



DATE: January 22, 2020

TO: Council Infrastructure Committee

FROM: Director of Public Works

SUBJECT: Main Street Complete Streets Design: Review and Comment on the Main Street Complete Streets Design Alternatives

RECOMMENDATION

That the Council Infrastructure Committee reviews the Main Street Complete Streets design alternatives and provides feedback.

SUMMARY

The Main Street Complete Streets project will reduce the 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 landscaped buffer along sidewalks.

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 investigate implementing green infrastructure and storm water treatment technology through street design.

BACKGROUND

Over the years, Council has taken several actions to develop a policy that ensures the City builds streets that are safe, convenient for travel regardless of age or ability, and accommodate motorists, pedestrians, bicyclists, and users of public transportation. On March 19, 2013, Council adopted Resolution No. 13-027, supporting a city-wide Complete Streets Policy to support the design and development of a comprehensive, integrated transportation network to allow for safe, convenient travel along and across streets for all users.

Council has prioritized Main Street as one of the key streets that requires improvement due to its location in the core downtown area, which offers a wide-range of housing choices (existing and planned future), including affordable housing options, retail stores, 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 three conceptual plans for converting Main Street between McKeever Street and D Street into a complete street.

Staff applied for and received funding through a competitive grant application process to implement this project in October of 2017. The funding was delayed by the grant agency for an entire year until October 2018. Due to federal funding requirements, this project is subject to National Environmental Policy Act (CEQA) clearance. Staff worked with Caltrans Local Assistance to obtain the Federal environmental clearance per the National Environment Policy Act (NEPA). Once NEPA was obtained, the City received authorization from Caltrans to proceed with issuing a Request for Proposals (RFP) for engineering design services. The RFP was released in November 2019 and proposals from engineering design firms were received on January 13, 2020. Staff is currently in the evaluation, interview, and selection process to determine the most qualified design firm for the preparation of construction documents.

DISCUSSION

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

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

Three complete street concept plans for the Main Street Complete Street Project were presented and discussed at the July 24, 2017¹ Council Infrastructure Committee (CIC) meeting. The meeting minutes from the July 24, 2017 CIC are included as Attachment II. The concepts are described below and depicted in Attachment III.

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

¹ <https://hayward.legistar.com/LegislationDetail.aspx?ID=3108861&GUID=6B3D9BB7-9FFC-4AF3-BDFE-1D2B97CBFE9D&Options=&Search=>

This concept plan improves safety for bicyclists by placing bike lanes between parked cars and traffic lanes. 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

	Existing Street	Concept Plan		
		C1	C2	C3
Total No. of Travel Lanes	4	2	2	2
No. of Travel Lanes per Direction	2	1	1	1
Average Sidewalk Width each Side (feet)	7.5 to 11	12	14	12 to 15
Bike Lanes Width (feet)	None	5	5	5
Bike Lane Buffer (feet)	None	2	None	None
Parking Stall Width (feet)	7	*7	*7	**7 to 9

*Parallel parking stalls only

**Majority are 9 feet wide diagonal parking stalls

ECONOMIC IMPACT

The proposed Main Street Complete Street project improvements 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

Due to the competitive nature of this grant, the City offered a 25% match (\$550,000) to the overall cost of the project which was estimated to be \$2,250,000 in 2017. 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.

Due to the delay from the grant agency, rising cost of construction, and design concept revisions, staff anticipates an increase to project costs. After selection of the design firm, an updated construction cost estimate utilizing the CIC approved conceptual design will be prepared and presented to City Council for review and appropriation of funds.

STRATEGIC INITIATIVES

This agenda item supports the Complete Streets Strategic Initiative. The purpose of the Complete Streets Strategic Initiative is to build and maintain streets that are safe, comfortable, and convenient for travel for everyone, regardless of age or ability; including motorists, pedestrians, bicyclist, and public transportation riders. This item supports the following goal and objective:

Goal 1: Prioritize safety for all modes of travel.

Objective 1.b: Reduce speeding and aggressive driving behavior through 4 E's i.e. Education, Enforcement, Empowerment, and Engineering.

Objective 1.c: Ensure that roadway construction and retrofit programs include complete street elements.

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

Objective 2.a: Increase walking, biking, transit usage, carpooling, and other suitable modes of transportation by designing and retrofitting streets to accommodate all modes.

SUSTAINABILITY FEATURES

The Main Street Complete Streets project increases pedestrian and bicycle transportation options which, among other benefits, will lead to a reduction in greenhouse gas emissions

related to single occupancy vehicle use and will address green infrastructure and storm water treatment technology through street design.

Green Infrastructure (GI) refers to a sustainable system that slows runoff by dispersing it to vegetated areas, harvests and uses runoff, promotes infiltration and evapotranspiration, and 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. A sample of potential GI improvements are depicted in Attachment IV.

PUBLIC CONTACT

Existing businesses and residents along the impacted street have been notified of this meeting through informational flyers and social media outreach.

NEXT STEPS

Staff is in the evaluation, interview and selection process to select and recommend a qualified design firm for the preparation of construction documents. An estimate of the total project costs will be presented to Council after completion of the construction estimate around September 2020. Final design plans will be presented to Council in the Spring of 2021 after which a construction bid will be released. Construction is estimated to start in early 2022. This project is federally funded so the above schedule includes time for Caltrans review of the design consultant contract, construction bid documents and recommendation for award of construction contract.

Prepared by: Alex Tat, Associate Civil Engineer

Recommended by: Alex Ameri, Director of Public Works

Approved by:

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

Kelly McAdoo, City Manager