

CITY OF HAYWARD

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



CITY OF
HAYWARD
HEART OF THE BAY

Agenda

Monday, July 24, 2017

4:00 PM

Conference Room 2A

Council Infrastructure Committee

CALL TO ORDER**PLEDGE OF ALLEGIANCE****ROLL CALL****PUBLIC COMMENTS:**

(The Public Comment section provides an opportunity to address the City Council Committee on items not listed on the agenda as well as items on the agenda. The Committee welcomes your comments and requests that speakers present their remarks in a respectful manner, within established time limits, and focus on issues which directly affect the City or are within the jurisdiction of the City. As the Committee is prohibited by State law from discussing items not listed on the agenda, any comments on items not on the agenda will be taken under consideration without Committee discussion and may be referred to staff.)

APPROVAL OF MINUTES

1. [MIN 17-114](#) Draft Meeting Minutes from April 26, 2017 Regular Meeting

REPORTS/ACTION ITEMS

2. [RPT 17-090](#) Capital Improvement Program FY 2018 - FY 2027 Review Schedule
3. [RPT 17-102](#) Old Highlands Homeowner Association (OHHA) Roadways Update
4. [RPT 17-103](#) Main Street Complete Streets Design Alternatives
5. [RPT 17-104](#) East Bay Greenway (Rail to Trail)
6. [RPT 17-106](#) Proposed Agenda Planning Calendar

ORAL UPDATE ON CIP PROJECT(S)**FUTURE AGENDA ITEMS****COMMITTEE MEMBER/STAFF ANNOUNCEMENTS AND REFERRALS****ADJOURNMENT**



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Hayward City Hall
777 B Street
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File #: MIN 17-114

DATE: July 24, 2017

TO: Council Infrastructure Committee

FROM: Assistant City Manager

SUBJECT

Draft Meeting Minutes from April 26, 2017 Regular Meeting

RECOMMENDATION

That the Committee approves the meeting minutes from the April 26, 2017 Regular Meeting.

ATTACHMENTS

Attachment I Draft Minutes April 26, 2017



COUNCIL INFRASTRUCTURE COMMITTEE MEETING

Hayward City Hall – Conference Room 2A
777 B Street, Hayward, CA 94541-5007

April 26, 2017
4:00 p.m. – 6:00 p.m.

MEETING MINUTES

CALL TO ORDER: Meeting called to order at 4:04 PM by Council Member Márquez

PLEDGE OF ALLEGIANCE: Led by Council Member Mendall

ROLL CALL:

Members Present: Al Mendall, City Council Member; Elisa Márquez, City Council Member; Marvin Peixoto, City Council Member

Staff Present: Kelly McAdoo, City Manager; Maria Hurtado, Assistant City Manager; Alex Ameri, Director of Utilities & Environmental Services; Morad Fakhrai, Director of Public Works; Fred Kelley, Transportation Manager; Leigha Schmidt, Senior Planner; Eric Pearson, Environmental Service Manager; Monica Davis, Management Analyst II; Douglas McNeeley, Airport Manager; Ramona Thomas, Economic Development Specialist; Colleen Kamai, Executive Assistant (Recorder)

Others: Stephan Dunbar, two members of the public (names not provided)

PUBLIC COMMENTS: None

ELECTION OF CHAIR AND VICE CHAIR: Member Elisa Márquez to serve as Chair and Council Member Marvin Peixoto to serve as Vice Chair.

APPROVAL OF MINUTES:

1. Draft Meeting Minutes from March 29, 2017 Regular Meeting

Approved

REPORTS/ACTION ITEMS:

2. Review Draft Complete Streets Strategic Initiative Two-Year Action Plan

Senior Planner Leigha Schmidt provided an overview of the Complete Streets Action Plan. She explained that the purpose is to construct streets that are safe, comfortable, and convenient for motorists, pedestrians, bicyclists, and individuals who utilize public transportation, regardless of age or ability. Ms. Schmidt outlined the objectives and performance measures for each of the established goals.

The Committee was in favor of the structure, plan, and metrics.

Council Member Márquez was encouraged to see the intradepartmental collaboration behind the plan.

Assistant City Manager Hurtado commented that much thought and discussion have been dedicated to the formation of the measures.

A member of the public commented that although Hayward was moderately sized, there are still a fair number of traffic fatalities that occur within the City. He noted that State regulations may

play a role in the time that it takes to complete the necessary changes to improve the streets in Hayward.

A member of the public suggested using data to identify areas within the City that pose the greatest risk for traffic related injuries and fatalities, and reducing the traffic speeds in such areas. She further suggested working with neighboring cities to develop cohesive bike lanes that allow bikers to travel across city boundaries with ease.

Transportation Manager Kelley responded that staff has been working toward updating the Bicycle Master Plan, and is actively incorporating new bike lanes throughout the City as opportunities arise.

3. Capital Improvement Program FY 2018 – FY 2027

Public Works Director Fakhrai presented the FY 2018 Capital Improvement Program (CIP). Director Fakhrai described the needs and funds for the following divisions: Road and Street Projects, Pavement Management Program and Street Rehabilitation Selection, Building Projects, Livable Neighborhoods, Comprehensive Transportation Plans, Utilities & Environmental Services, Water Systems, Sewer Systems, Water Pollution Control Facility, Recycled Water, Groundwater, Airport, Internal Services Funds, Facilities, Information Technology, and Fleet.

Council Member Peixoto stated that residents do not understand categorical funding. He believes that this message needs to get through to residents as we go through budget process.

PUBLIC COMMENTS:

Stephan Dunbar commented that in regards to traffic impact, he would like to see the City use cheaper transportation demand management.

Council Member Mendall and Council Member Peixoto asked staff what percentage of the CIP, brought before Council approval each year, is recurring and ongoing.

Director Fakhrai explained that the staff would bring the CIP before the Planning Commission, and then to the City Council as a work session in June.

Council Member Márquez requested that the Committee have a more hands-on approach next year. Director Fakhrai will look into the appropriate extent of the Committee and City Council's role in developing the CIP moving forward, and will work with the Committee to ensure adequate timing to incorporate suggestions.

ORAL UPDATE ON CIP PROJECT(S): None

FUTURE AGENDA ITEMS:

Discussion on BART Expansion –Creating a plan to promote BART expansion to Silicon Valley.

Assistant City Manager Hurtado will modify the CIP proposed work plan, and incorporate the Committee's suggested topics for future agendas.

COMMITTEE MEMBER/STAFF ANNOUNCEMENTS AND REFERRALS

None

ADJOURNMENT: 5:41PM



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Hayward City Hall
777 B Street
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File #: RPT 17-090

DATE: July 24, 2017

TO: Council Infrastructure Committee

FROM: Director of Public Works

SUBJECT

Capital Improvement Program FY 2018 - FY 2027 Review Schedule

RECOMMENDATION

That the Committee reviews and comments on the proposed review schedule of the adopted Capital Improvement Program (CIP) for Fiscal Year 2018 through Fiscal Year 2027.

ATTACHMENTS

Attachment I Staff Report



DATE: July 24, 2017

TO: Council Infrastructure Committee

FROM: Director of Public Works

SUBJECT Capital Improvement Program FY 2018 – FY 2027 Review Schedule

RECOMMENDATION

That the Committee reviews and comments on the proposed Review Schedule of the adopted Capital Improvement Program (CIP) for Fiscal Year 2018 through Fiscal Year 2027.

BACKGROUND

The City of Hayward's CIP is a planning document for the upcoming ten-year period that supports the City Council's priorities of Safe, Clean, Green, and Thrive, and the three initiatives of Complete Communities, Complete Streets, and the Tennyson Corridor. This planning document includes budget recommendations which contain revenue and expenditure estimates for capital projects. Projects include infrastructure (street construction and improvements, sewer and water systems upgrades, and storm drains), seismic retrofitting of public facilities, constructing public buildings, airport projects, information technology improvements, replacement of major equipment, and other miscellaneous projects.

The CIP development process is comprehensive and includes review by a number of committees/commissions. The CIP process begins with preparation of project cost estimates prepared by staff who then submit capital project funding requests for evaluation by an internal capital projects review committee. The recommended Ten-Year CIP is compiled and presented to the Council Infrastructure Committee (CIC) for review and input, the Planning Commission for conformance with the General Plan, and a final review by Council via a work session. The public can provide comments at each of these meetings as well as at the final public hearing. Finally, the capital spending plan for the upcoming year is adopted by Council by resolution.

On April 26, 2017, the CIP was presented for review by the CIC prior to its adoption. It was proposed that the document be brought back in sections for continued review at future meetings.

DISCUSSION

Due to the large amount of material covered in the CIP, staff recommends that the CIC review specific segments of the CIP over the course of several meetings. The proposed Review Schedule is provided below:

Meeting Date	Subject Area	Funds
October 25, 2017	Roads and Transportation	210 - Gas Tax 212 – Measure BB Local Transportation 213 – Measure BB Pedestrian & Bicycle 215 – Measure B Local Transportation 216 – Measure B Pedestrian and Bicycle 218 – Vehicle Registration Fee 410 – Route 238 Corridor Improvement 450 – Street System Improvements 460 – Transportation System Improvements
January 24, 2018	General Fund/ISF	405 – Capital Projects 726 – Facilities Capital 731 – Information Technologies Capital 736 – Fleet Management Capital 737 – Fleet Management Enterprise
April 25, 2018	Utilities	603 – Water Replacement 604 – Water Improvement 611 – Sewer Replacement 612 – Sewer Improvement

The Adopted FY 2018 – FY 2027 is available at www.hayward-ca.gov/2018CIP.

SUSTAINABILITY FEATURES

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 depend upon future Council action. Sustainability features for individual CIP projects are listed in each staff report.

PUBLIC CONTACT

During the CIP review and adoption process, a notice advising residents about the Planning Commission's public hearing on the CIP was published in the paper the requisite ten days in advance. The agenda for the Council Work Session on the CIP was posted in City Hall as well as the Library. A printed copy of the Recommended CIP was also made available at the Library and the City Clerk's office. Individual projects receive Council approval and public input as appropriate.

NEXT STEPS

The Committee's suggestions and input will be utilized to prepare the FY 2019 – FY 2028 CIP.

Prepared by: Karyn Neklason, Management Analyst II

Recommended by: Morad Fakhrai, Director of Public Works

Approved by:

A handwritten signature in black ink, appearing to read 'K. McAdoo', is positioned above a horizontal line.

Kelly McAdoo, City Manager



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File #: RPT 17-102

DATE: July 24, 2017

TO: Council Infrastructure Committee

FROM: Director of Public Works

SUBJECT

Old Highlands Homeowner Association (OHHA) Roadways Update

RECOMMENDATION

That the Committee reviews this report, recommends a preferred approach for implementing a street improvement program in the Old Highlands Homeowner Association (OHHA), and directs staff to develop a funding mechanism for implementation.

ATTACHMENTS

Attachment I	Staff Report
Attachment II	Annexation Map
Attachment III	Deferred Street Improvements Map
Attachment IV	Typical Cross Sections



DATE: July 24, 2017

TO: Council Infrastructure Committee

FROM: Director of Public Works

SUBJECT Old Highlands Homeowners Association (OHHA) Update

RECOMMENDATION

That the Committee reviews this report, recommends a preferred approach for implementing a street improvement program in the Old Highlands Homeowner Association (OHHA), and directs staff to develop a funding mechanism for implementation.

BACKGROUND

The area known as Old Highlands Homeowners Association (OHHA) in the Hayward hills just east of the California State University East Bay campus, was annexed to the City in 1963 (see Attachment II). Some roads in that area still remain as private streets. Upon annexation, property owners are typically required to upgrade all facilities to City standards, including City streets, sanitary sewers, water lines and so on. In 1967, sewer and water improvements were made through an assessment district that was approved by property owners. However, the streets in the area, which were in poor condition even then, were not brought up to City standards upon annexation. In 1972, a second assessment district for street improvements was halted by a property owner lawsuit claiming that the cost of improvements was too high. As the area has developed, at least 171 of the 297 parcels have had Deferred Street Improvement Agreements (DIA) recorded against them requiring certain street improvement to be constructed by the owners when directed by the City (see Attachment III).

Since then, there have been numerous discussions between the City and OHHA, most recently in 2008-2010 when the OHHA board proposed an assessment district to reconstruct and improve the streets. At the time, the City offered a \$2 million capital funding allocation to help reduce each property owner's annual assessment over the thirty-year term of the proposed bonds. The property owners have maintained that they did not want standard curb and gutters, sidewalks or roadway widths, and the City agreed to a more rural type of street cross-section with rolled curbs, narrow street widths, with or without on-street parking (see Attachment IV). Regardless, the proposed assessment district was overwhelmingly rejected by property owners of OHHA.

DISCUSSION

Since rejection of the proposed 2010 assessment district, any significant street repair efforts in the OHHA area have remained on hold with the exception of emergency repairs by the City estimated at \$270,000. The roads do not qualify for preventive maintenance as they are in very poor condition and require more extensive rehabilitation or reconstruction in order to realize a longer lasting improvement.

Of approximately 655 lane miles of streets within the City, there are approximately 213 lane miles with a Pavement Condition Index (PCI) of 65 or less that require major rehabilitation or reconstruction. The 6.12 lane miles of OHHA streets have a PCI of considerably less than 65. OHHA streets make up 0.93% of the overall City street system, and 2.75% of the streets that require rehabilitation or reconstruction.

Rehabilitation Costs

Staff has updated the estimated cost of OHHA roadway improvements based on the need for complete roadway rehabilitation or reconstruction using the originally specified Full Depth Reclamation repair method, minor storm drainage improvements, and necessary right-of-way encroachments, as follows:

In 2010	-	\$ 9,400,082
In 2017 (with 4% escalation)	-	\$11,065,460

Staff has explored other cost saving options and based on the result of deflection testing and analysis, has identified viable alternative treatment approaches with a reduced estimated total 2017 cost of approximately \$9.5 million. The following table provides information on the roadway lengths, pavement condition, improvement costs, and estimated potential funding available from DIA to improve OHHA streets.

Street Name	Lane Miles	PCI	Overall Cost	Estimated DIA
Civic Avenue	0.27	55	\$466,186	\$93,124
New Dobbrel Avenue	0.33	39	\$407,753	\$201,306
Grand View Avenue	0.81	29	\$1,264,399	\$586,436
Parkside Drive	1.71	24	\$3,005,029	\$1,058,728
Tribune Avenue	0.57	13	\$981,281	\$764,266
Call Avenue	0.44	0	\$550,848	\$299,634
Chronicle Avenue	0.68	0	\$937,372	\$431,570
Campus View Way	0.22	0	\$197,524	\$0
Cotati Street	0.18	0	\$407,913	\$106,065
Hillcrest Avenue	0.63	0	\$930,354	\$501,318
Home Avenue	0.29	0	\$374,022	\$216,553
Total	6.12		\$9,522,681	\$4,259,000

Deferred Improvement Agreements

Recorded DIAs can provide funding for an estimated \$4,259,000 or 45% of this work. These funds could be used to improve some of the OHHA streets. Other funding sources could include additional contributions from property owners and/or City street repair funds.

Pavement Maintenance Funds

In FY 2018, the City has allocated \$6.2 million for pavement rehabilitation and preventive maintenance, which includes funds from the recently approved Senate Bill 1 (SB), and in FY 2019, has programmed \$8.7 million from the following sources:

Funding Source	FY 18	FY 19
Gas Tax *	\$1,500,000	\$3,650,000
Measure B	\$2,100,000	\$2,200,000
Measure BB	\$1,750,000	\$2,100,000
VRF	\$875,000	\$775,000
Total	\$6,243,000	\$8,725,000

* Includes newly approved SB1 funding

Recent past allocations from these funds have been split between Pavement Rehabilitation and Pavement Preventive Maintenance on an approximate 80%/20% basis based on Metropolitan Transportation Commission (MTC) suggested guidelines. Staff is evaluating the appropriateness of these percentages and will return to the Committee with a recommended split.

Considering that \$8.725 million is available for street improvements in FY19, that 80% of these funds have typically gone towards rehabilitation and reconstruction efforts and that OHHA streets make up 2.75% of the streets currently requiring rehabilitation or reconstruction, approximately \$191,950 could reasonably be considered as an equitable allocation towards OHHA street improvements in FY 2019. However, staff is proposing two options for the Committee's consideration.

FISCAL IMPACT

Staff is proposing the following two options for the Committee's consideration. These include one option with property owner funding and one option with a combination of property owner and City funding. The following is an example of options to consider for Tribune Avenue and Cotati Street, which the OHHA board members have requested as their highest priority:

- 1) Construct complete improvements with DIA funds and additional property owner contributions for the remaining balance required, to be collected over the next 5 – 10 years.

Street	FY 2017 Cost to Improve	Estimated DIA	Additional Property Owner Funds
Tribune Ave	\$981,281	\$764,266	\$217,015
Cotati St	\$407,913	\$106,065	\$301,848

- 2) Construct complete improvements with DIA funds and additional funds from an equal contribution made by property owners and the City.

Street	FY 2017 Cost to Improve	Estimated DIA	Additional Property Owner Funds	City Contribution
Tribune Ave	\$981,281	\$764,266	\$108,507	\$108,508
Cotati St	\$407,913	\$106,065	\$150,924	\$150,924

Depending on the direction received from the Committee on the above options, or any additional alternatives to consider, staff will return to the Committee with a plan for funding the improvements. The selected funding mechanisms will require a majority vote of the community prior to implementation.

SUSTAINABILITY FEATURES

The action taken for this report will not result in a physical development, purchase or service, or a new policy or legislation. Any physical work will depend upon a future Council action.

PUBLIC CONTACT

Staff has had numerous discussions with OHHA board members and property owners over the years. Most recently, staff attended the May 2017 OHHA board meeting, heard their concerns, and provided feedback.

NEXT STEPS

After receiving the Committee's feedback, staff will return to the Committee after developing a funding methodology to implement the Committee's preferred street improvement plan.

Prepared by: Kevin Briggs, Acting Assistant City Engineer

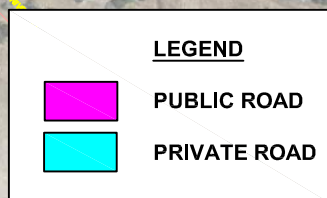
Recommended by: Morad Fakhrai, Director of Public Works

Approved by:





Kelly McAdoo, City Manager

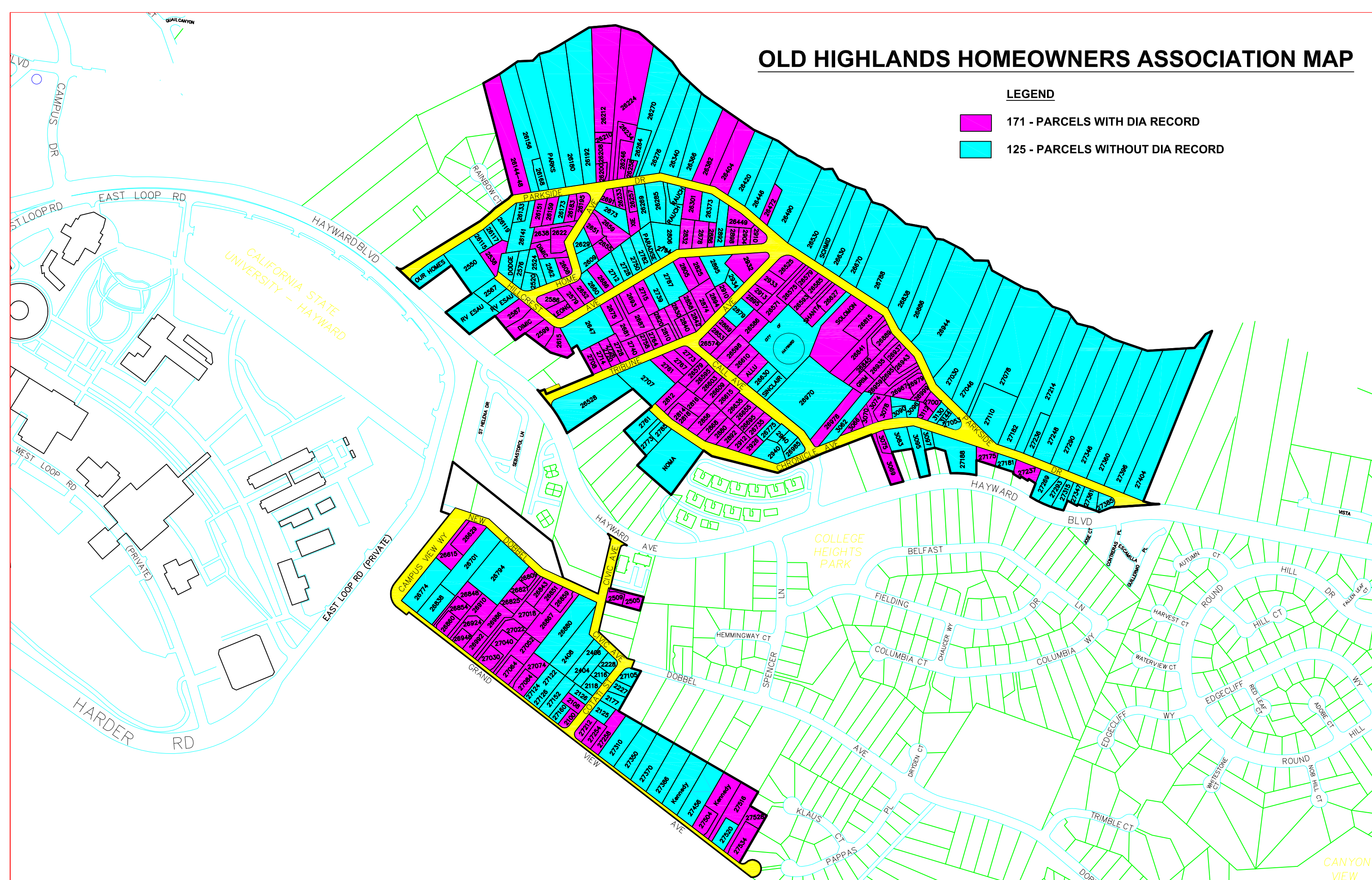
OLD HIGHLANDS HOMEOWNERS ASSOCIATION MAP



OLD HIGHLANDS HOMEOWNERS ASSOCIATION MAP

LEGEND

-  171 - PARCELS WITH DIA RECORD
-  125 - PARCELS WITHOUT DIA RECORD

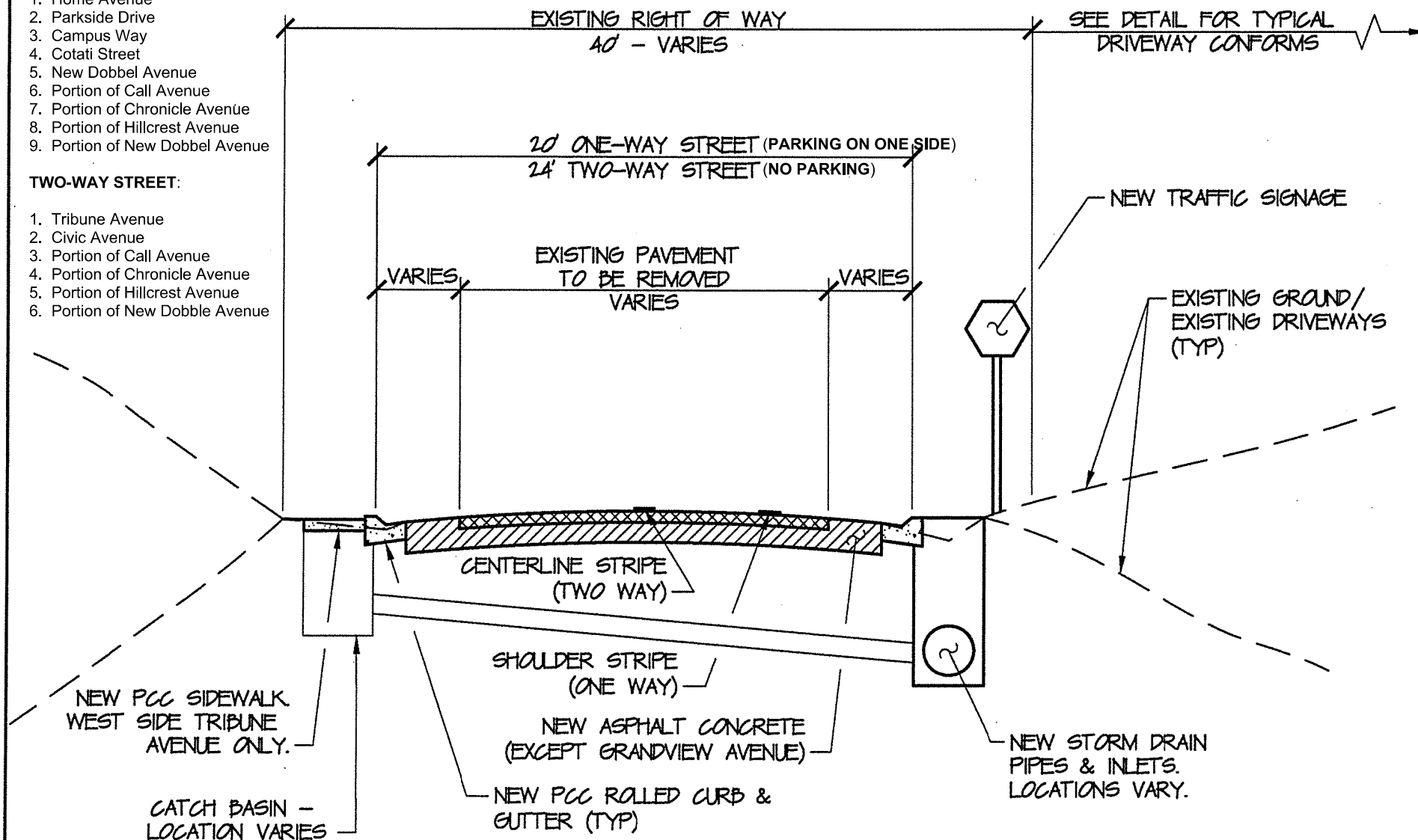


ONE-WAY STREET:

1. Home Avenue
2. Parkside Drive
3. Campus Way
4. Cotati Street
5. New Dobbel Avenue
6. Portion of Call Avenue
7. Portion of Chronicle Avenue
8. Portion of Hillcrest Avenue
9. Portion of New Dobbel Avenue

TWO-WAY STREET:

1. Tribune Avenue
2. Civic Avenue
3. Portion of Call Avenue
4. Portion of Chronicle Avenue
5. Portion of Hillcrest Avenue
6. Portion of New Dobbel Avenue



TYPICAL ROADWAY IMPROVEMENTS

N.T.S.



CITY OF HAYWARD

Hayward City Hall
777 B Street
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File #: RPT 17-103

DATE: July 24, 2017

TO: Council Infrastructure Committee

FROM: Director of Public Works

SUBJECT

Main Street Complete Streets Design Alternatives

RECOMMENDATION

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

ATTACHMENTS

Attachment I Staff Report



DATE: July 24, 2017

TO: Council Infrastructure Committee

FROM: Director of Public Works

SUBJECT: Main Street Complete Streets Design Alternatives

RECOMMENDATION

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

BACKGROUND

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

Council has prioritized improvements along Main Street due to its strategic location in the Downtown core. Main Street offers a wide-range of existing and planned housing choices, including affordable housing, retail, and services in close proximity to BART and other public transit services.

Consistent with this policy and Council's priority of implementing complete streets elements, City staff developed a concept plan for converting Main Street between McKeever Street and D Street into a Complete Street. Additionally, staff applied for and received funding through a competitive grant application process to implement this project.

DISCUSSION

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

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

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

Concept Plan 1

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

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

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

Concept Plan 2

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

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

Concept Plan 3

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

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

FISCAL AND ECONOMIC IMPACT

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

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

SUSTAINABILITY FEATURES

The Main Street Complete Streets project increases pedestrian and bicycle transportation options which, in turn, will lead to a reduction in greenhouse gas emissions related to single occupancy vehicle use and will address green infrastructure and storm water treatment technology through street design.

PUBLIC CONTACT

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

NEXT STEPS

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

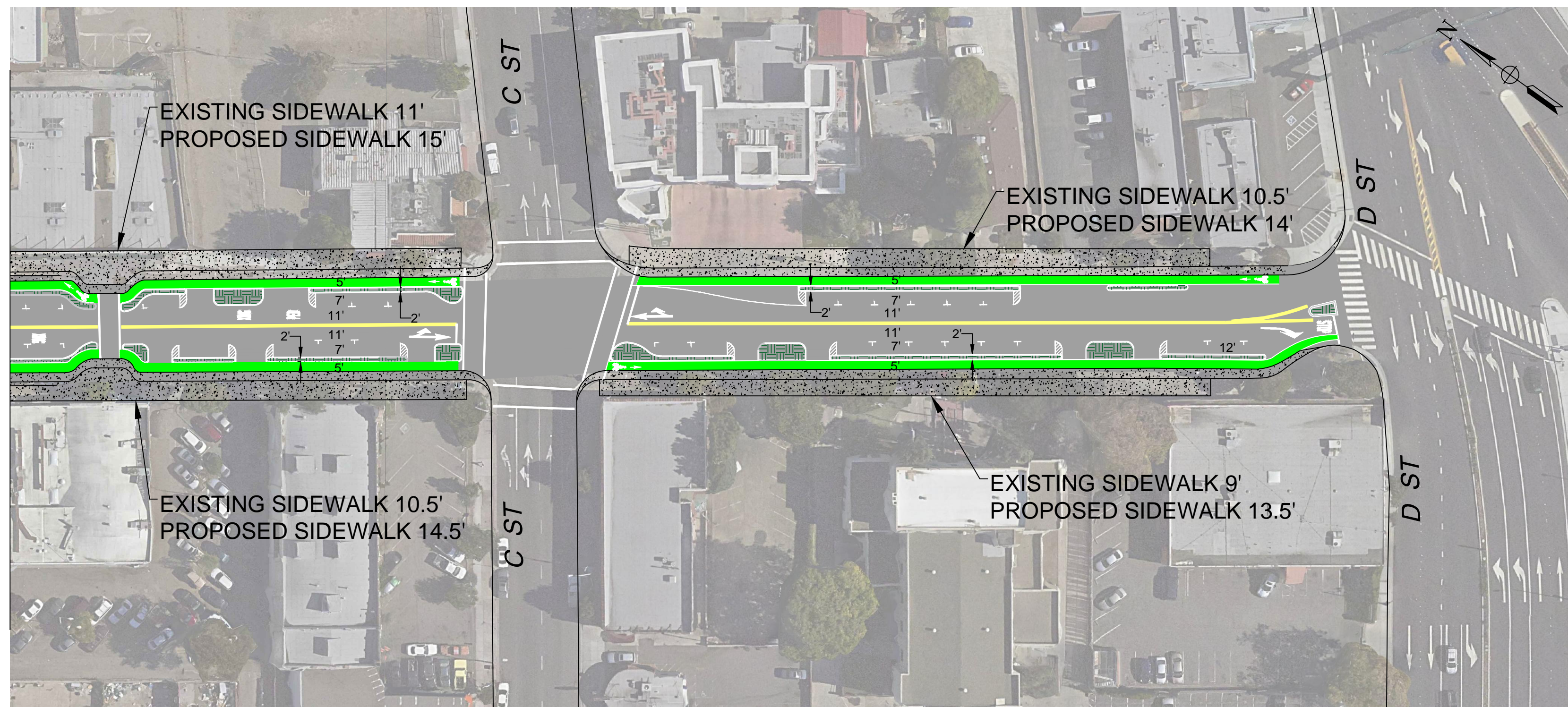
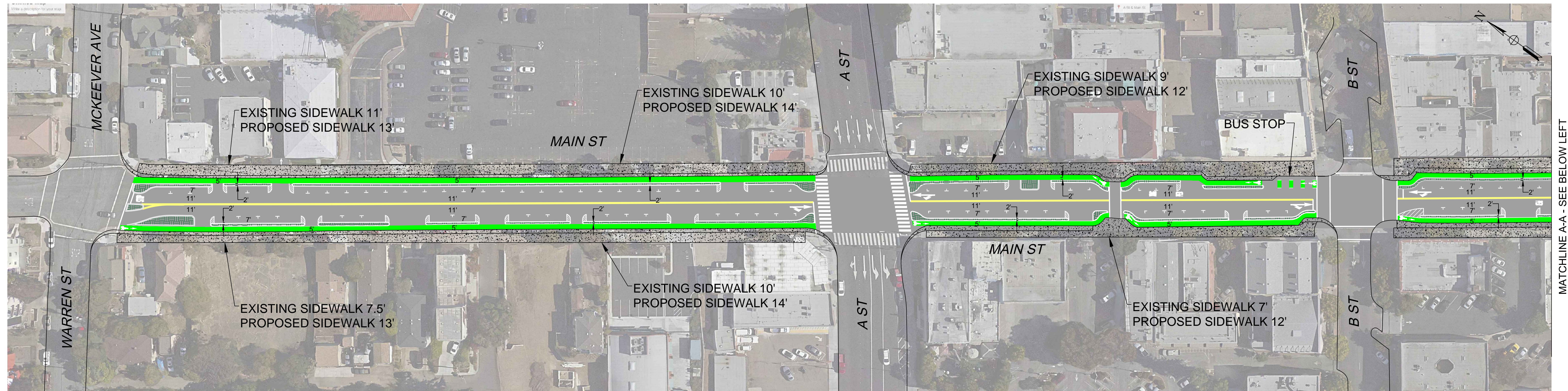
Prepared by: Abhishek Parikh, Senior Transportation Engineer

Recommended by: Morad Fakhrai, Public Works Director

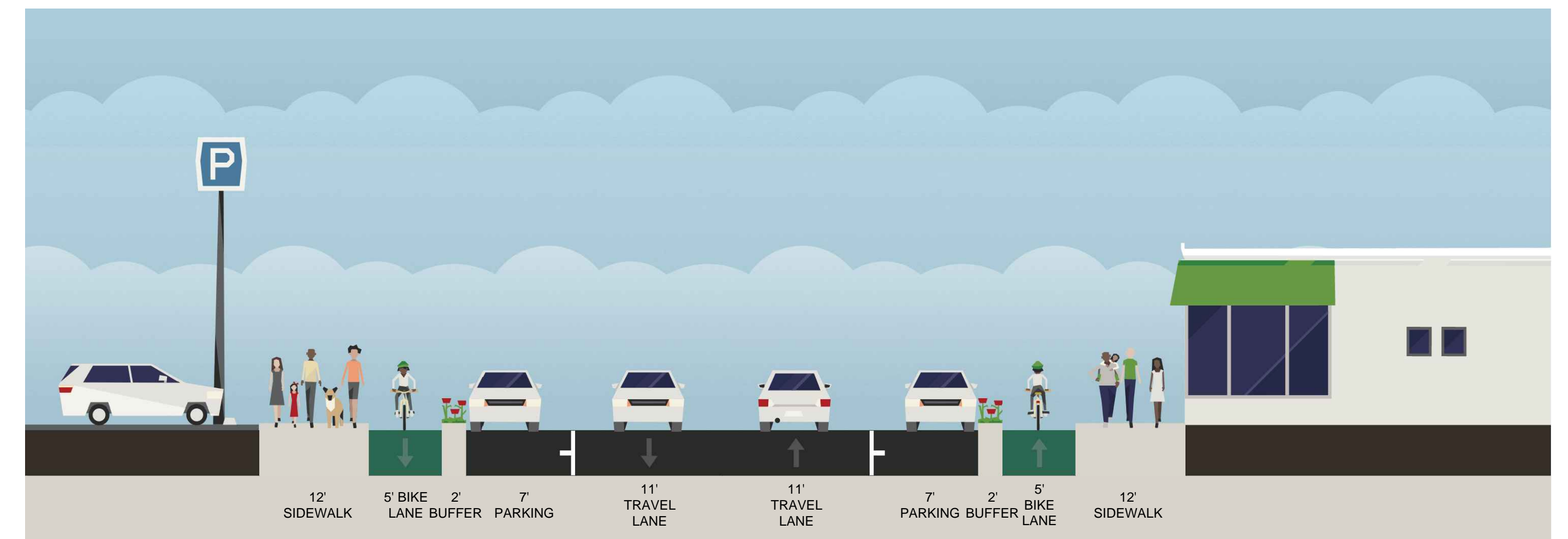
Approved by:



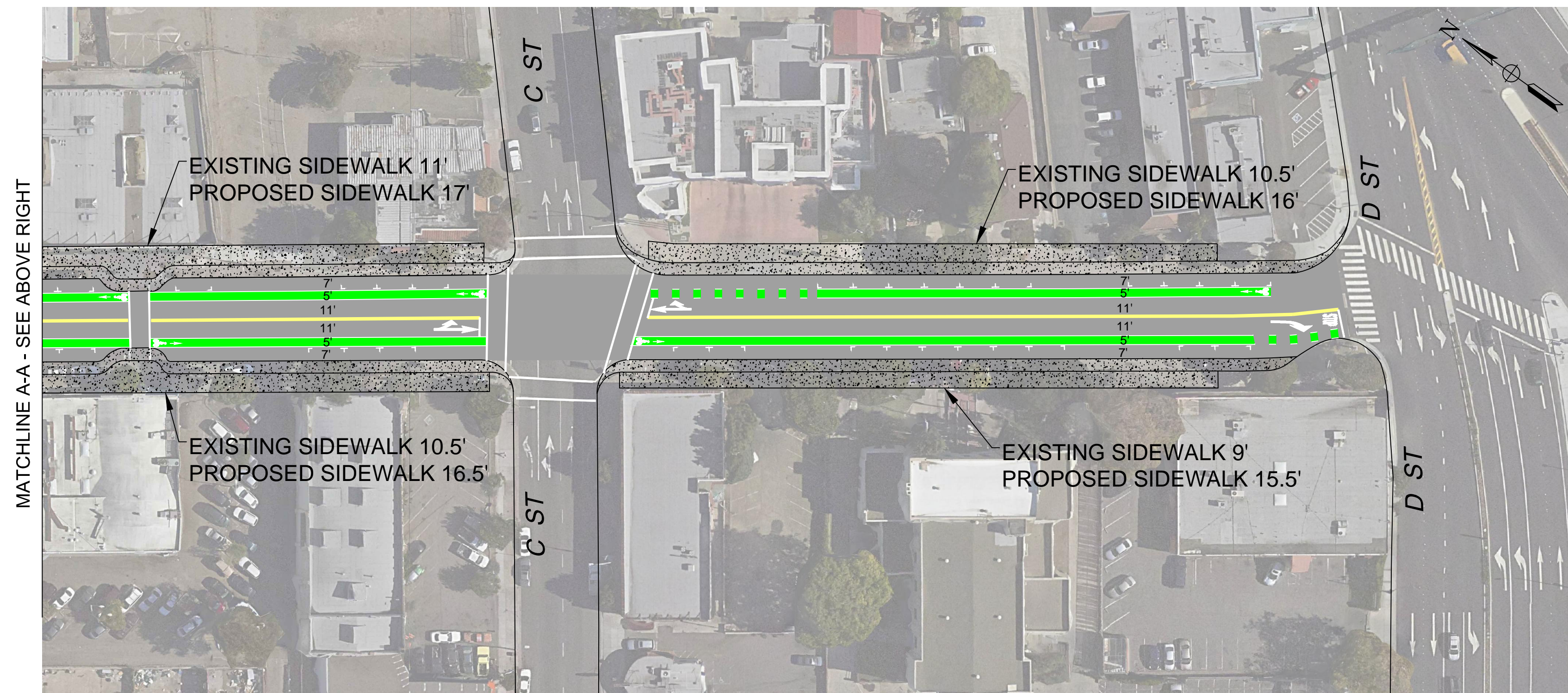
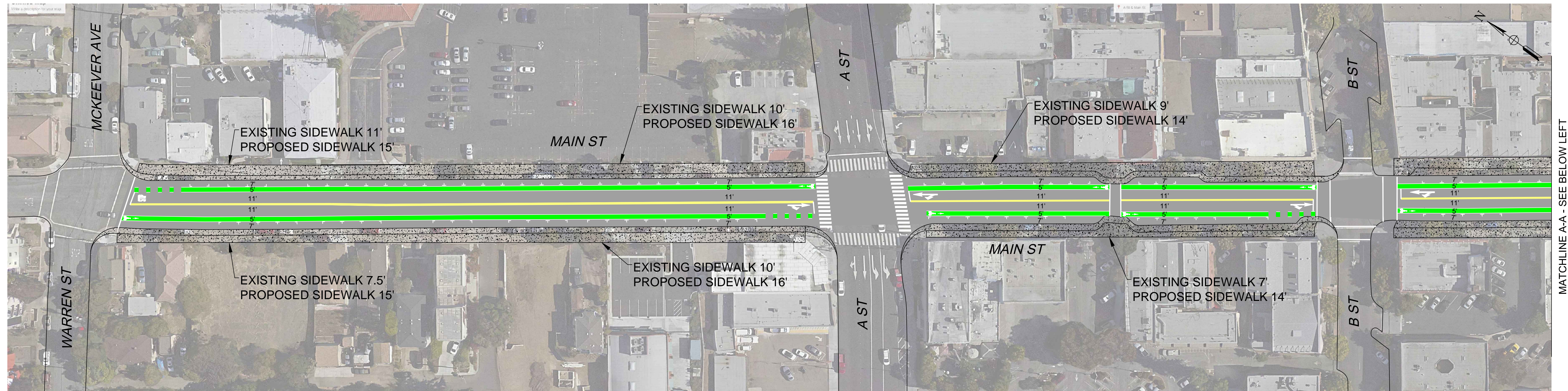
Kelly McAdoo, City Manager



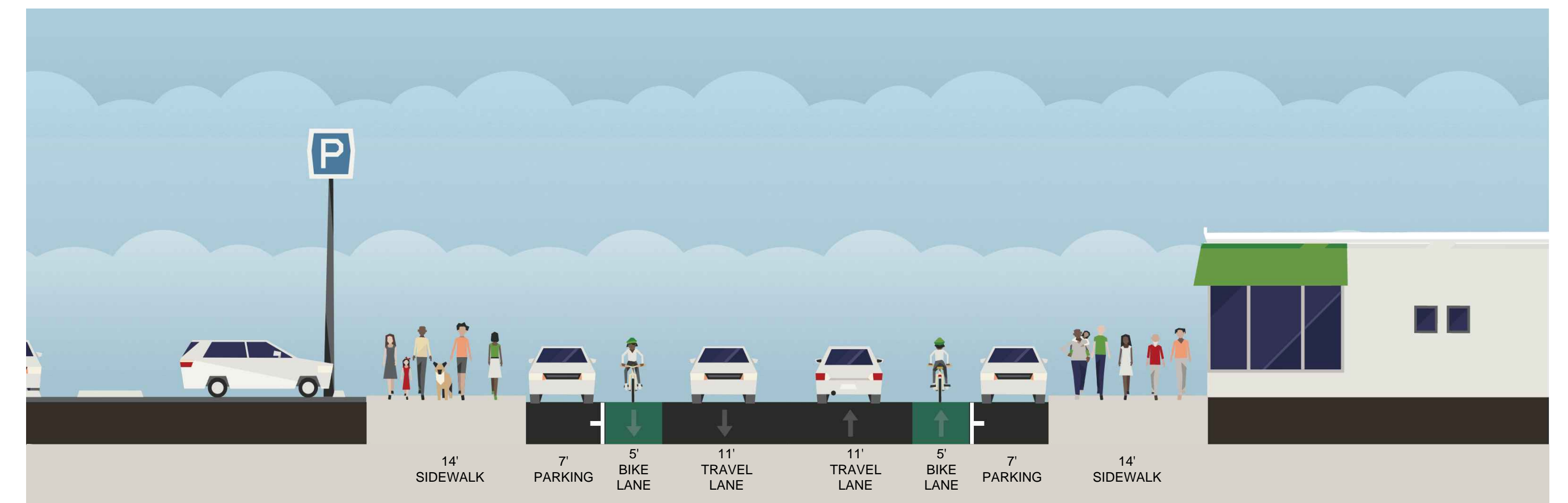
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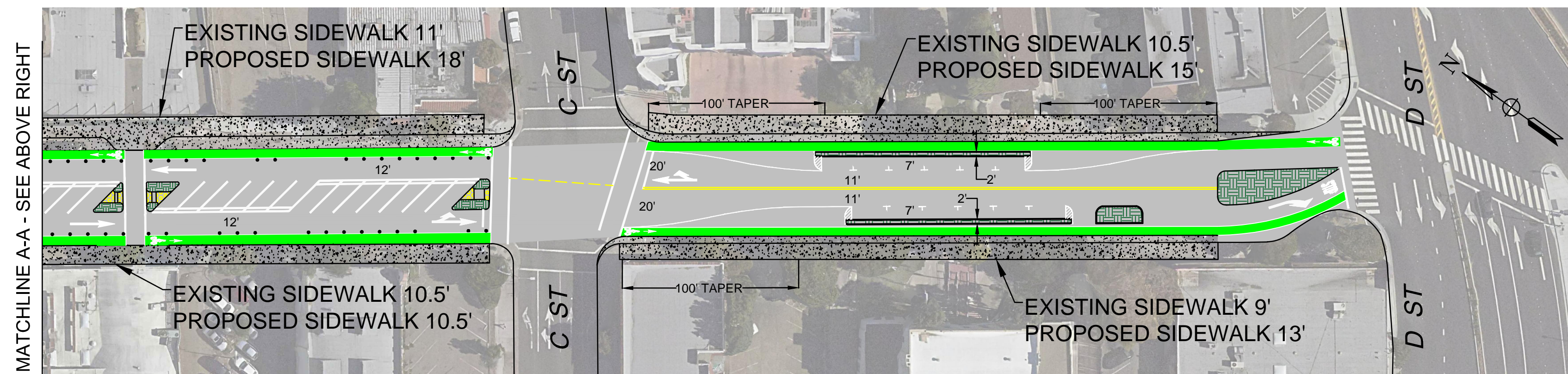
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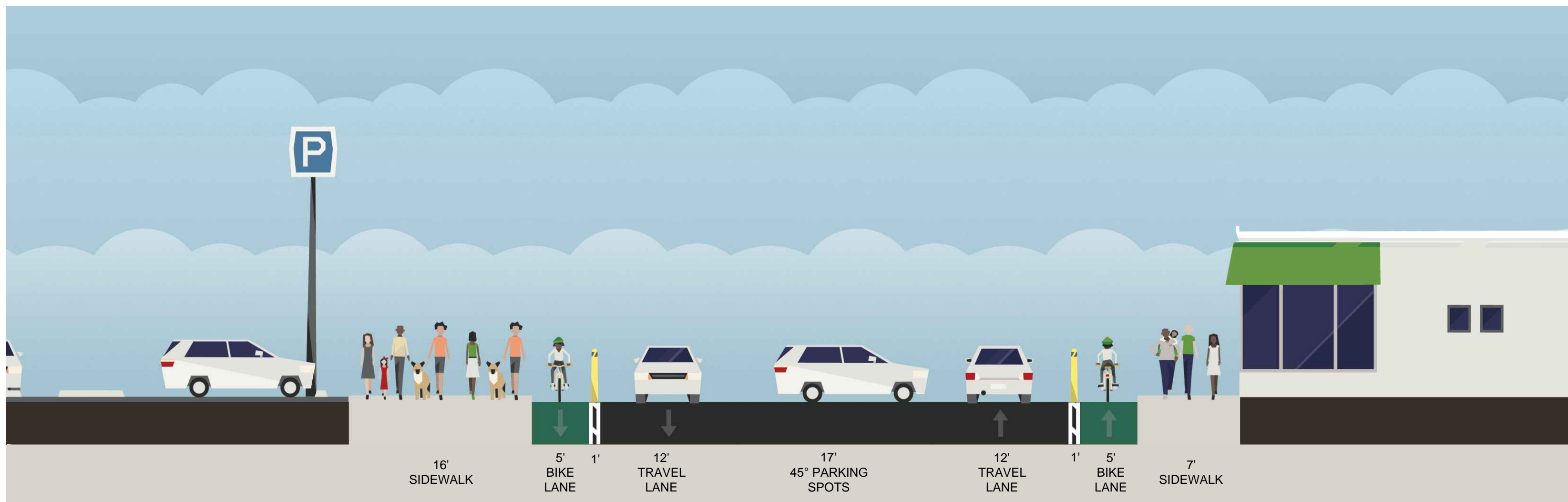
PROPOSED CROSS SECTION



NOTE: CROSS SECTION IS BETWEEN A STREET AND B STREET.

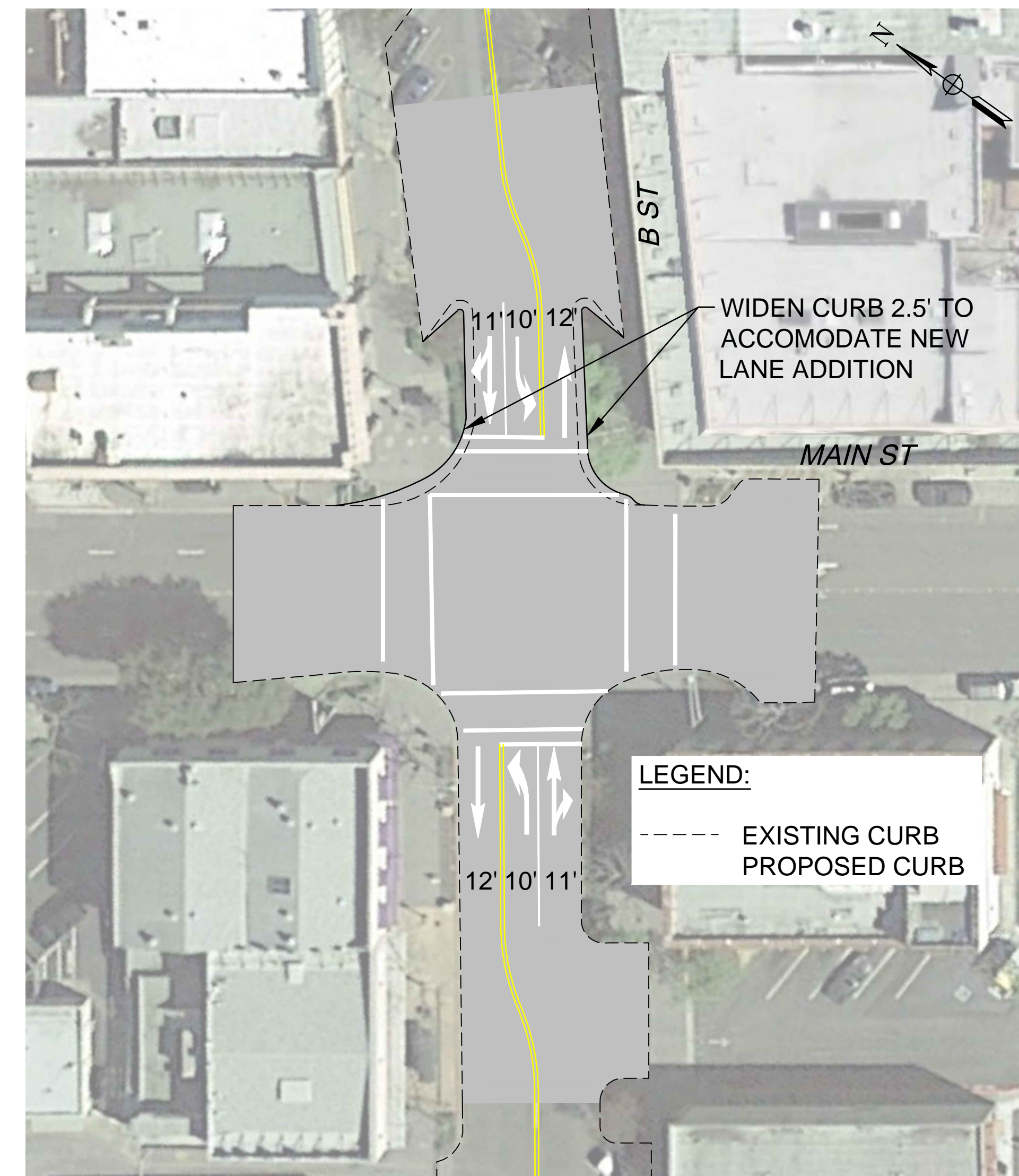


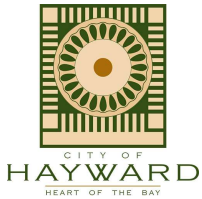
PROPOSED CROSS SECTION



NOTE: CROSS SECTION IS BETWEEN A STREET AND B STREET.

DETAIL A: PROPOSED B STREET STRIPING





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Hayward City Hall
777 B Street
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File #: RPT 17-104

DATE: July 24, 2017

TO: Council Infrastructure Committee

FROM: Director of Public Works

SUBJECT

East Bay Greenway (Rail to Trail)

RECOMMENDATION

That the Committee reviews and provides feedback on the East Bay Greenway Design Options and the Memorandum of Understanding (MOU) related to operation and maintenance of the proposed East Bay Greenway project, and authorizes the City Manager to execute the MOU with Alameda County Transportation Commission (ACTC).

ATTACHMENTS

Attachment I	Staff Report
Attachment II	East Bay Greenway Alignment Options



DATE: July 24, 2017

TO: Council Infrastructure Committee

FROM: Director of Public Works

SUBJECT: East Bay Greenway (Rail to Trail)

RECOMMENDATION

That the Committee reviews and provides feedback on the East Bay Greenway Design Options and the Memorandum of Understanding (MOU) related to operation and maintenance of the proposed East Bay Greenway project, and authorizes the City Manager to execute the MOU with Alameda County Transportation Commission (ACTC).

BACKGROUND

The East Bay Greenway (EBGW) project proposes to construct a bicycle and pedestrian trail facility that will generally follow the BART alignment for 16 miles and traverse the cities of Oakland, San Leandro, and Hayward as well as the unincorporated communities of Ashland and Cherryland as shown in Attachment II. The project connects seven BART stations as well as downtown areas, schools, and other major destinations.

The project seeks to achieve the following goals:

- Improve bicycle and pedestrian network connectivity
- Improve access to regional transit, schools, downtown area, and other destinations
- Create a facility that is accessible and comfortable to bicyclists and pedestrians of all ages and abilities
- Improve safety by providing a facility that is physically separated from vehicle traffic and minimizes potential conflicts between trail users
- Promote a multimodal transportation system and reduce greenhouse gas emissions

The Alameda County Transportation Commission (ACTC) is leading the project development and implementation with the expectation that local jurisdictions along the project corridor will be the eventual facility owners. As facility owners, local jurisdictions will be responsible for operations and maintenance of the EBGW.

DISCUSSION

The segment of EBGW in Hayward is about 3.4 miles and spans from Sunset Boulevard to Tennyson Road (South Hayward BART station) along the UPRR right-of-way. The project is currently in the preliminary engineering and environmental analysis phase and it is expected to have a Draft Environmental Document prepared before the end of 2017.

For environmental analysis purposes, two design options are under consideration. The design options are differentiated by the degree to which they encroach into UPRR right-of-way, and both require some railroad right-of-way. The final trail placement and design will fit within the framework of one of the following two design options:

- Option One: A Rail-with-Trail option would construct a trail adjacent to the rail line while preserving rail operations. The trail would comply with minimum setback requirements and fencing would be provided to separate users from the active rail line.
- Option Two: A Rail-to-Trail option would involve abandonment of the rail line and conversion to a trail facility.

Attachment II shows an illustrative cross section for the two options described above. The recommendation of a preferred design option will be based on many considerations including right-of-way availability, cost, schedule, engineering feasibility, quality of facility, and ability to generate larger regional benefits. The right-of-way discussions with UPRR are pending and are scheduled in fall 2017.

ACTC would like to enter into an overarching agreement in principle with all the partner jurisdictions, including the City of Hayward, pertaining to the East Bay Greenway project before initiating a discussion with UPRR. The purpose of the MOU is to establish a consensus regarding agency roles and responsibilities related to ownership, operation, and maintenance of the proposed facility. The MOU will facilitate the development of formal and binding agreements with more specific terms and commitments during subsequent design and right-of-way-phases. Council will be presented with the final agreement that will be developed when the preferred project design and extent of any third-party property agreements are determined.

FISCAL AND ECONOMIC IMPACT

The fiscal impact of EBGW project will vary based on the amount of right-of-way that will be available from UPRR and design decisions such as material selection (e.g., asphalt vs. concrete pavement), level of landscaping, amenities, and placemaking features included in the trail. The implementation of this project will help transform the City into a more pedestrian and bicycle friendly community, thus creating positive economic and health benefits for the Hayward community.

Actual costs for annual operations and maintenance are highly dependent on design decisions outlined above that will be made at later stages of project development. Alameda CTC will work with local jurisdictions to design the facility in a manner commensurate with local preferences and maintenance capabilities.

SUSTAINABILITY FEATURES

EBGW is a regional trail facility that increases pedestrian and bicycle transportation options which in turn will lead to a reduction in greenhouse gas emissions related to vehicle use and will address green infrastructure and storm water treatment technology through street design.

PUBLIC CONTACT

Community outreach strategies will be set up once negotiations with UPRR have been completed and there is more certainty on the feasible alternative for the project.

NEXT STEPS

Specific upcoming milestones include:

- November 2017 – Release CEQA document; begin 30-day comment period
- January 2018 – Update to City Council
- March 2018 – Approval of Final California Environmental Quality Act (CEQA) document by Alameda CTC Commission as required for federally funded projects
- April 2018 – Certification of National Environmental Policy Act (NEPA) document by Caltrans as required for federally funded projects

Following certification of the environmental document, design and construction may proceed on a phased, segment-by-segment basis, subject to funding and right-of-way availability. This approach will allow for localized benefits to be realized more quickly.

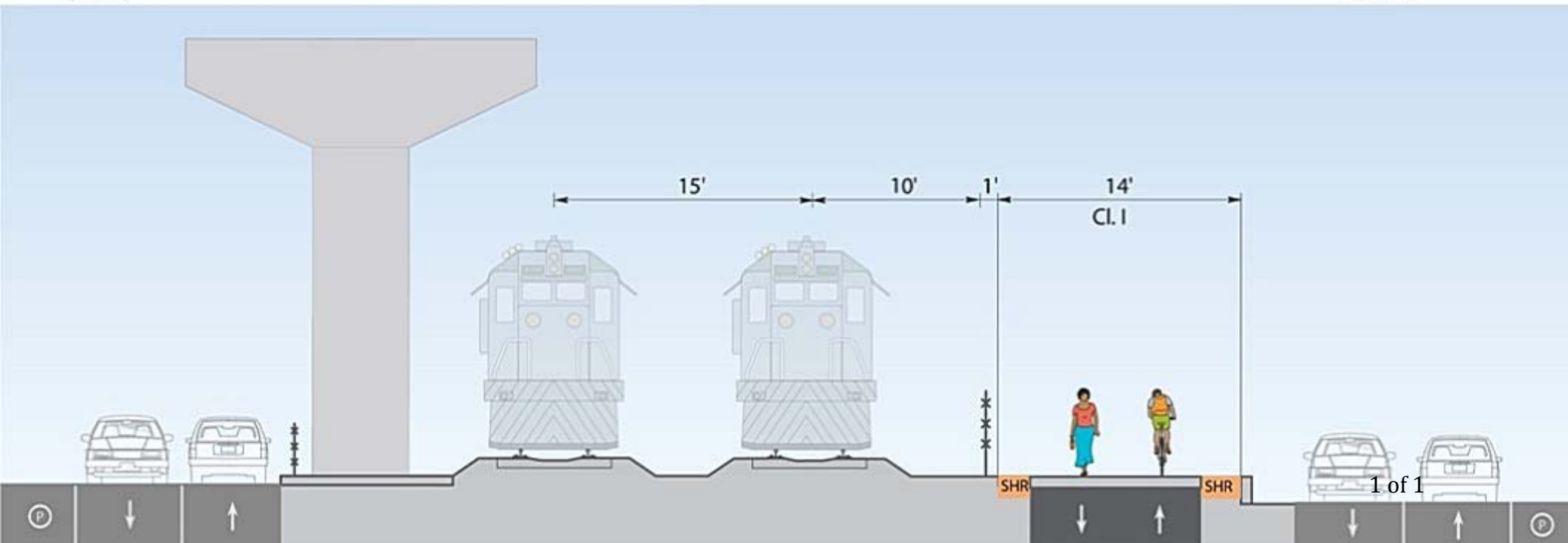
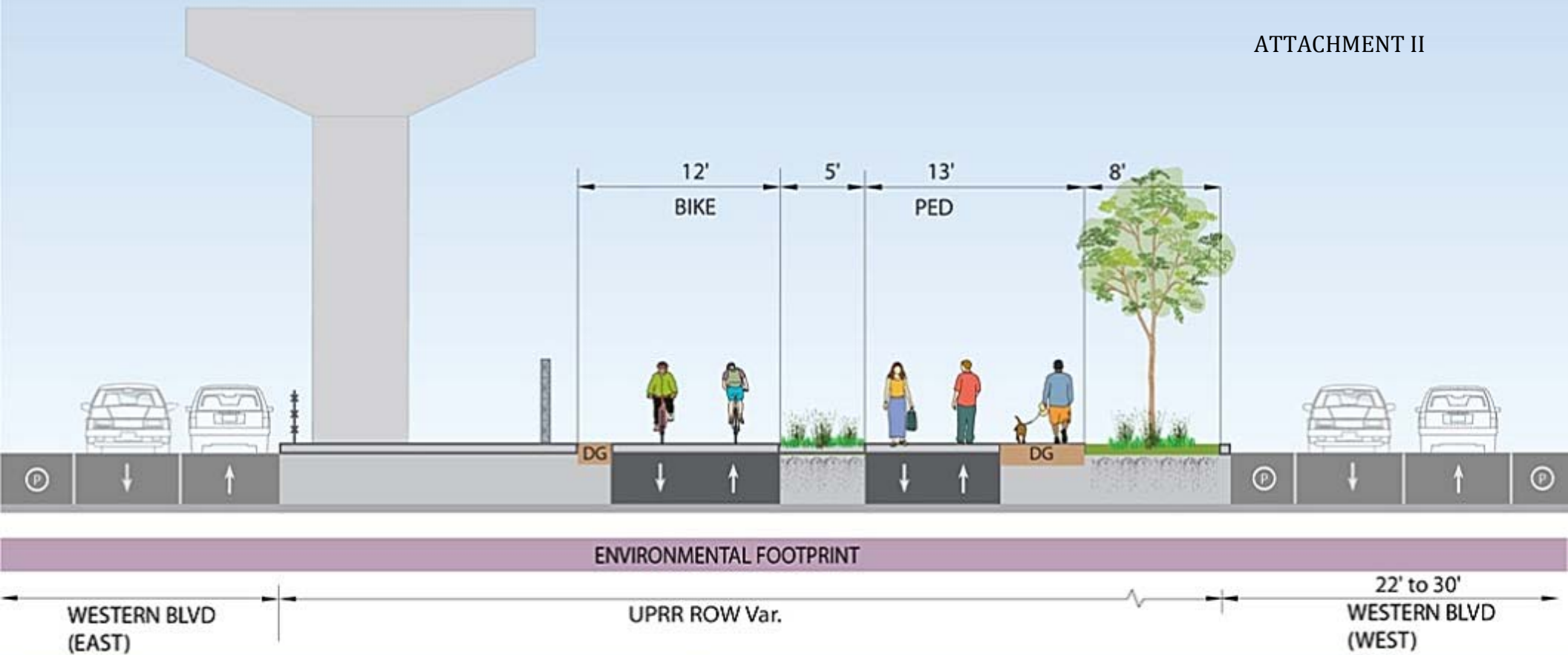
Prepared by: Abhishek Parikh, Senior Transportation Engineer

Recommended by: Morad Fakhrai, Director of Public Works

Approved by:



Kelly McAdoo, City Manager





CITY OF HAYWARD

Hayward City Hall
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Hayward, CA 94541
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File #: RPT 17-106

DATE: July 24, 2017

TO: Council Infrastructure Committee

FROM: Assistant City Manager

SUBJECT

Proposed Agenda Planning Calendar

RECOMMENDATION

That the Committee reviews and comments on this report.

ATTACHMENTS

Staff Report



DATE: July 24, 2017

TO: Council Infrastructure Committee

FROM: Assistant City Manager

SUBJECT

Proposed Agenda Planning Calendar

RECOMMENDATION

That the Committee reviews and comments on this report.

DISCUSSION

For the Committee's consideration, staff suggests the following tentative agenda topics. This list has been compiled based on comments at previous CIC meetings to facilitate Committee discussion, selection, and scheduling of agenda items.

October 2017
<ol style="list-style-type: none">1. Neighborhood Traffic Calming Project2. Review design of Fire Station No. 6 and Fire Training Center3. Bike & Pedestrian Master Plan Status Update4. CIP Update – Roadway Improvement Projects
January 2018
<ol style="list-style-type: none">1. Intersection Improvement Study Update2. CIP Update – General Fund Projects
April 2018
<ol style="list-style-type: none">1. CIP Update – Utilities Projects2. CIP FY 2019 – FY 2028 Overview
Unscheduled Items
Discussion on BART Expansion –Creating a plan to promote BART expansion to Silicon Valley
Update on Measure BB funded projects

NEXT STEPS

Upon direction from the Committee, staff will revise the above list and schedule items accordingly for future meetings.

Recommended by: Maria A. Hurtado, Assistant City Manager

Approved by:

A handwritten signature in blue ink, appearing to read 'K. McAdoo', is positioned above a horizontal line.

Kelly McAdoo, City Manager