrier	\$50.00	\$208,000.00
17	300	CY	Roadway Excavation	\$150.00	\$45,000.00
18	47,000	SF	6" Deep AC Conform (10' Wide)	\$10.00	\$470,000.00
19	107,250	SF	2" Grind and HMA Overlay	\$3.00	\$321,750.00
20	1,900	LF	Striping Detail 22 (Thermo and Markers)	\$3.50	\$6,650.00
21	7,340	LF	Striping Detail 39 (Thermo)	\$2.50	\$18,350.00
22	620	LF	4" White Line (Paint) - Parking Tees	\$1.00	\$620.00
23	1,970	LF	12" White Crosswalks and Limit Lines (Thermo)	\$3.00	\$5,910.00
24	8	EA	Arrow Type II (Left or Right)	\$200.00	\$1,600.00
25	300	SF	Pavement Marking "PED" Legend (Thermo)	\$3.50	\$1,050.00
26	300	SF	Pavement Marking "XING" Legend (Thermo)	\$3.50	\$1,050.00
27	80	SF	Pavement Marking "STOP" Legend (Thermo)	\$3.50	\$280.00
28	20,825	SF	Preformed Green Thermoplastic for Bike Lanes	\$10.00	\$208,250.00
29	12	EA	Preformed Thermoplastic Bike Symbol and Arrow for Bike Lanes	\$500.00	\$6,000.00
30	41	EA	Arborist Supervision	\$300.00	\$12,300.00
31	44	EA	Ornamental Street Lights (100 Feet Apart)	\$10,000.00	\$440,000.00
32	30	EA	24-Inch Box Tree (75 Feet Apart)	\$1,200.00	\$36,000.00
33	8,000	SF	Green Infrastructure	\$30.00	\$240,000.00
34	1	LS	Recycling Implementation	\$2,000.00	\$2,000.00
			<b>Total</b>		<b>\$4,029,910.00</b>

## CONSTRUCTION COST ESTIMATE

Prepared by: AT  
 Date: 10/9/2020  
 Checked: \_\_\_\_\_

Title:  
MAIN STREET COMPLETE STREET (A STREET TO MCKEEVER  
AVENUE ONLY)

PROJECT NO.  
 5283  
 Sheet 3 of 4

Item No.	Quantity	Unit	Description	Unit Price	Total
1	15,600	SF	Remove Existing Concrete (10' Sidewalk)	\$5.00	\$78,000.00
2	7,860	SF	Remove Existing Concrete (6' Parking Bay)	\$5.00	\$39,300.00
3	1,475	LF	Remove Existing Concrete Curb and Gutter (1.5' Wide)	\$60.00	\$88,500.00
4	6	EA	Remove Existing Streetlights and Foundations	\$5,000.00	\$30,000.00
5	11	EA	Remove, Salvage, Relocate and Reinstall Existing Signs	\$300.00	\$3,300.00
6	4	EA	Remove Existing Tree and Root (Small)	\$2,000.00	\$8,000.00
7	4	EA	Remove Existing Tree and Root (Large)	\$5,000.00	\$20,000.00
8	1	EA	Protect Existing Oak Trees and Prune	\$450.00	\$450.00
9	1,000	SF	Minor Concrete (Curb Ramp with Detectable Warning Surface)	\$20.00	\$20,000.00
10	18,900	SF	Minor Concrete (Sidewalk - 4" Thick)	\$15.00	\$283,500.00
11	1,475	LF	Minor Concrete (Curb and Gutter-City Standard)	\$60.00	\$88,500.00
12	3,600	SF	Minor Concrete (Commerical Driveway - 6" Thick)	\$17.00	\$61,200.00
13	1,350	LF	2' Wide Moveable Bike Lane Barrier	\$50.00	\$67,500.00
14	105	CY	Roadway Excavation	\$150.00	\$15,750.00
15	15,600	SF	6" Deep AC Conform (10' WIDE)	\$10.00	\$156,000.00
16	37,600	SF	2" Grind and HMA Overlay	\$3.00	\$112,800.00
17	800	LF	Striping Detail 22 (Thermo and Markers)	\$3.50	\$2,800.00
18	3,050	LF	Striping Detail 39 (Thermo)	\$2.50	\$7,625.00
19	155	LF	4" White Line (Paint) - Parking Tees	\$1.00	\$155.00
20	540	LF	12" White Crosswalks and Limit Lines (Thermo)	\$3.00	\$1,620.00
21	1	EA	Arrow Type II (Left or Right)	\$200.00	\$200.00
22	75	SF	Pavement Marking "PED" Legend (Thermo)	\$3.50	\$262.50
23	75	SF	Pavement Marking "XING" Legend (Thermo)	\$3.50	\$262.50
24	20	SF	Pavement Marking "STOP" Legend (Thermo)	\$3.50	\$70.00
25	7,800	SF	Preformed Green Thermoplastic for Bike Lanes	\$10.00	\$78,000.00
26	2	EA	Preformed Thermoplastic Bike Symbol and Arrow for Bike Lanes	\$500.00	\$1,000.00
27	9	EA	Arborist Supervision	\$250.00	\$2,250.00
28	11	EA	Ornamental Street Lights (100 Feet Apart)	\$10,000.00	\$110,000.00
29	11	EA	24-Inch Box Tree (75 Feet Apart)	\$1,200.00	\$13,200.00
30	2,800	SF	Green Infrastructure	\$30.00	\$84,000.00
			<b>Total</b>		<b>\$1,374,245.00</b>

## CONSTRUCTION COST ESTIMATE

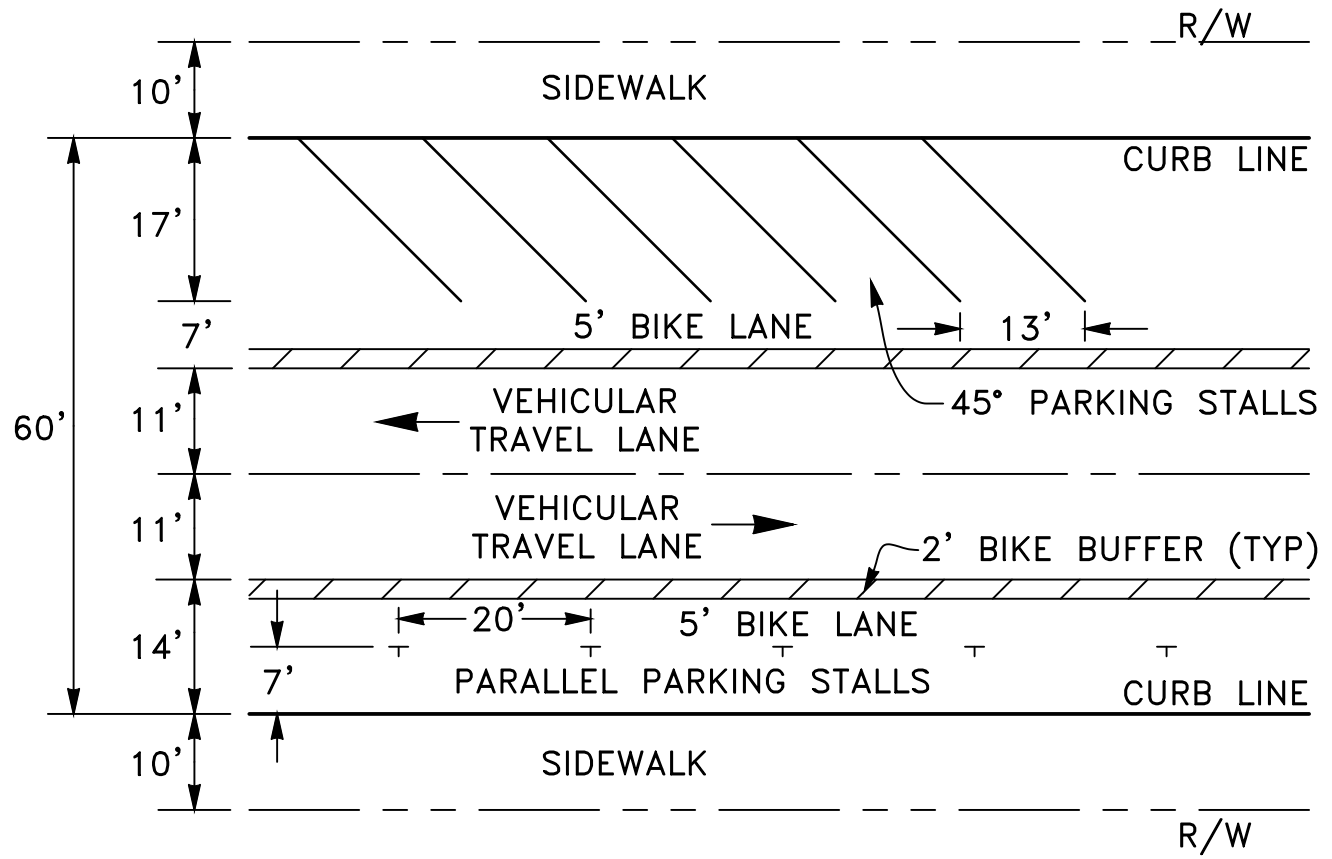
Prepared by: AT  
 Date: 10/9/2020  
 Checked: \_\_\_\_\_

Title:  
MAIN STREET COMPLETE STREET (C STREET TO D STREET  
ONLY)

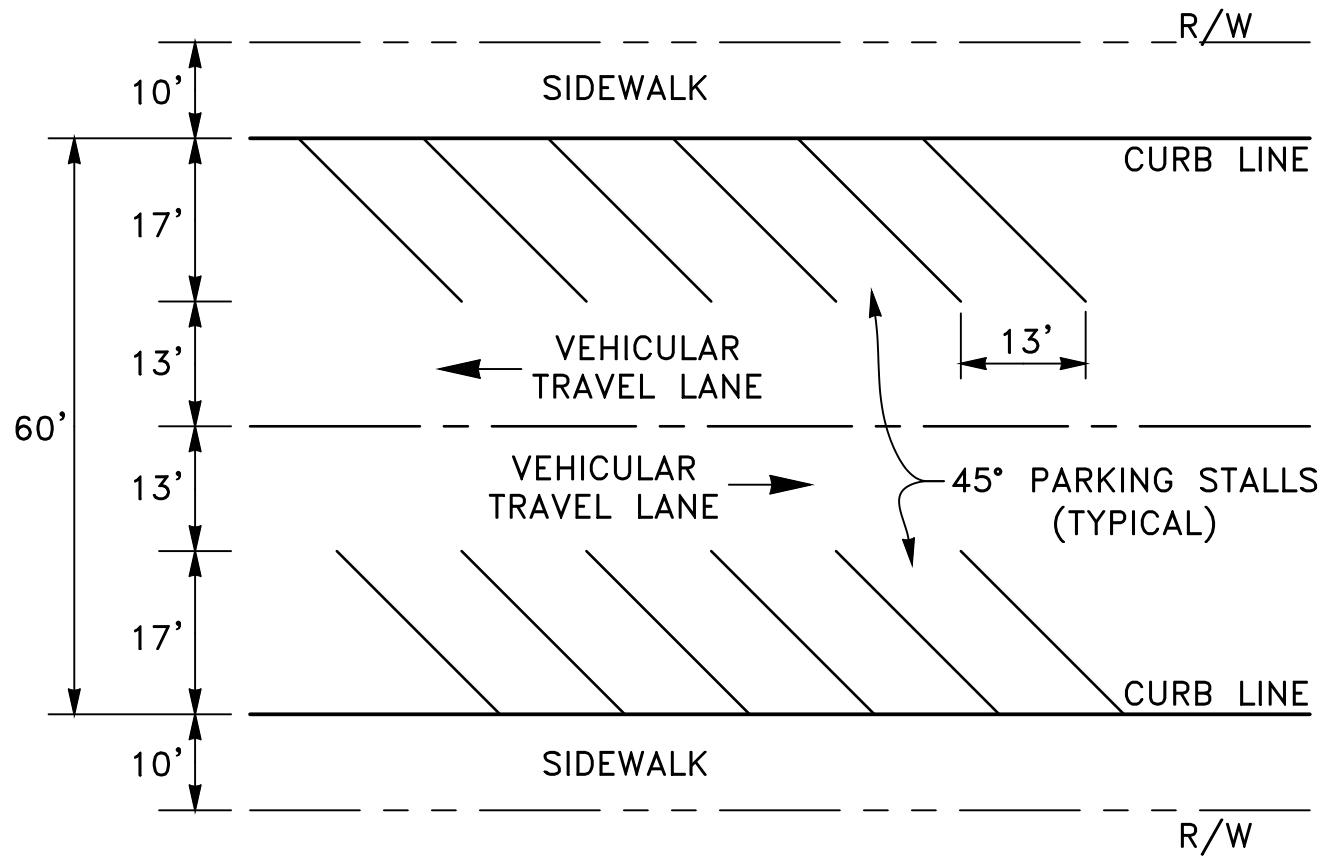
PROJECT NO.  
 5283  
 Sheet 4 of 4

Item No.	Quantity	Unit	Description	Unit Price	Total
1	7,400	SF	Remove Existing Concrete (10' Sidewalk)	\$5.00	\$37,000.00
2	4,800	SF	Remove Existing Concrete (6' Parking Bay)	\$5.00	\$24,000.00
3	835	LF	Remove Existing Concrete Curb and Gutter (1.5' Wide)	\$60.00	\$50,100.00
4	4	EA	Remove Existing Streetlights and Foundations	\$5,000.00	\$20,000.00
5	9	EA	Remove, Salvage, Relocate and Reinstall Existing Signs	\$300.00	\$2,700.00
6	5	EA	Remove Existing Tree and Root (Small)	\$2,000.00	\$10,000.00
7	4	EA	Remove Existing Tree and Root (Large)	\$5,000.00	\$20,000.00
8	4	EA	Protect Existing Oak Trees and Prune	\$450.00	\$1,800.00
9	1,000	SF	Minor Concrete (Curb Ramp with Detectable Warning Surface)	\$20.00	\$20,000.00
10	8,000	SF	Minor Concrete (Sidewalk - 4" Thick)	\$15.00	\$120,000.00
11	835	LF	Minor Concrete (Curb and Gutter-City Standard)	\$60.00	\$50,100.00
12	3,000	SF	Minor Concrete (Commerical Driveway - 6" Thick)	\$17.00	\$51,000.00
13	530	LF	2' Wide Moveable Bike Lane Barrier	\$50.00	\$26,500.00
14	105	CY	Roadway Excavation	\$150.00	\$15,750.00
15	8,350	SF	6" Deep AC Conform (10' WIDE)	\$10.00	\$83,500.00
16	21,000	SF	2" Grind and HMA Overlay	\$3.00	\$63,000.00
17	420	LF	Striping Detail 22 (Thermo and Markers)	\$3.50	\$1,470.00
18	1,600	LF	Striping Detail 39 (Thermo)	\$2.50	\$4,000.00
19	130	LF	4" White Line (Paint) - Parking Tees	\$1.00	\$130.00
20	350	LF	12" White Crosswalks and Limit Lines (Thermo)	\$3.00	\$1,050.00
21	2	EA	Arrow Type II (Left or Right)	\$200.00	\$400.00
22	20	SF	Pavement Marking "STOP" Legend (Thermo)	\$3.50	\$70.00
23	4,000	SF	Preformed Green Thermoplastic for Bike Lanes	\$10.00	\$40,000.00
24	2	EA	Preformed Thermoplastic Bike Symbol and Arrow for Bike Lanes	\$500.00	\$1,000.00
25	13	EA	Arborist Supervision	\$250.00	\$3,250.00
26	6	EA	Ornamental Street Lights (100 Feet Apart)	\$10,000.00	\$60,000.00
27	14	EA	24-Inch Box Tree (75 Feet Apart)	\$1,200.00	\$16,800.00
28	1,750	SF	Green Infrastrcuture	\$30.00	\$52,500.00
			<b>Total</b>		<b>\$776,120.00</b>

# Main Street Complete Street Diagonal Parking Concept (One Side Only)



# Main Street Complete Street Diagonal Parking Concept





# CITY OF HAYWARD

Hayward City Hall  
777 B Street  
Hayward, CA 94541  
www.Hayward-CA.gov

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**File #:** ACT 21-038

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**DATE:** April 28, 2021

**TO:** Council Infrastructure Committee

**FROM:** Director of Public Works

**SUBJECT**

Safe Routes for Seniors Program

**RECOMMENDATION**

That the Council Infrastructure Committee (CIC) reviews and comments on the Phase I engineering design and proposed improvements for the Safe Routes for Seniors (SR4S) Program.

**SUMMARY**

The SR4S Program targets pedestrian improvements designed to improve accessibility for senior residents and visitors. Given the concentration of facilities serving senior residents in and around the Downtown, this project focuses primarily on the Downtown area of Hayward. The ongoing program will equitably address accessibility for seniors throughout the Hayward community. The purpose of this report is to present phase I of the engineering design process to the CIC. Phase I focused on the existing conditions, evaluation, community outreach, and culminated in the selection of preferred concept plans.

**ATTACHMENTS**

Attachment I Staff Report



**DATE:** April 28, 2021  
**TO:** Council Infrastructure Committee  
**FROM:** Director of Public Works  
**SUBJECT:** Safe Routes for Seniors Program

### **RECOMMENDATION**

That the Council Infrastructure Committee (CIC) reviews and comments on the Phase I engineering design and proposed improvements for the Safe Routes for Seniors (SR4S) Program.

### **SUMMARY**

The SR4S Program targets pedestrian improvements designed to improve accessibility for senior residents and visitors. Given the concentration of facilities serving senior residents in and around the Downtown, this project focuses primarily on the Downtown area of Hayward. The ongoing program will equitably address accessibility for seniors throughout the Hayward community. The purpose of this report is to present phase I of the engineering design process to the CIC. Phase I focused on the existing conditions, evaluation, community outreach, and culminated in the selection of preferred concept plans.

### **BACKGROUND**

Walking is a key element in the quality of life for seniors. The simple act of walking can help improve seniors' physical and mental well-being. After receiving approval from the Alameda County Transportation Commission (ACTC), the City's Community Services Division and Public Works & Utilities Department are working together to utilize \$3.7 million of ACTC's Direct Local Distribution (DLD) funds from Measure BB for the SR4S program.

The purpose of the SR4S program is to improve pedestrian walkability by increasing pedestrian safety and removing the existing physical barriers and challenges for seniors. The study area is in Downtown Hayward between A Street, D Street, Foothill Blvd, and the BART train tracks. The Downtown was chosen as the initial project implementation site because it has the highest concentration of senior facilities in the City. There are twenty-three senior facilities in the Downtown area within a half-mile radius of the project limit, including eight adult residential facilities, and three adult day programs. The program will impact thousands of seniors within a half-mile radius of the Downtown area. Additionally, many seniors, who routinely visit the Downtown, for entertainment and cultural purposes, will also benefit from the proposed pedestrian safety improvements.



After selecting the study area, the team developed a list of possible pedestrian safety improvements by using several industry standard guides, reference manuals, plans, programs, and toolkits developed by local and national transportation agencies. On July 2 and July 27, 2019, City staff, with the help of local senior housing facilities and senior centers, engaged in two outreach meetings. The purpose of these meetings was to present the list of possible pedestrian safety improvements, identify obstacles for walking, and prioritize the intersections based on the level of pedestrian safety and walkability for seniors. The meetings included a presentation, two design activities, and a survey. Staff introduced the project and possible pedestrian safety improvements, and seniors engaged via passive mapping activities where they selected which intersections are difficult to cross. Figure 1 shows examples of the mapping activities by seniors at the outreach meetings. The results from the activities and survey depicting the most significant obstacles for seniors to walk in Downtown Hayward are:

- Difficulty to cross intersections
- Speeding on the Downtown streets
- ADA Accessibility Ramps
- Safety issues, and
- Lack of sufficient pedestrian signals

**Figure 1: First and Second Community Meeting Engagement**

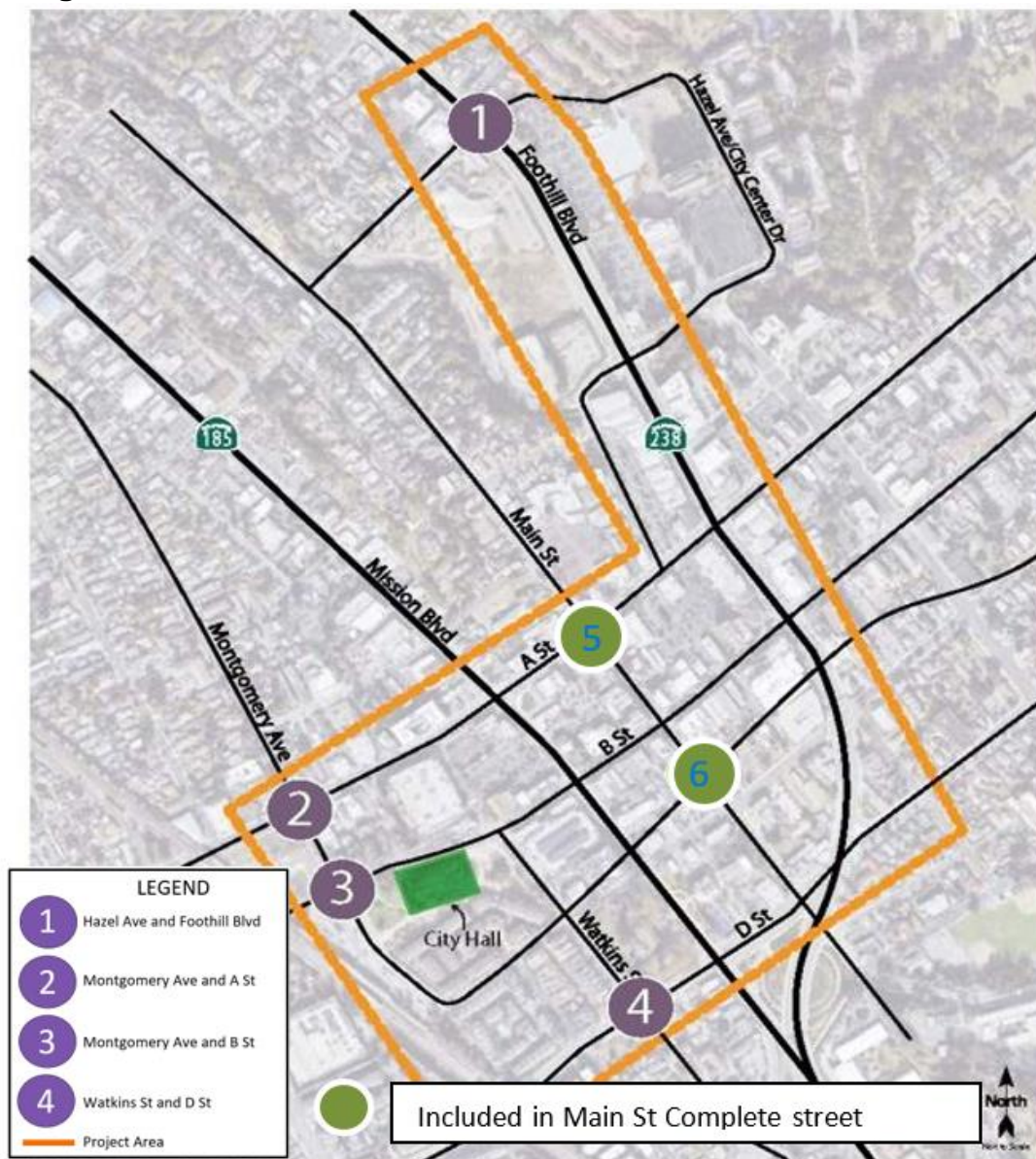


After analyzing results from the community meetings and collision data, staff prioritized the intersections located in the study area and narrowed down the scope to five signalized and one unsignalized intersections. The selected six intersections are shown below:

1. Hazel Ave./City Center Dr. and Foothill Blvd.
2. A St. and Montgomery Ave.
3. B St. and Montgomery Ave. (Unsignalized)
4. Watkins Ave. and D St.
5. A St and Main St.
6. C St and Main St.

The locations of these six intersections within the study area are shown in Figure 2. To increase efficiency and prevent disturbing the area twice, A Street/Main Street, and C Street/Main Street intersection improvements will be included in the design and construction of the Main Street Complete Streets Project, which is currently in the design phase. The SR4S Program will contribute the appropriate share of the design and construction costs of these intersection improvements to the Main Street Project.

**Figure 2: Selected Intersection Locations**



A Request for Proposals (RFP) was issued on June 26, 2020 to solicit Engineering Design Consultants. Notification was published on the City's website and direct emails with the RFP were sent to eleven consultants known for their expertise and experience. The proposal evaluation panel selected the final candidate based on their ability to perform the work, the proposed budget and schedule, and demonstrated relevant experience along with the ability to communicate and work effectively with the public and staff.

The engineering design process includes two phases. The purpose of this report is to provide background on Phase I. Phase I focused on the existing conditions, evaluation, community outreach, and culminated in the selection of preferred concept plans. Phase II will start after the selection of the preferred plans and will encompass the preparation of the construction documents.

## **DISCUSSION**

Staff and the design team evaluated several innovative and creative intersection improvements. Phase I began with the development of an Existing Conditions Report (ECR). As part of the first task of the study effort, this report analyzed baseline conditions, opportunities, and constraints of selected intersections. This included:



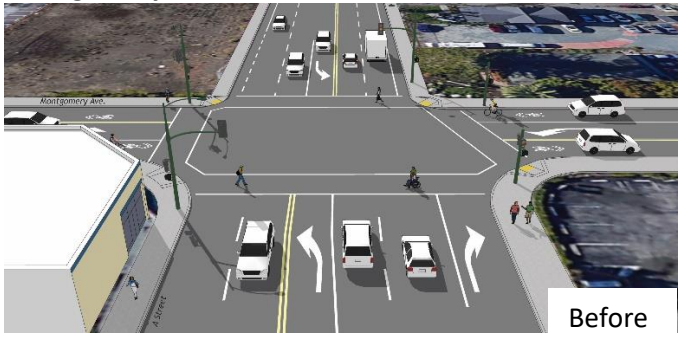

- Reviewing policy documents, infrastructure plans, and existing traffic.
- Conducting site reconnaissance including a visual review of existing traffic signal operations and equipment, connection points, crossing lengths, existing terrain, special features, road geometry, existing utilities, and pedestrian amenities.
- Providing topographic surveying and mapping.
- Traffic volume counts, collision analysis, and operation analysis investigation.
- Corner assessment and analysis of the intersection operations, design opportunities and constraints for each intersection.

An Intersection Operation Analysis Report was completed to show the relative change in delay due to geometric changes versus signal timing and phasing changes. The results indicate all existing timing parameters are maintained. The corner assessment study indicates desirable and undesirable locations to implement improvements for each intersection. The ECR summarizes analysis and provides opportunities and constraints for each intersection. Following the receipt of the ECR, the team developed a list of possible intersection improvement measures for the selected intersections shown below:

- Reduce pedestrian crossing distances
- Provide a median refuge for longer crossings
- Reduce the size of intersections as much as possible.
- Eliminate unusual or confusing geometrics
- Ensure that all crosswalks are perpendicular to the roadway
- Separate vehicles and pedestrians by time and space as much as possible.
- Increase visibility and conspicuousness of pedestrians
- Provide signal equipment and signage in larger formats to be more obvious to pedestrians
- Reduce vehicle speeds

The project team prepared a Recommended Modifications Memorandum. The recommendations for each intersection were presented in four categories of geometric, equipment, and operation

changes, and signing and striping. The geometric changes are presented in both plan view and 3D view illustrations shown in table below.

<p><b>Foothill Boulevard/Hazel Avenue-City Center Drive intersection</b></p>  <p style="text-align: right;">Before</p>  <p style="text-align: right;">After</p>	<p><u>Recommended Geometric Changes</u></p> <ul style="list-style-type: none"> <li>• Remove northbound and southbound right-turn lanes.</li> <li>• Extend curbs on all four corners facing Foothill Boulevard and towards Hazel Avenue on the northeast corner.</li> <li>• Widen medians on Foothill Blvd.</li> <li>• Install directional Americans with Disabilities Act (ADA) ramps.</li> <li>• Reposition existing crosswalks.</li> </ul> <p><u>Recommended Equipment Changes</u></p> <ul style="list-style-type: none"> <li>• Signal poles to be moved to accommodate bi-directional ramps.</li> <li>• Install pedestrian push buttons in Foothill Boulevard median.</li> <li>• Increase volume of audible pedestrian signals and intensity lighting.</li> </ul> <p><u>Recommended Signal Operation Changes, and Signing and Striping</u></p> <ul style="list-style-type: none"> <li>• Include a lead pedestrian phase for all pedestrian calls (4 seconds included).</li> <li>• Maintain protected left-turn phasing.</li> <li>• Increase pedestrian crossing time.</li> <li>• Install 'No Right Turn on Red' extinguishable message signs.</li> <li>• Restripe continental crosswalks and Enhanced pedestrian warning signs.</li> </ul>
<p><b>Montgomery Avenue/A Street</b></p>  <p style="text-align: right;">Before</p>  <p style="text-align: right;">After</p>	<p><u>Recommended Geometric Changes</u></p> <ul style="list-style-type: none"> <li>• Remove westbound right turn lane.</li> <li>• Extend curbs on the northeast corner facing south.</li> <li>• Install directional ADA ramps and advance stop bars.</li> <li>• Reposition crosswalks to accommodate new directional ADA ramps.</li> </ul> <p><u>Recommended Equipment Changes</u></p> <ul style="list-style-type: none"> <li>• Proposed protected left-turn phasing.</li> <li>• Relocate ped push buttons poles closer to ADA ramps.</li> <li>• Provide larger font signage on push button and increase volume of audible pedestrian signals.</li> <li>• Increase intensity lighting.</li> </ul> <p><u>Recommended Signal Operation Changes, and Signing and Striping</u></p> <ul style="list-style-type: none"> <li>• Include a lead pedestrian phase for all pedestrian calls (4 seconds included).</li> <li>• Include protected left-turn phasing.</li> <li>• Increase pedestrian crossing time.</li> <li>• Install 'No Right Turn on Red'.</li> <li>• Restripe continental crosswalks.</li> </ul>

**Montgomery Avenue/B Street**



Before



After

Recommended Geometric Changes

- Relocated Greyhound bus stop approximately 140 feet further west.
- Extend bike lanes on D Street from the west to the intersection with Montgomery Avenue.
- Allow enough room for future bike lanes on B Street to the east.
- Redesign south leg with raised crosswalk.
- Install directional ADA ramps and advance stop bars
- Redesign east and west leg crosswalks.
- Reposition existing crosswalks.

Recommended Signing and Striping

- Restripe continental crosswalks.
- Enhanced pedestrian warning signs.

**Watkins Avenue/D Street**



Before



After

Recommended Geometric Changes

- Eliminate southern eastbound through lane and extend curb to narrow D Street.
- Install directional ADA ramps and install advance stop bars.
- Redesign south leg crosswalk.
- Reposition existing crosswalks.

Recommended Equipment Changes

- Install new signal poles for the proposed protected left-turn phasing (N-S).
- Relocate ped push buttons poles.
- Provide larger font signage and increase volume of audible pedestrian signals.
- Install larger pedestrian signal heads and intensity lighting.

Recommended Signal Operation Changes, and Signing and Striping

- Include a lead pedestrian phase for all pedestrian calls (4 seconds included).
- Convert N-S phases to include protected left-turn phasing.
- Increase pedestrian crossing time
- Install 'No Right Turn on Red'.
- Restripe continental crosswalks.
- Enhanced pedestrian warning signs.

Based on input received from the public and the CIC, the team will prepare exhibits showing the preferred plan. The final plan will be available in 3D view for each intersection on the City's website for final public review and input. Phase II includes the preparation of the construction documents, and will start after the selection of the preferred plan.

### **ECONOMIC IMPACT**

The SR4S program fosters economic activities by making walking in Downtown Hayward safe, pleasant, and accessible for all. It can result in a reduction of single lane occupancy vehicles, reduced congestion, and less costs related to automobile-related infrastructure maintenance and contributes to the overall efficiency of the transportation system.

### **FISCAL IMPACT**

The project is in the initial stages and cost estimates are preliminary. The project will not have a direct fiscal impact on the General Fund. The project will utilize the City's Measure BB Paratransit special revenue fund derived from Measure BB sales tax revenues administered by Alameda CTC. The FY 2019-2021 Annual Paratransit Program Plan allocated \$2.7 million of Measure BB infrastructure improvements funds toward SR4S program. An additional \$1 million was allocated in FY 2022 to continue and expand the program. There are sufficient funds available in the Measure BB Paratransit fund balance (Fund 214). The recommended appropriation will enable the City to utilize these funds in a timely manner.

### **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 8, Part 8e: Implement the Bike & Ped Master Plan; Assess Safe Routes for Seniors in the downtown area
- Project 8, Part 8f: Implement the Bike & Ped Master Plan; Implement Safe Routes for Seniors in the downtown area

### **SUSTAINABILITY FEATURES**

The plan will be a comprehensive effort to improve connectivity, public health, physical activity, and recreational opportunities. By applying best practices, the program will increase transportation options, reduce environmental impacts of the transportation system, and enhance the overall quality of life for residents. The goal of the program is to make walking in Downtown Hayward safe, pleasant, and accessible for all while prioritizing senior community residents. The resulting reduction in single occupancy vehicles will reduce vehicle miles traveled and greenhouse gases.

### **PUBLIC CONTACT**

On July 2 and July 27, 2019, staff engaged in two outreach meetings to gather seniors' input on their mobility needs. The purpose of these meetings was to identify obstacles for walking, encourage walking as a transportation option, and develop design solutions to improve walkability and safety for the senior residents.

Following the development of conceptual design improvements, the team conducted public outreach to receive community feedback regarding proposed improvements for each intersection. An online community meeting was held on March 8, 2021. Notification of the meeting was provided to individuals from the project mailing list as well as through Nextdoor, Facebook, Instagram, Twitter, and the dedicated City webpage. Meeting notification flyers were sent to the senior facilities located in the study area. The meeting was attended by eleven residents as well as City staff and members of the consultant team. The consultant's presentation included an overview of the project, a discussion of the key concerns at the four study intersections, and a review of the improvements recommended for each intersection in a 3D view illustration. The illustrations provided a clear view and gave a better understanding of the proposed recommendations. There were eleven comments presented by participants, which were a combination of expressions of support for the project, clarification questions, and intersection-specific recommendations. Staff also received seven comments through emails from the senior residents.

To expand outreach beyond the meeting, an online survey was prepared through SurveyMonkey. The survey was made available in both English and Spanish and was distributed to senior residential facilities and as well as the distribution networks used for the meeting notification. The survey solicited input from respondents on the project proposals based on images of existing conditions and the proposed improvements for each of the four project intersections. There were 25 survey responses; support for the proposals at each intersection ranged from 65% to 75%, and 71% of respondents indicated that they would be likely to walk more if the proposals were implemented. Survey respondents also provided comments, which primarily focused on the need for curb extensions to be designed to accommodate bike lanes where needed.

Based on input received from the public and the CIC, the team will prepare exhibits consisting of the preferred plan. The final plan will be available in a 3D view illustration for each intersection on the City's dedicated webpage to receive public input.

#### **NEXT STEPS/SCHEDULE**

Final Design Phase	Summer 2021
Publish and Award Construction Contract RFP	Summer 2021
Construction	Fall 2021

*Prepared by:* Dr. Ayeh Khajouei, Associate Transportation Planner

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

*Approved by:*



Kelly McAdoo, City Manager



# CITY OF HAYWARD

Hayward City Hall  
777 B Street  
Hayward, CA 94541  
www.Hayward-CA.gov

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**File #:** ACT 21-040

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**DATE:** April 28, 2021

**TO:** Council Infrastructure Committee

**FROM:** Director of Public Works

**SUBJECT**

Review of Recommended Capital Improvement Program for FY 2022 - FY 2031

**RECOMMENDATION**

That the Committee reviews and comments on the Recommended Capital Improvement Program (CIP) for FY22 through FY31.

**SUMMARY**

The Capital Improvement Program (CIP) is a planning document intended to guide the City's capital project expenditures for the upcoming ten-year period. The proposed CIP budget includes approximately \$158 million in FY22 and an estimated \$562 million in the next ten years. Given that Hayward is a full-service city, the CIP covers a wide range of projects, which may include street construction and improvements; wastewater, recycled water, storm water, and water system upgrades; groundwater projects; construction of public buildings; airport projects; replacement of major equipment; clean and renewable energy generation; and other miscellaneous projects. As in past years, the document also includes Identified and Unfunded Capital Needs, which currently total \$310 million.

The Recommended FY22 - FY31 CIP can be found on the City's website ( <https://www.hayward-ca.gov/your-government/documents/capital-improvement-program> ) and features a new online format. More information about navigating the new format can be found at the provided link, and a brief tutorial will also be provided during the presentation of this item to the Committee.

Planning Commission Review

State law requires that the Planning Commission review the Recommended CIP to ensure conformance with the City's adopted General Plan. The Recommended FY22 - FY31 CIP was presented to the Planning Commission at their April 22, 2021 meeting, and the Commission unanimously found that the Recommended FY22 - FY31 CIP is consistent with the City's 2040 General Plan.





**DATE:** April 28, 2021  
**TO:** Council Infrastructure Committee  
**FROM:** Director of Public Works  
**SUBJECT** Review of Recommended Capital Improvement Program for FY 2022 – FY 2031

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That the Committee reviews and comments on the Recommended Capital Improvement Program (CIP) for FY22 through FY31.

## **SUMMARY**

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The Recommended FY22 – FY31 CIP can be found [here](#)<sup>1</sup> on the City's website and features a new online format. More information about navigating the new format can be found at the provided link, and a brief tutorial will also be provided during the presentation of this item to the Committee.

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<sup>1</sup> <https://www.hayward-ca.gov/your-government/documents/capital-improvement-program>

<sup>2</sup> <https://hayward.legistar.com/LegislationDetail.aspx?ID=4917317&GUID=FB2F3433-7512-4F6F-9337-F3CE473FBE25&Options=&Search=>

## **BACKGROUND**

The CIP process begins with staff's preparation of projects and related cost estimates, which are framed by the guidance provided by Council, as well as the needs of the community. Capital projects are identified and prioritized with an emphasis on eliminating geographic inequities in the distribution of City services and infrastructure. Highest priority is given to areas in the community that have received less than their proportionate level of improvements in past years, as well as those communities with the current highest need, as evidenced by the condition of their infrastructure.

The projects in the Recommended FY22 – FY31 CIP have also been identified and prioritized based on their relevancy to the recently adopted Strategic Roadmap and its Three-Year Vision. The CIP, by its nature, predominantly supports the Improve Infrastructure Priority, but it also includes a number of projects that support the Combat Climate Change Priority, the Support Quality of Life Priority, the Improve Organizational Health Priority, and the Grow the Economy Priority.

The projects ultimately identified for inclusion in the CIP are designed to meet the requirements of the City's General Plan, specific plans, and master plans. The capital project funding requests are then submitted for evaluation to an internal capital projects review committee. Once the review committee's feedback is incorporated, the Recommended Ten-Year CIP is compiled and presented to the Planning Commission for determination of conformance with the General Plan. In May, the Recommended Ten-Year CIP will be reviewed by Council at a work session. The public has the opportunity to provide comments at each of these meetings, as well as at the last public hearing, which is tentatively planned to take place on June 1, 2021. It is at this final public hearing that the capital spending plan for the upcoming year will be considered by Council for adoption.

## **DISCUSSION**

The CIP is a planning document intended to guide the City's capital project expenditures for the upcoming ten-year period. The proposed CIP budget includes approximately \$158 million in FY22 and an estimated \$562 million in the next ten years. Given that Hayward is a full-service city, the CIP covers a wide range of projects, which may include street construction and improvements; wastewater, recycled water, storm water, and water system upgrades; groundwater projects; construction of public buildings; airport projects; replacement of major equipment; clean and renewable energy generation; and other miscellaneous projects. As in past years, the document also includes Identified and Unfunded Capital Needs, which currently total \$310 million. As the FY 2022 operating budgets are finalized, some of the final transfers from the General Fund to the CIP may be adjusted downwards to support the need to move closer towards a balanced budget in the General Fund.

Below is a discussion of major projects in each category for which work will begin or continue into FY22. Please note that not all of the projects featured in this report are being recommended to receive new FY22 funding.

### Livable Neighborhoods Projects

Projects categorized as “Livable Neighborhoods” include street lighting projects, pedestrian traffic signal improvements, landscaping, and traffic calming measures, as well as sidewalk and wheelchair ramp improvements throughout the City. Some major Livable Neighborhoods Projects in the Recommended FY22 – FY31 CIP include the Hayward Boulevard Feasibility Study Project, which is expected to be completed in early FY22. The Study will explore opportunities to improve safety and enhance use of the 2.5-mile stretch of Hayward Boulevard from Campus Drive to Fairview Avenue.

Another major Livable Neighborhoods Project is La Vista Park, the 50-acre destination park located a quarter mile east of the intersection of Tennyson Road and Mission Boulevard in South Hayward. The project site is currently undergoing a California Environmental Quality Act (CEQA) update, after which staff will be able to finalize construction bid documents.

New sidewalk projects are another key piece of the Livable Neighborhoods category. New sidewalk project locations are typically identified through requests from residents. The requests are evaluated based on distance to schools, existing pedestrian routes, and pedestrian volume. This evaluation is used to determine the priorities for new sidewalk locations. The FY22 New Sidewalk Program includes \$1,550,000 in recommended programming and would involve constructing sidewalks on Hesperian Blvd from Catalpa Way to Bolero Ave, and along West Winton Ave from Hesperian Blvd to the Union Pacific Railroad crossing.

### Road and Streets Projects

Projects in the “Road and Streets” category range from curb and gutter repair to major gateway corridor improvements and are primarily funded through non-discretionary funding including Measures B (Fund 215) and Measure BB (Fund 212), Gas Tax (Fund 210), Vehicle Registration Fee (VRF) (Fund 218), Streets Improvement (Fund 450), and grants such as LATIP and the Alameda County Transportation Commission (Alameda CTC) funds.

A key project in this category is Phase 3 of the Mission Boulevard Corridor Improvement Project, located from A Street to the northern City limit at Rose Street. This is the last phase of the three-phase Mission Blvd Corridor Improvement Project and, like the phases before it, includes undergrounding of overhead utilities, electrical service conversions of private properties, construction of bicycle cycle track, sidewalk, curb and gutter, rehabilitation of pavement, installation of traffic signals and streetlights, installation of traffic striping, pavement marking and signage, improvements to storm drains systems, installation of irrigation system and landscaping, as well as City of Hayward monument signs.

### Pavement Rehabilitation

Pavement Rehabilitation projects are a subsection of the Road and Streets projects that are typically discussed separately because they represent a relatively large part of the annual CIP. Approximately \$8.7 million in Pavement Rehabilitation programming is recommended for FY22.

Street selection for pavement rehabilitation projects is based on several criteria. First, the Pavement Management Program (PMP) is used to evaluate current roadway conditions and future condition predictions. The PMP provides a logical and efficient method for identifying street rehabilitation needs and determining a path for implementation. Staff also refers to the Metropolitan Transportation Commission's (MTC) guidelines, Maintenance Services staff's reports on streets in need of repair, especially after a severe rainy season, and public requests for street rehabilitation. The PMP is updated every two years and is a prerequisite for certain funding sources. The industry standard practice recommended by MTC is that a minimum of 15% of funding be spent on preventive maintenance and a maximum of 85% on pavement rehabilitation. The City improves on this standard with a minimum of 20% spent on preventive maintenance and 80% on pavement rehabilitation. Additionally, in 2014, Council approved the Economic Development Strategic Plan, which recommended additional improvements be made to streets in the Industrial area. Approximately 15% to 20% of the overall paving budget is allocated to improvements in that area. Staff also has an internal policy to allocate at least 10% of the overall paving budget to roads with a pavement condition index (PCI) of less than 30. This year, the Pavement projects include reconstruction of two streets within the Old Highlands area, following neighborhood approval of an assessment district in this area earlier this year.

### *Building and Miscellaneous*

The "Building and Miscellaneous" category includes projects that directly involve the construction of buildings, as well as capital projects that do not neatly fit into the other categories. One major project included in this category is the Fire Station No. 6 & Fire Training Center Project, which is currently budgeted at \$71 million. The project includes deconstruction of the existing buildings and construction of nine new buildings and structures. These new structures include the Fire Station 6/Classroom Building; Apparatus Building; Burn Building; Training Tower; Storage Building; Hangar Building; Outdoor Classroom Building; Urban Search & Rescue/BART Training Structure; and the Entry Structure. Construction, which began in early 2020, is well underway and is scheduled to be completed in 2022.

### *Sewer System Projects*

The "Sewer Systems" category includes projects that are Enterprise Fund-supported, and that are related to the improvement of our sewer system, water re-use efforts, and Water Pollution Control Facility (WPCF).

The City's sewer line replacement projects are examples of key projects in this category. They typically involve the replacement of pipelines that are showing signs of age, or the upsizing of undersized mains to increase their conveyance capacity to handle current and future flows. With a goal of replacing an average of three miles of sewer mains annually, the proposed CIP recommends \$4.4 million in funding for the FY22 Sewer Line Replacement Program.

Other projects in this category include those related to the WPCF Phase II Facilities Upgrades. The various upgrade projects have been established following the recent development of a

Facilities Plan Update, which is intended to guide the plant's infrastructure and technology needs for the next twenty-five years. The final plan was completed in June 2020, and staff are currently working to identify a consultant to recommend to Council for completion of the design work to implement the identified improvements. The design phase of the recommended improvements is expected to last approximately eighteen months, followed by a two- to three-year construction period, with total Phase II improvement projects estimated to cost \$90 million. As recommended by the Facilities Plan Update, upgrades will include the construction of a new water laboratory and administration building, as well as improvements to the treatment facility. However, the development of a nutrient removal management strategy to meet the future State Water Board regulations is perhaps the most important aspect of the Plan. Nutrients in the San Francisco Bay are a growing concern for the environmental and science community and, as a result, requirements are being developed by the State to regulate their discharge into the Bay.

Phase I of the Recycled Water Project is also a major project in the Sewer Systems category. This project is being implemented to improve the City's overall water supply reliability and conserve drinking water supplies, and the nearly completed first phase of the project involves the delivery of tertiary treated recycled water to sites near the WPCF for landscape irrigation and industrial uses. Construction of the storage tank, pump station, and distribution pipelines for the system was completed in FY20. Construction of the treatment facility was completed in summer 2020, and recycled water deliveries to the first phase of customers are anticipated to begin in summer 2021. The Phase I customer sites include four parks, six schools, one college, nineteen private businesses, and City street landscaping.

### Water Systems Projects

"Water System Projects" are Enterprise Fund-supported and are related to the improvement of our water system, as well as projects which promote water conservation. One key program in this category is the Cast Iron Water Pipeline Replacement Program. Over the next ten years, the City will continue annually replace existing cast iron pipes that are either reaching the end of their practical useful life, as evidenced by the frequency of the main and service connection breaks and leaks, or they are hydraulically undersized. The Recommended CIP includes \$500,000 in annual programming to support this effort.

The FY22 Water Line Replacement Program supports the replacement existing water mains to provide adequate capacity for fire flow and to maintain the operability of the water distribution system. Water mains are selected for a variety of reasons including having exceeded service life, frequency of breaks, and/or upgrades needed for supply reliability. With a goal of replacing an average of three miles of water pipeline annually, the proposed CIP includes \$3.5 million in funding for the FY22 Water Line Replacement Program.

### Fleet Management

The "Fleet Management" category is comprised of projects involving the replacement of fleet units in various departments, divisions, and work groups. Fleet purchases benefitting the Fire and Police departments are predominantly funded by transfers from the General Fund, while fleet purchases benefitting the Airport, Stormwater, Sewer, and Water divisions are

predominantly supported by Enterprise funding. Approximately \$4.3 million in FY 2022 Fleet Management category projects are included in the proposed CIP, and involve projects supporting both General Fund fleet replacement efforts, as well as Enterprise Fund-supported fleet replacement efforts.

The City maintains a fleet of approximately 450 vehicles and equipment units, and the useful life of these fleet units is maximized and managed via the 10 Year Fleet Capital Replacement Plan. The plan identifies replacement timelines based on age, mileage, maintenance, and safety. When it comes time to retire a unit, carbon emissions are a key consideration. This is in alignment with the City's Strategic Roadmap "Combat Climate Change" Priority Project No. 7 to transition 15% of total City fleet to EV/hybrid models.

In FY21, Fleet Management began a Police Hybrid Patrol Vehicle Pilot Program that included the replacement of four patrol gasoline powered vehicles with four hybrid models. After a six-month trial in 24/7 operation, the hybrid vehicles performed as required, clearing the way for the City to order future police patrol replacement vehicles as hybrids. In FY21, Fleet also purchased an all-electric ride-on lawnmower to replace a gasoline model in an effort to evaluate and purchase greener types of vehicles and equipment. The new mower is being used in the downtown area and operates quietly, eliminating noise in and around businesses and homes.

Staff are also working to invest in electric vehicles (EV) where possible and within current replacement cycles and budget parameters. Development of an implementation plan to increase City EV charging infrastructure is necessary in order to accommodate future increases in the City's EV Fleet. This EV infrastructure effort is in alignment with the City's Strategic Roadmap "Improve Infrastructure" Priority Project No. 9 to expand EV charging infrastructure for City fleet and employees.

### Equipment

The "Equipment" category is predominantly comprised of equipment-related purchases supporting the Fire, Police, and Information Technology Departments, such as the purchase of Fire Department radios, purchase of fleet cameras, and replacement of aging fiber optic lines between City facilities. The recommended FY22 CIP includes programming of approximately \$3.7 million in this category.

### Airport

This category encompasses all projects related to the improvement of the Hayward Executive Airport (HEA), the City's self-supporting general aviation reliever airport which encompasses nearly 500 acres. One key project in this category is the Sulphur Creek Mitigation Project, which involves the enclosure of open creek channels which cross the Airport in an effort to mitigate runway safety concerns. Construction of this project is anticipated to begin in mid 2023. The project includes a total budget of \$4.2 million, which is being provided by the Federal Aviation Administration (FAA), Caltrans Division of Aeronautics, and the City's Airport Enterprise fund.

An additional project established this year is the Skywest Property Reuse project, which involves the preparation of a conceptual plan to guide future development of the former Skywest Golf Course, located on the Airport property.

*Identified and Unfunded Capital Needs*

The last section of the Recommended FY22 – FY31 CIP is the Identified and Unfunded Capital Needs section. This list was last significantly modified for the FY 2016 CIP to remove projects that were funded with Measure C and Measure BB funds, like improvements to Fire Stations 1-6, construction of a new 21st Century Library and Community Learning Center, and \$1 million per year for paving improvements. A significant reduction occurred with street and transportation-related projects, due to the passage of Measure C, Measure BB, and the Road Repair and Accountability Act (RRAA) (SB1).

While the approval of Measure C allowed the City to address many critical facility needs (e.g., the new Library, upgrades to Fire Stations, and the new Fire Training Center), significant needs still exist. The facility update to the City’s Corporation Yard (Corp Yard) is one such capital need that remains unfunded. The Corp Yard is comprised of six buildings on Soto Road which were originally constructed in the early 1980s and are in need of major improvements. The necessary improvements to the Corp Yard were estimated several years ago to amount to more than \$50,000,000. The Recommended CIP includes a “Corporation Needs Assessment” Project, which would fund the development of a revised assessment to determine the current improvement needs and updated costs.

Another significant need proposed to be added to the Unfunded Capital Needs list as part of the Recommended CIP is the South Hayward Youth and Family Center, which currently has an unfunded need of an estimated \$32,000,000 for the construction phase of the project.

Unfunded Capital Needs are generally broken down into the following categories:

Fleet:	\$600,000
Airport:	\$16,500,000
Facilities and Equipment:	\$91,450,000
Street and Transportation:	<u>\$201,502,000</u>
Total:	\$310,052,000

It is important to reiterate that this list identifies critical needs that have, as of now, no identified funding sources. The number of projects will continue to grow over time, as will the amounts needed to fund these extremely important upgrades and repairs to infrastructure and equipment.

**ECONOMIC IMPACT**

The direct economic impact of these projects is not quantifiable. However, maintaining and improving the City’s infrastructure, fleet, and equipment will have an unquestionable impact on maintaining and improving economic health and vitality of the City. It is also important to

note that capital projects are identified and prioritized with an emphasis on eliminating geographic inequities in the distribution of City services and infrastructure. Highest priority is given to areas in the community which have received less than their proportionate level of improvements in past years, as well as those communities with the current highest need, as evidenced by the condition of their infrastructure.

## FISCAL IMPACT

The capital budget for FY22 totals about \$158 million, with a total of approximately \$562 million tentatively programmed for the entire ten-year period from FY22 through FY31. An additional \$310 million of unfunded needs have been identified for the same period.

Five of the twenty-three CIP funds rely on transfers from the General Fund for project expenses. The following table reflects the proposed General Fund transfers to these five funds when compared to FY21. The FY20 General Fund transfers are also included for reference.

CIP Fund	FY20 GF Transfer	FY21 GF Transfer	FY22 GF Transfer	Increase over FY21
405/Capital Projects (General)	\$4,888,000	\$15,000	\$2,300,000	\$2,285,000
410/Route 238 Corridor Improvement	-	-	\$185,000	\$185,000
460/Transportation System Improvement	\$233,000	\$340,000	\$650,000	\$310,000
726/Facilities Management Capital	\$268,000	-	\$150,000	\$150,000
731/Information Technology Capital	\$390,000	\$435,000	\$950,000	\$515,000
<b>Total Cost to General Fund</b>	<b>\$5,814,000</b>	<b>\$790,000</b>	<b>\$4,235,000</b>	<b>\$3,445,000</b>

Four of the CIP funds are also Internal Service Funds, meaning they use Internal Service Fees (ISF) to finance project expenses. Internal Service Fees are collected when one City department provides a service to another, drawing those service expenses from the operating budget of the benefiting department. Although some departments are funded by Enterprise funds, many are part of the General Fund. The total proposed Internal Service Fees for FY22 are shown below – again these may be adjusted as the final operating budgets are prepared. The FY20 ISF amounts are also included for reference.

CIP Fund	FY20 ISF	FY21 ISF	FY22 ISF	Increase over FY21
726/Facilities Management Capital	\$214,000	\$300,000	\$350,000	\$50,000
731/Information Technology Capital	\$756,000	\$756,000	\$800,000	\$44,000
736/Fleet Management Capital (General Fund)	\$3,100,000	\$500,000	\$1,500,000	\$1,000,000
737/Fleet Replacement	\$552,000	\$657,000	\$657,000	-

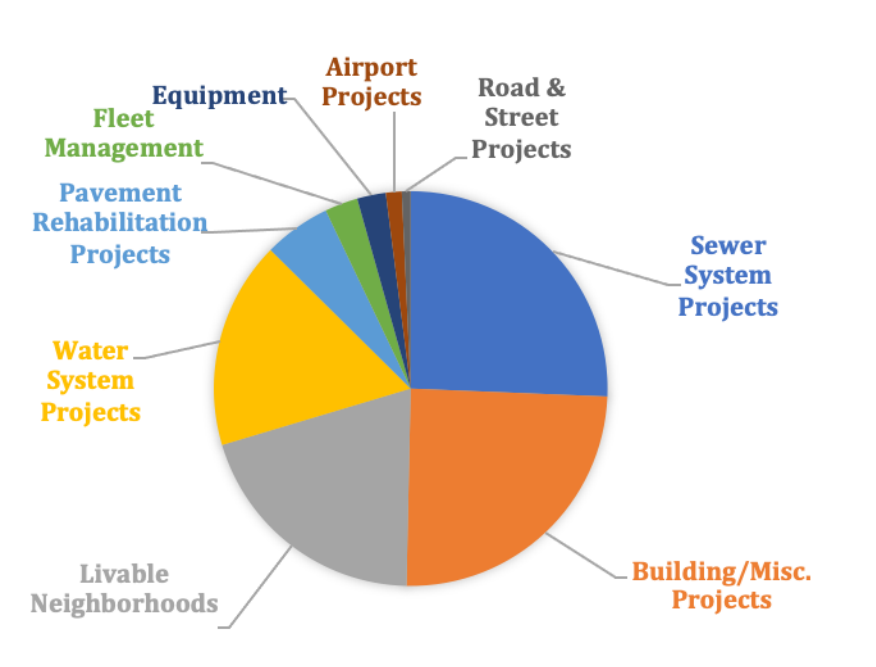


(Enterprise Funds)				
<b>Total ISF</b>	<b>\$4,622,000</b>	<b>\$2,213,000</b>	<b>\$3,307,000</b>	<b>\$1,094,000</b>

As displayed in the tables above, there is an overall increase of \$3,445,000 in General Fund transfers over FY21, and an increase of \$1,094,000 in ISF over FY21. It is important to note that some of the ISFs referenced above do have a General Fund impact, as many Departments paying ISF are funded by the General Fund. Fund 736 for General Fund Fleet Replacement, for instance, supports fleet replacement efforts for the Fire Department, Police Department, and other General Fund-funded departments, and therefore has a direct General Fund impact.

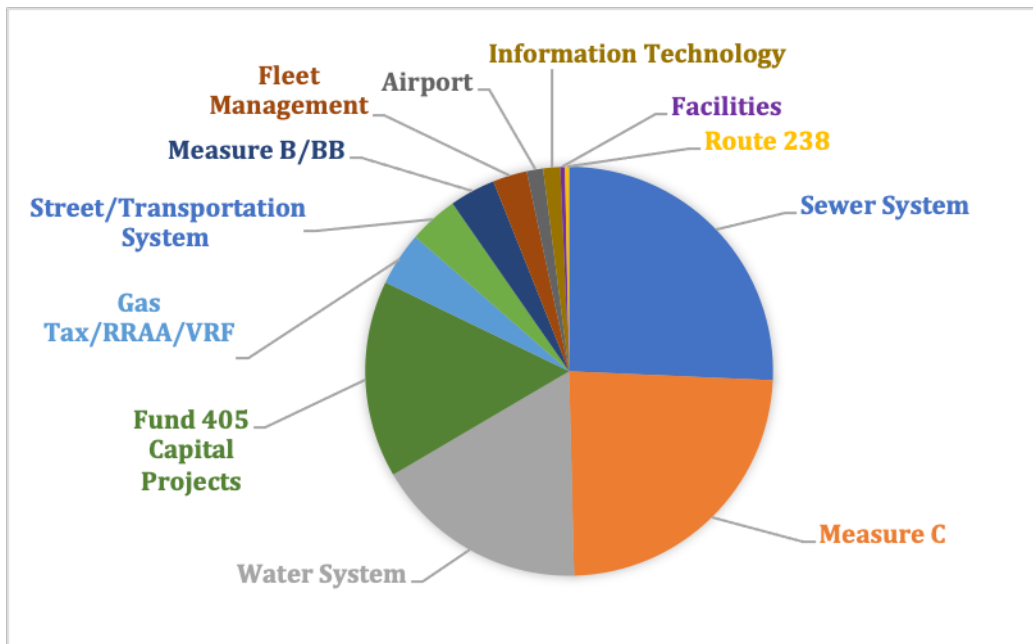
The proposed project costs by CIP category are as follows:

Project Category	FY21 Adopted	FY22 Recommended	Increase/ (Decrease) from FY21 CIP
Sewer System Projects	\$14,351,000	\$40,437,390	\$26,086,390
Building/Misc. Projects	\$18,805,000	\$38,946,000	\$20,141,000
Livable Neighborhoods	\$11,880,000	\$31,603,000	\$19,723,000
Water System Projects	\$6,040,000	\$26,821,000	\$20,781,000
Pavement Rehabilitation Projects	\$9,728,000	\$8,688,000	(\$1,040,000)
Fleet Management	\$1,215,000	\$4,285,000	\$3,070,000
Equipment	\$1,956,000	\$3,718,000	\$1,762,000
Airport Projects	\$1,787,000	\$2,052,000	\$265,000
Road & Street Projects	\$6,812,000	\$1,144,000	(\$5,668,000)
<b>Total Capital Improvement Projects</b>	<b>\$72,574,000</b>	<b>\$157,694,390</b>	<b>\$85,120,390</b>



The proposed project costs in each CIP Fund are as follows:

<b>CIP Fund</b>	<b>FY22 Recommended</b>
(210) Special Gas Tax	\$2,968,000
(211) RRAA (SB1)	\$2,900,000
(212) Measure BB - Local Transportation	\$2,100,000
(213) Measure BB - Ped & Bike	\$670,000
(215) Measure B - Local Transportation	\$1,650,000
(216) Measure B - Ped & Bike	\$550,000
(218) Vehicle Registration Fund	\$850,000
(219) Measure BB - Paratransit	\$750,000
(405) Capital Projects	\$24,593,000
(406) Measure C Capital	\$37,700,000
(410) Rte. 238 Corridor Improvement	\$0
(411) Rte. 238 Settlement Admin	\$520,000
(450) Street System Improvements	\$4,692,000
(460) Transportation System Improvements	\$1,450,000
(603) Water Replacement	\$12,395,000
(604) Water Improvement	\$14,342,000
(611) Sewer Replacement	\$21,642,390
(612) Sewer Improvement	\$18,886,000
(621) Airport Capital	\$2,052,000
(726) Facilities Capital	\$580,000
(731) Information Tech Capital	\$2,119,000
(736) Fleet Management Capital	\$2,590,000
(737) Fleet Management Enterprise	\$1,695,000



## STRATEGIC ROADMAP

The 2024 Vision and Strategic Roadmap adopted in 2020 are at the forefront of the City's capital project planning efforts. To the greatest extent possible, a formal management and implementation process ensure that CIP projects are aligned with the City's Strategic Roadmap and that the value each generates is maximized.

CIP Projects touch the Combat Climate Change, Support Quality of Life, Grow the Economy, and Improve Organizational Health Priorities. However, they predominantly support the Improve Infrastructure Priority.

## SUSTAINABILITY FEATURES

While the proposed projects are aligned with and advance the Council's sustainability goals and policies, the action taken for this agenda report will not result in a physical development, purchase or service, or a new policy or legislation. Any physical work will require future Council action. Sustainability features for individual CIP projects are listed in each staff report.

## PUBLIC CONTACT

The public has the opportunity to review and comment on the CIP at this evening's Committee meeting and will again at the Council Work Session, which has been tentatively scheduled for May 18, 2021, as well as at the Council Public Hearing, tentatively scheduled for June 1, 2021.

Staff previously presented the Recommended FY22 – FY31 CIP to the Planning Commission at their April 22, 2021 meeting, at which the Commission unanimously found that the CIP was in conformance with the Hayward 2040 General Plan. A notice advising residents about the Planning Commission Public Hearing on the CIP was published on April 9, 2021 in *The Daily Review* newspaper. Another Public Notice will be published in the *Daily Review* newspaper at

least ten days in advance of the Council Public Hearing on June 1. A copy of the Recommended CIP is made available online and by contacting the office of the City Clerk. Additionally, individual projects receive Council approval and public input as appropriate.

## **NEXT STEPS**

Once the Committee has reviewed and offered comments on the Recommended CIP, staff will incorporate this feedback. Then, the CIP will be reviewed at a Council Work Session, tentatively scheduled for May 18, 2021, and then again at a public adoption hearing tentatively scheduled for June 1, 2021.

*Prepared by:* Kait Byrne, Management Analyst

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

Approved by:

A handwritten signature in black ink, appearing to read 'Kelly McAdoo', written in a cursive style.

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Kelly McAdoo, City Manager



# CITY OF HAYWARD

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**File #:** RPT 21-061

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**DATE:** April 28, 2021

**TO:** Council Infrastructure Committee

**FROM:** Director of Public Works

**SUBJECT**

Mission Boulevard Linear Park Landscape - Project Update

**RECOMMENDATION**

That the Committee reviews this report and comments on this update for the Mission Boulevard Linear Park Landscape Project.

**SUMMARY**

The Mission Boulevard Linear Park Landscape project (Project) will provide improvements to the linear park adjacent to portions of the Mission Boulevard Corridor Improvements Phase 2 project. The purpose of this report is to provide the Committee with an update on the progress of the design and to receive comments.

**ATTACHMENTS**

Attachment I Staff Report



**DATE:** April 28, 2021  
**TO:** Council Infrastructure Committee  
**FROM:** Director of Public Works  
**SUBJECT:** Mission Boulevard Linear Park Landscape - Project Update

## **RECOMMENDATION**

That the Committee reviews this report and comments on this update for the Mission Boulevard Linear Park Landscape Project.

## **SUMMARY**

The Mission Boulevard Linear Park Landscape project (Project) will provide improvements to the linear park adjacent to portions of the Mission Boulevard Corridor Improvements Phase 2 project. The purpose of this report is to provide the Committee with an update on the progress of the design and to receive comments.

## **BACKGROUND**

The Linear Park is on the east side of Mission Boulevard from approximately 600 feet south of Blanche Street to 500 feet north of Fairway Street, and is approximately 5,000 feet long and varies in width from 50 to 65 feet. The Linear Park currently consists of an asphalt path, grasses, trees and shrubs. Mission Boulevard Corridor Improvements Phase 2 construction project removed trees that were in declining health, replaced the asphalt path, added new pedestrian lighting and installed the main irrigation water line within the Linear Park. The landscape improvements were not included in the Phase 2 project because the cost estimate during the design phase exceeded the project budget for the Phase 2 project. Below is a list of major milestones for the Mission Boulevard Linear Park Landscape project:

- October 2019: Introduction of the project to the Committee for scope options and associated costs.
- June 2020: Council adopted a resolution authorizing the City Manager to execute a Professional Services Agreement with SurfaceDesign, Inc., (SDI) for the design of the Mission Boulevard Linear Park Landscape Project.
- August 2020: SDI began pre-design data collection and field survey.

- September 2020: Staff and SDI held first community meetings both virtual and onsite tent events to gather input for the conceptual design including post meeting survey for additional community input.
- October 2020: Committee meeting for a project update including community input to be considered in the conceptual design.
- December 2020: Staff and SDI held a second virtual community meeting to present the conceptual design and gather input.
- March 2021: Design development level designs completed.

## **DISCUSSION**

The current design includes the following features:

- Reshape the flat landscape areas, using cut and fill to create earth forms that echo the East Bay Hills
- Plant new trees, no-mow grass, native plants, wildflowers and irrigation
- Realign existing path at two locations
- Add decomposed granite shoulder along the existing path for alternative surface for walker/runners as well as making it dog friendly
- Add seating using reclaimed timbers and upcycled accent seating
- Add boulders
- Install trash receptacle and dog stations
- Use recycled concrete for paved spaces and pathways
- Add art crosswalk
- Provide privacy to adjacent properties by planting new shrubs and limbing up existing oleander along existing fencing

Finally, this design does not include new fencing, new exercise equipment and other features due to their cost. During the conceptual design stage, there was an opportunity for the Proposition 68 Statewide Park Program Grant to provide funding. Staff was in the process of applying for the grant; however, this project was not eligible due to the proximity of nearby parks and to the fact that the median household income in the vicinity of the Linear Park exceeded the threshold.

## **ECONOMIC IMPACT**

Completion of the landscape improvements will provide the final aspect of the complete streets total project for this portion of Mission Boulevard, provide additional pedestrian and bicycle facilities, recreation facilities, resulting in positive economic benefits for nearby businesses and increased property values for residential areas adjacent to the Linear Park.

## **FISCAL IMPACT**

This landscaping project is funded by the Route 238 Corridor Improvement Fund. Currently, the adopted FY20 CIP includes \$2,813,000 for the project.

The estimated project costs are as follows:

	<b>Estimated Cost</b>
Construction	\$2,200,000
Design	\$400,000
Construction Admin, Inspection, Testing	\$213,000
<b>Project Total</b>	<b>\$2,813,000</b>

This estimated project cost is based on the current design outlined in the Discussion section. Input from some community members included requests for new fencing along the existing fencing, additional exercise equipment, artwork, more trees and sound walls. Also, there are requests to equitably distribute City services beyond the limit of the Linear Park in the south end portion before Union City. For these improvements and added scope, additional funding will be needed.

### **SUSTAINABILITY FEATURES**

1. Water: The project will include the installation of drought tolerant plants to reduce water usage.
2. Environment: This project will implement Bay-Friendly Landscaping techniques to use native and climate appropriate plants for the linear park. The project will be reviewed for Bay-Friendly certification after the project design is complete.
3. Bike and Ped: The project will provide a pleasant, safe, and inviting environment for walking, jogging, casual biking and exercise.

### **STRATEGIC ROADMAP**

This agenda item supports the Strategic Priority of Improve Infrastructure. Specifically, this item relates to the implementation of the following project:

Project 7      Improve Mission Boulevard as a key 'Gateway to the City'

### **PUBLIC CONTACT**

As part of the design process, staff and the design consultant held two community meetings on September 25, 2020 and December 10, 2020. Based on the presentation of the conceptual design, the feedback from the community members who provided input was overall positive. Staff will engage the community for a final meeting when the 95% design is completed. There will be opportunities to provide comments through a survey following the final community meeting. Information about the project can also be found in the project webpage: <https://hayward-ca.gov/Linear-Park>



## **SCHEDULE**

The following is the tentative schedule for this project:

Community Meeting No. 3	July 2021
Complete Construction Documents	September 2021
Begin Construction	January 2022
Complete Construction	Summer 2022

## **NEXT STEPS**

Staff will incorporate the Committee's comments into the design, which will be presented to the community during the final community meeting.

*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



# CITY OF HAYWARD

Hayward City Hall  
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**File #:** ACT 21-041

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**DATE:** April 28, 2021

**TO:** Council Infrastructure Committee

**FROM:** Director of Public Works

**SUBJECT**

Proposed 2021 Agenda Planning Calendar: Review and Comment

**RECOMMENDATION**

That the Council Infrastructure Committee (CIC) reviews and comments on this report.

**SUMMARY**

The proposed 2021 agenda planning calendar contains planned agenda topics for upcoming CIC meetings for the CIC's consideration. This agenda item is included in every CIC agenda and reflects any modifications to the planning calendar, including additions, rescheduled items, and/or cancelled items.

**ATTACHMENTS**

Attachment I 2021 Agenda Planning Calendar



**DATE:** April 28, 2021

**TO:** Council Infrastructure Committee

**FROM:** Director of Public Works

**SUBJECT:** Proposed 2021 Agenda Planning Calendar: Review and Comment

**RECOMMENDATION**

That the Council Infrastructure Committee (CIC) reviews and comments on this report.

**DISCUSSION**

The proposed 2021 agenda planning calendar contains planned agenda topics for upcoming CIC meetings for the CIC’s consideration. This agenda item is included in every CIC agenda and reflects any modifications to the planning calendar, including additions, rescheduled items, and/or cancelled items.

Underlined – Staff recommends item to be added to Approved Agenda Planning Calendar  
~~Strikeout~~ - Staff recommends item to be removed or scheduled from previously Approved Planning Calendar.

<b>July 28, 2021</b>
1. Review and Approve the Meeting Minutes from April 28, 2021
2. Work Session: Policy Discussion Regarding Bicycle and Pedestrian Infrastructure Improvements
3. Review and Comment on the Long-Range Planning for the WPCF Upgrades 2022 – 2031 (1 of 2) (PW&U)
4. Review and Comment on the Funding Mechanisms for Sidewalks (PW&U)
5. Review and Approve the 2021 Agenda Planning Calendar
6. CIP Oral Update
<b>FY 2022</b>
<b>October 27, 2021</b>
1. Review and Approve the Meeting Minutes from July 28, 2021
2. <u>Review and Comment on the Long-Range Planning for the WPCF Upgrades 2022 – 2031 (2 of 2) (PW&amp;U)</u>
3. Review and Comment on Bicycle and Pedestrian Infrastructure Improvements from the 4/28/21 CIC Work Session Discussion

4. Work Session: Policy Discussion Regarding the Implementation of Solar Projects (PW&U)
5. Review and Comment on the FY 2022 Pavement Rehabilitation Project (PW&U)
6. Review and Comment on the Long-Range Planning for the Sewer System Upgrades 2022 – 2031 (3 of 4) (PW&U)
7. Review and Approve the 2021 Agenda Planning Calendar
8. CIP Oral Update
<b>January 26, 2022</b>
1. Review and Approve the Meeting Minutes from October 27, 2021
2. <a href="#">Review and Comment on the Long-Range Planning for the Sewer System Upgrades 2022 – 2031 (4 of 4) (PW&amp;U)</a>
3. Review and Comment on the Implementation of Solar Projects Resulting from the 7/28/21 CIC Work Session Discussion (PW&U)
4. Work Session: Policy Discussion Regarding the Planned Implementation for Equity in distribution of services
5. Receive Update on the I-880 Winton/A Street Interchange Project (PW&U)
6. Review and Approve the 2022 Agenda Planning Calendar
7. CIP Oral Update
<b>April 27, 2022</b>
1. Review and Approve the Meeting Minutes from January 26, 2022
2. Review and Comment on the Planned Implementation for Equity from the 10/27/21 CIC Work Session Discussion (PW&U)
3. Review and Comment on the FY 2023 Pavement Rehabilitation Project (PW&U)
4. Receive Final Report on the completed Mission Blvd. Phase 3 Project (PW&U)
5. Review and Approve the 2022 Agenda Planning Calendar
6. CIP Oral Update
<b>July 27, 2022</b>
1. Review and Approve the Meeting Minutes from April 27, 2022
2. Receive Update on the Whipple/Industrial Interchange Project (PW&U)
3. Review and Approve the 2022 Agenda Planning Calendar
4. CIP Oral Update
<b>FY 2023</b>
<b>October 26, 2022</b>
1. Review and Approve the Meeting Minutes from July 27, 2022
2. Review and Approve the 2022 Agenda Planning Calendar
3. CIP Oral Update
<b>January 25, 2023</b>
1. Review and Approve the Meeting Minutes from October 26, 2022
2. Review and Approve the 2023 Agenda Planning Calendar
3. CIP Oral Update
<b>April 26, 2023</b>
1. Review and Approve the Meeting Minutes from January 25, 2023
2. Receive the Final Report on the Completed Fire Station 6 & Training Center Construction Project (PW&U/Fire)

3. Receive Update on the Clawiter/92 Interchange Project (PW&U)
4. Receive Update on the Winton/A Street Interchange Project (PW&U)
5. Review and Approve the 2023 Agenda Planning Calendar
6. CIP Oral Update
<b>Unscheduled and/or Future Topics</b>
Receive Update on New CIP Project: Corporation Yard and Potential Funding Options (PW&U/FIN)

**NEXT STEPS**

Upon consideration and approval by CIC, staff will schedule items accordingly for future meetings.

*Prepared by:* 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