



DATE: July 22, 2020

TO: Council Infrastructure Committee

FROM: Director of Public Works

SUBJECT: Main Street Complete Streets: Review Public Feedback from Community Meetings and Provide Direction on Design Concept

RECOMMENDATION

That the Council Infrastructure Committee (CIC) reviews public feedback from the community meeting held on June 22, 2020 and provides direction for which design concept to move forward with for construction documents.

SUMMARY

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, for 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.

Staff recommends that the Committee review the public's feedback from the community meeting and provide direction for which design concept to move forward with for construction documents.

BACKGROUND

On January 22, 2020¹, staff presented three proposed design alternatives for the Main Street Complete Streets Project to the CIC for their consideration. After reviewing the concepts, the Committee was in favor of Concepts 1 and 2 which included protecting bike lanes and parallel parking. Several local businesses owners asked that more parking

¹ <https://hayward.legistar.com/LegislationDetail.aspx?ID=4310995&GUID=957AD8FE-3EE0-4510-80A3-3D76CC284F53&Options=&Search=>

spaces be installed along Main Street and diagonal parking stalls adjacent to the sidewalk be considered. Per the minutes from the January 22, 2020 CIC meeting (Attachment II), the Committee instructed staff to obtain additional public feedback from businesses along Main Street and the surrounding area for further consideration.

Staff scheduled a community meeting in March of 2020; however, due to the spread of COVID-19 virus, the meeting was postponed. On June 22, 2020, a virtual community meeting was held with residents, businesses and interested parties such as Bike East Bay, and staff presented Concepts 1 and 2 for public comment and discussion. Concept 3, which depicted diagonal parking was removed from consideration based on the Committee's feedback from the January 22, 2020 CIC meeting. Staff reviewed the potential for diagonal parking on both sides of the street, however, with this configuration there is insufficient space for bike lanes (Attachment V). One member of the public asked if the possibility of diagonal parking on just one side of the street was feasible. Staff reviewed this scenario and found the bike lane would have to be directly behind the diagonal parking stalls, increasing danger for bicyclist. In addition, the sidewalk would need to remain at 10ft wide, reducing the potential for outdoor seating (Attachment VI). AC Transit has also provided feedback that diagonal parking increases poor visibility between motorists backing out of spaces and passing vehicles increasing the probability of collisions with buses and other traffic. Most comments received were in favor of Concept 1. Concept 1 separates the bicyclist from vehicular traffic with a 2ft buffer while providing a 15ft wide sidewalk for potential outdoor seating. The full record of public comments and discussion are in the attached meeting minutes (Attachment III).

At the request of the Downtown Hayward Improvement Association (DHIA), on July 15 staff met with DHIA's Land Use Committee to present the project and receive feedback. The Committee provided constructive and valuable comments regarding various aspects of the project including bus access, street trees and the protection of existing trees, provision of EV charging stations, and improving street lighting with attention to the design of the of light poles to allow future support for hanging decorative light strings during the holidays. The Committee stated that they preferred Concept 2 because they were concerned about the future maintenance of the two-foot wide separation area between the bike lane and parking concept.

DISCUSSION

The Main Street Complete Streets Project, from McKeever Avenue to D Street, 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.

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:

- 15ft² sidewalks on the east and west side
- 5ft protected bike lanes with 2ft buffer
- 7ft parallel parking
- 11ft travel lanes
- Bulbouts at intersections to reduce pedestrian crossing distances

This concept plan improves safety for bicyclists by placing bike lanes between parked cars and the sidewalk. 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. Concept 2 includes conventional bike lanes next to parking, adjacent to the vehicle travel lane and wider sidewalks. The bike lane buffer is eliminated, and the additional width is added to the sidewalks. Key features include:

- 17ft³ sidewalks on the east and west side
- 7ft parallel parking
- 5ft bike lanes
- 11ft travel lanes
- Bulbouts at intersections to reduce pedestrian crossing distances

Bike East Bay is in strong favor of Concept Plan 1. While both Concept Plan 1 and 2 can work, Staff is inclined to give an edge to Concept Plan 1. Concept Plan 1 offers additional safety by separating bicyclist from vehicular traffic and providing a buffer from car doors. Furthermore, Concept 1 satisfies the recommendation from the 2020 Draft Bicycle and Pedestrian Master Plan for Class IV Separated Bike Lanes on Main Street from D Street to McKeever Avenue.

ECONOMIC IMPACT

The proposed Main Street Complete Street project improvements will help revitalize the core downtown area, which offers a wide range of housing choices (existing and planned future), including affordable housing options, retail stores, and services in close proximity to BART and other public transit services.

² After the January 22, 2020 CIC meeting the City's consultant obtained new information that increased the sidewalk width.

³ After the January 22, 2020 CIC meeting, the City's consultant obtained new information that increased the sidewalk width.

FISCAL IMPACT

This project is partially funded by the One Bay Area Grant (OBAG) program from the Metropolitan Transportation Commission. The OBAG program supports regional transportation priorities including local street, bicycle, and pedestrian improvements. Due to the competitive nature of this grant, the City contributed 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 ROADMAP

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

Project 1: Improve access and mobility in downtown Hayward
Project 5: Maintain and improvement pavement

SUSTAINABILITY FEATURES

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

Green Infrastructure (GI) refers to a sustainable system that slows runoff by dispersing it to vegetated areas, harvests and uses runoff, promotes infiltration and evapotranspiration, and 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 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 Committee after completion of the construction estimate at a future

meeting. Final design plans will be presented to the Committee in the Fall 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
Kathy Garcia, Deputy Director of Public Works

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