



**DATE:** June 16, 2022  
**TO:** Council Infrastructure Committee  
**FROM:** Director of Public Works  
**SUBJECT:** Main Street Complete Streets Update

### **RECOMMENDATION**

That the Council Infrastructure Committee (CIC) reviews Concept 4 (Attachment II), receives public comments, and approves the plan to move forward with the development of construction documents utilizing Concept 4.

### **SUMMARY**

Staff is providing an update to the CIC and community on the Main Street Complete Street Project. This update includes feedback gathered from virtual meetings with the Downtown Hayward Improvement Association (DHIA) and the Chamber of Commerce president, an in-person site meeting on Main Street with local businesses, emails and phone conversations with local businesses and the community regarding concerns and issues with Main Street. Staff modified the original Concept 1 (Attachment III) using the feedback from local businesses and community concerns, and incorporated this feedback into Concept 4.

Staff recommends approval to move forward with the development of construction documents utilizing Concept 4.

### **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 update to the CIC took place on January 22, 2020. At that time, staff re-introduced the three design concepts to the CIC and public for feedback and comments. 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 aesthetic design was not preferred. The CIC did not express a preference between Concepts 1 and 2 and asked staff to obtain additional public feedback from local businesses and the public.

---

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

On June 22, 2020,<sup>2</sup> a virtual community meeting was held with residents, businesses and interested parties, including 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 III). 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. 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. The updated cost estimate projected a budget shortfall of approximately \$2.85 million. Staff recommended limiting the scope of the project and the transfer of \$1 million from the Safe Routes for Seniors (SR4S) project to the Main Street Complete Street project. This reduced the budget shortfall to \$1.85 million.

To further reduce cost, staff recommended 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 and already has one lane in each direction. The total project cost to complete the reduced scope alternative (labeled '1' on Attachment III) is currently estimated at 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<sup>5</sup> meeting, 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.

At the April 28, 2021<sup>6</sup> CIC meeting, staff discussed the cost estimate and scope, along with cost reduction options that align the proposed improvements with the available budget. The CIC was in favor of moving forward with construction document preparation utilizing Concept 1 and the recommended cost reduction options. At this meeting, the Hayward Chamber of Commerce (Chamber) provided feedback via email to the CIC requesting that Main Street not be reduced from 4 lanes to 2 lanes per Concept 1 (Attachment III). The Chamber president brought attention to the space required by delivery trucks for loading and unloading and that a reduction to a 2-lane design would make the operation challenging. The Chamber and

---

<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=>

<sup>5</sup> <https://hayward.legistar.com/LegislationDetail.aspx?ID=4853099&GUID=22276AFC-2B44-49A8-8C54-BD184B543A0C&Options=&Search=>

<sup>6</sup> <https://hayward.legistar.com/LegislationDetail.aspx?ID=4923162&GUID=8F61515F-5087-4F0D-9AB9-43678F760BB1&Options=&Search=>

members of the DHIA asked whether bike lanes were necessary through Main Street. Bike lanes are required as part of the City's Complete Street Initiative to make streets safer and convenient for all modes of travel and a bike lane is proposed through Main Street as part of the City's Bike and Pedestrian Master Plan. The preparation of construction documents was then put on hold as staff worked on preparation of design Concept 4 to respond to the concerns.

On January 26, 2022, staff met virtually with the Chamber and DHIA, and presented Concept 4 for review and feedback. The Chamber was concerned with fire truck access through Main Street. Staff reviewed this concept with the Fire Department and received feedback that fire truck access was not a concern. This concept was also provided to Alameda-Contra Costa Transit District (AC Transit) for review for which they took no issue.

## **DISCUSSION**

Concept 4 will focus on Main Street from A Street to C Street and provides 2 travel lanes and 1 center lane for left turns and temporary areas for delivery truck loading and unloading. The proposed improvements include removal and replacement of existing sidewalk with decorative sidewalk, new pedestrian crossing bulb-outs, and crosswalk safety improvements, including installation of rapid flashing beacons at mid-block crosswalks, new trees, additional decorative streetlights, new pavement, addition of parking stalls, designated curbside loading zones, and upgrades to trash receptacles.

Pedestrian crossing bulb-out improvements are proposed at the intersections of Main Street & A Street, and Main Street & B Street to improve safety for all pedestrians including seniors by reducing crossing distances, upgrading existing curb ramps to current accessibility standards, providing additional time to cross the intersections, adding pedestrian refuge areas at select locations, improving push button placement, and increasing visibility of the crosswalks.

On May 5, 2022, staff met with local businesses on Main Street for an in-person meeting at the project site and presented Concept 4 for review and feedback. The general response from local businesses was positive and they liked the new 3-lane configuration and proposed improvements. Local businesses expressed the need for increased pedestrian crossing safety, better lighting, and increased parking. Concept 4 addresses pedestrian safety by incorporating rapid flashing beacons and high-visibility crosswalk patterns at the mid-block crossings between A Street and B Street, and B Street and C Street, new street lighting, additional parking, and designated curbside loading zones.

They also voiced concerns about disruptions to business during construction and asked that their input for selection of appropriate duration of construction work be considered. Staff will work with the contractor to determine the most efficient method of construction to minimize disruptions to businesses.

In addition to the in-person meeting, staff provided opportunity for comments and concerns to be submitted via email and voicemail. Feedback gathered by email and voicemail stated concerns about erratic driving and speeding through Main Street, lack of parking, and the opinion that bike lanes are not needed. Concept 4 narrows the travel lanes from 4 to 3 creating

a natural traffic calming element and proposes to install rapid flashing beacons and high-visibility crosswalk patterns at the mid-block crossings between A Street and B Street, and B Street and C Street to increase pedestrian safety.

If the CIC approves Concept 4 and authorizes staff to develop construction documents, an updated construction cost estimate will be developed. Staff will provide an update if any scope of work adjustments are necessary to align the project with the available budget.

Because the project is funded by a Federal grant, the proposed changes to the project scope will need to be reviewed and approved by the California Department of Transportation (Caltrans).

### **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 provides \$1.7 million for the project. As required by the grant, the City's contribution is a 25% match (\$550,000). The \$550,000 City match was allocated (\$175,000 in FY18 and \$375,000 in FY19) in the Adopted FY18 Capital Improvement Program (CIP) for the design and construction phases. On March 16, 2021<sup>7</sup>, Council approved a resolution transferring \$1 million of the SR4S 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 million
<hr/>	<hr/>
Total Funds Available	\$3.25 million

During the 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 to Invest in Infrastructure. Specifically, this item relates to the implementation of the project to Invest in Multi-Modal Transportation:

N1: Improve access and mobility in downtown Hayward

N5: Maintain and improve pavement

---

<sup>7</sup> <https://hayward.legistar.com/LegislationDetail.aspx?ID=4853099&GUID=22276AFC-2B44-49A8-8C54-BD184B543A0C&Options=&Search=>

## **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 and social media outreach.

## **NEXT STEPS**

Staff will take direction and feedback from the CIC and move forward accordingly.

*Prepared by:* Alex Tat, Associate Civil Engineer  
Kathy Garcia, Deputy Director of Public Works

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

Approved by:



---

Kelly McAdoo, City Manager