



DATE: July 20, 2020

TO: Mayor & Council

FROM: Director of Public Works

SUBJECT: Huntwood Avenue Traffic Calming Improvement: Provide an Overview and Approach to Roadway Reallocation for a Safe and Complete Street (Report from Director Ameri)

RECOMMENDATION

That Council reviews and comments on staff's outreach recommendations for Huntwood Avenue Traffic Calming Improvement

SUMMARY

The proposed Huntwood Traffic Calming Improvement project would implement traffic calming measures by reallocating the roadway for transportation equity on the two-mile stretch of Huntwood Avenue, between Tennyson Road and Whipple Road. This improvement can be implemented at no additional cost if implemented in conjunction with the FY20 Pavement Improvement Project which is expected to repave Huntwood Avenue and replace the existing striping.

The Huntwood Traffic Calming Improvement is the restriping of Huntwood Avenue to provide a Class IV Separated Bicycle Facility with a lane reduction in each direction and no parking loss. If Council agrees on Staff's outreach concept, it is Staff's intent to begin public outreach efforts immediately and return to City Council in September 2020 with a summary of the feedback received and a final striping plan for approval.

Staff is prepared to send approximately 5,000 mailers to the residents and businesses adjacent to Huntwood Ave that will provide direction on how to submit feedback on the proposed project. Staff also plans to publish articles in the Leaflet, the Hayward Stack and post information on Facebook, Instagram, Twitter, and Nextdoor. Information will also be disseminated via the City's Bicycle and Pedestrian Master Plan email distribution list.

BACKGROUND

The City's Pavement Improvement Program has provided the most cost-effective opportunities for implementing bicycle facilities in the City. On February 25, 2020¹, Council approved plans and specifications for the FY20 Pavement Improvement Project which included Class II Bike Lanes on Huntwood Way from Whipple Road to Schafer Road, for a total of 0.7 miles. Huntwood Avenue between Schafer Road and Whipple Road is one of the corridors included in the approved FY20 Pavement Improvement Project and consists of 2.2 miles of preventive maintenance and 0.6 miles of pavement rehabilitation.

A total of seven bids were received and DeSilva Gates Construction submitted the lowest bid of \$9,406,497, six and a half percent (6.5%) lower than the Engineer's Estimate of \$10,057,000. On May 19, 2020, City Council approved the authorization for the Public Works Director to spend up to \$11,000,000 for total construction costs. Staff expects to use the difference between the estimate and the lowest bid for additional corridors to the project.

Huntwood Avenue between Tennyson Road and Whipple Road is a four-lane, mostly residential minor arterial roadway with Class II Bicycle Lanes in both directions and on-street parking on both sides. This segment of Huntwood Avenue carries an Average Daily Traffic (ADT) volume of approximately 12,000 vehicles per day and has a posted speed limit of 30 miles per hour (MPH). This 2-mile segment provides access to Tennyson Park, residential, commercial, and industrial properties. Based on a three-day speed survey conducted from February 4, 2020 through February 6, 2020, the 85th percentile speed was 40 MPH between Tennyson Road and Industrial Parkway and 48 MPH between Industrial Parkway and Whipple Road. These segments of Huntwood Avenue need traffic calming measures in order to bring average vehicle speeds closer to the posted speed limit.

The Bicycle and Pedestrian Master Plan, expected to be presented to Council for adoption in September 2020, proposes a Class IV Separated Bicycle Facility on this segment of Huntwood Avenue between Tennyson Road and Whipple Road.

DISCUSSION

National guidance suggests that streets with an ADT under 20,000 vehicles per day are good candidates for reductions to a single lane per direction without a feasibility study for volumes to accommodate reallocation of existing space while the overall roadway width remains the same. Under most ADT conditions tested, road diets have minimal effects on vehicle capacity; however, for road diets with ADTs above approximately 20,000 vehicles, there is a greater likelihood that traffic congestion will increase to the point of diverting traffic to alternate routes. As mentioned previously, the ADT for this segment of Huntwood averages around 12,000 vehicles per day which is well under the Federal Highway Administration's threshold of guidance.

¹ <https://hayward.legistar.com/LegislationDetail.aspx?ID=4340242&GUID=499CB2A6-CB2F-4827-8F3A-0D3AF88EE76B&Options=&Search=>

Traffic calming measures such as lane reductions offer potential benefits to both vehicles and pedestrians. On a four-lane street, drivers change lanes to pass slower vehicles (such as vehicles stopped in the left lane waiting to make a left turn). In contrast, drivers are unable to weave to pass slower-moving vehicles and speeds on two-lane streets are limited by the speed of the lead vehicle. Thus, vehicle speeds and vehicle conflicts during lane changes are reduced, which also reduces the number and severity of vehicle-to-vehicle collisions. A lane reduction will also improve local access by making it easier to turn out of neighborhood streets onto Huntwood Avenue. Drivers making turns will only need to scan for a break in traffic in two lanes as opposed to four lanes. Pedestrians benefit because they have fewer lanes of traffic to cross and because motor vehicles are moving more slowly. The Federal Highway Administration (FHWA) report *Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations* found that pedestrian collision risk was reduced when pedestrians crossed two-lane roads compared to roads with four or more lanes. Bicyclists benefit because of reallocation of vehicular space to bicycle space and/or buffers between bicycle lanes and vehicular lanes.

The Huntwood Avenue Traffic Calming Improvement requires mostly pavement marking modifications and can be implemented with the FY20 Pavement Improvement Project. The improvement would retain parking and would not reduce the number of lanes at major signalized intersections and would transform Huntwood Avenue into a safe and equitable complete street. Attachment II represents the proposed reallocation of the roadway.

The traffic calming improvement on Huntwood Avenue will not cause a ripple effect to the corridor north and south of the segment. Huntwood Avenue north of Tennyson Rd and south of Whipple Road is already a single lane in each direction with lower traffic volumes. Thus, a lane reduction will not result in additional delay and queuing. Furthermore, the City's Bicycle and Pedestrian Master Plan recommends a Class IV Separated Bicycle Facility for this segment of Huntwood Avenue.

It is our intent to present this item for Council consideration of approval to proceed with public outreach as the first step in the proposed project. Upon the completion of the outreach efforts, Staff would return to Council for direction and/or approval to proceed with the proposed project.

This traffic calming proposal was presented to and supported by the South Hayward Neighborhood Collaborative (SHNC) in February 2020. The general consensus from SHNC was a support for allocation of reclaimed space for other transportation modes, shorter pedestrian crossing, and traffic calming measures – all of which are results of the implementation of a road diet.

ECONOMIC IMPACT

Active transportation options like bicycling and walking foster economic health by creating dynamic, connected communities with a high quality of life that helps support small business development, decreases transportation and healthcare costs and increases property values, employment, and tourism. Providing alternate modes of travel reduces

single lane occupancy vehicles, reduces congestion and costs related to automobile-oriented infrastructure maintenance and construction. The overall transportation system will be more efficient; thus, reducing travel time. Moreover, the City will become a more pedestrian- and bicycle-friendly community, thus creating positive economic and health benefits and reduction of greenhouse gas emissions.

FISCAL IMPACT

There is no fiscal impact to implement this traffic calming improvement on Huntwood Avenue. The restriping of Huntwood Avenue will take place regardless of the approval to move forward with this traffic calming improvement and the Pavement Improvement Project has allocated funds for the purchase and implementation of the vertical barriers safe-hit posts. Thus, there is no impact to the City's General Fund or other funds.

STRATEGIC ROADMAP

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

- Project 8, Part 8b. Implement the Bicycle and Pedestrian Master Plan; Add 10 lane miles of bike lanes per year.
- Project 8, Part 8c. Implement the Bicycle and Pedestrian Master Plan; Assess Safe Routes to School
- Project 8, Part 8d. Implement the Bicycle and Pedestrian Master Plan; Implement Safe Routes to School

SUSTAINABILITY FEATURES

The action taken for this agenda report will result in supporting mobility goals established as part of the City's 2040 General Plan, providing for a balanced multi-modal system of transportation facilities and services in Hayward.

The plan will be a comprehensive effort that will guide, prioritize, and implement a network of quality bicycle and pedestrian facilities to improve mobility, connectivity, public health, physical activity, and recreational opportunities. By applying best practices, the plan will increase transportation options, reduce environmental impacts of the transportation system, and enhance the overall quality of life for residents. The goal of the project is to develop convenient transportation alternatives to motor vehicles for residents, visitors, shoppers, and commuters. The resulting reduction in single occupancy vehicles will reduce vehicle miles traveled and greenhouse gases.

PUBLIC CONTACT

Public Works staff, along with Bike East Bay, will conduct public outreach efforts with the Huntwood Avenue neighborhood for feedback before bringing a recommendation to Council for implementation in September 2020.

Staff is prepared to send approximately 5,000 mailers to the residents and businesses adjacent to Huntwood Ave. Staff plans to publish articles in the Leaflet and the Hayward Stack, post information on social media (Facebook, Instagram, Twitter, and Nextdoor), and send information to the City's Bicycle and Pedestrian Master Plan email distribution list.

NEXT STEPS

June 2020	Paving phase for the Pavement Improvement Project
July 22, 2020	Begin Public Outreach
September 15, 2020	Return to Council for consideration of implementation
Late September 2020	Restriping of Huntwood Avenue

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Recommended by: Alex Ameri, Director of Public Works

Approved by:

Kelly McAdoo, City Manager