



**DATE:** August 28, 2024

**TO:** Council Infrastructure & Airport Committee

**FROM:** Director of Public Works

**SUBJECT:** Proposed Plan for the D Street (East of 2<sup>nd</sup> Street) Traffic Calming Project

## **RECOMMENDATION**

That the Council Infrastructure & Airport Committee (CIAC) reviews and comments on the D Street (East of 2<sup>nd</sup> Street) Traffic Calming Project plans.

## **SUMMARY**

In response to requests and concerns expressed by the community, Council directed staff to develop a traffic calming plan for D Street to improve pedestrian and bicyclist safety, as well as reduce excessive vehicle speeds. The plan addresses concerns brought to staff attention through Council Member referrals, Access Hayward requests, collision data, Alameda County Safe Routes to School Faith Ringgold Elementary School Safety Assessment recommendations. Staff is requesting feedback on the proposed traffic calming plans.

## **BACKGROUND**

In June 2018, Council directed staff to conduct the D Street Traffic Calming project as part of the Fiscal Year 2018-19 Capital Improvement Program (CIP). The project did not advance during a period of significantly reduced staffing for the Transportation Division, but was restarted in early 2024 after filling some vacant positions.

D Street is a minor arterial roadway located in the City of Hayward. The project corridor spans from 2<sup>nd</sup> Street to the eastern City limit and consists of one lane in each direction. The surrounding land use is primarily residential with a market, several religious facilities, and Faith Ringgold Elementary School along the corridor.

The project was initiated at the same time as the Neighborhood Traffic Calming Program to address speeding on collector and arterial streets. D Street connects Fairview to downtown Hayward for commute, bicycle, pedestrian, and transit traffic. Higher speeds along arterials such as D Street result in collisions that cause more property damage and severe injuries.

Concerns from residents collected through Access Hayward requests and email revealed issues with safety at multiple intersections along the corridor resulting from excessive speeds and minimal visibility. There have been 13 collisions along the corridor over the past five years including a fatal pedestrian collision in 2021. Traffic data collected confirmed the excessive speeding with the 85<sup>th</sup> percentile speed ranging from 33 mph to 41 mph along the corridor despite a posted speed limit of 25 mph. This project aims to address these concerns in tandem with the high pedestrian traffic due to schools and the slope of the street.

Mode split history from Alameda County Safe Routes to School's Faith Ringgold Elementary School profile reports that about 20 percent of students and families use active modes to get to school, confirming the need to improve pedestrian and bicyclist safety along the corridor. In 2017, Alameda County Safe Routes to School conducted the School Safety Assessment, resulting in recommendations for rectangular rapid flashing beacons (RRFB), red curbs, curb extensions, and speed feedback signs.

## **DISCUSSION**

City staff developed the D Street Traffic Calming plans in response to the feedback received for safety and traffic calming improvements. The proposed concept plan (Attachment II) consists of:

- Speed management strategies – including narrowing the travel lanes and installing speed feedback signs.
- Pedestrian safety enhancements – including installing high-visibility crosswalks, curb extensions, and RRFBs.
- Bike safety enhancements – including installing a bike lane in the eastbound, uphill direction
- General safety enhancements – including a raised median at Valley Street to help address sight line issues and restriping the corridor to accommodate the new design and refreshing pavement markings.

The proposed traffic calming measures on D Street will help reduce the high speeds recorded along the corridor. Narrowing travel lanes and installing raised or painted medians will help reduce vehicle speeds and address potentially challenging turning movements by vehicles. Staff is also evaluating the timing of the signal at D St and 2<sup>nd</sup> St to address queueing on westbound D St in the morning peak.

Enhancing pedestrian safety is a key objective, particularly in front of Faith Ringgold Elementary School. The Safe Routes to School Safety Assessment recommended high-visibility crosswalks, RRFBs and curb extensions at 5<sup>th</sup> and 6<sup>th</sup> Street to help students and residents cross the street more safely. For cyclists, the introduction of a dedicated bike lane in the uphill eastbound direction provides separate space for bicyclists in the direction where vehicle and bicycle speeds differ the most. Speed feedback signs are recommended to consistently remind drivers of the speed limit. Collectively, these measures are designed to improve the safety and livability of D Street for all users.

## **ECONOMIC IMPACT**

This item has no direct economic impact.

## **STRATEGIC ROADMAP**

This agenda item supports the Strategic Priority of Invest in Infrastructure: Invest in Infrastructure. Specifically, this item relates to the implementation of the following project:

Project N1: Continue to implement major corridor traffic calming initiatives

## **FISCAL IMPACT**

Council initially allocated \$120,000 for this, which, based on a revised cost estimate, was increased to \$320,000 for the Fiscal Year 2022-23 CIP. Funding for this project is drawn from Fund 212, Measure BB (Local Transportation) revenues, and will not impact the General Fund. Staff may seek supplementary funding for certain project elements, such as the proposed RRFB, from grants.

## **SUSTAINABILITY FEATURES**

This project, when constructed, will include safety improvements for pedestrian and bicycle modes of travel, which may facilitate increased use of these modes of transportation.

## **PUBLIC CONTACT**

Approximately 700 resident notification letters were mailed out for this project notifying residents about the Council Infrastructure & Airport Committee meeting scheduled for August 28, 2024.

## **NEXT STEPS**

Staff will create detailed construction plans and specifications for the project based on community and CIAC member feedback. If needed, staff will conduct additional outreach and revise the plans accordingly. Staff anticipates requesting bids for construction in early 2025 after which staff will bring the contract award to City Council for approval.

*Prepared by:* Colin Patterson, Associate Transportation Planner  
Hugh Louch, Deputy Director of Public Works - Transportation

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

Approved by:

A handwritten signature in blue ink, appearing to be 'DC' or similar initials, written over a horizontal line.

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Dustin Claussen, Interim City Manager