



DATE: July 31, 2019

TO: Council Infrastructure Committee

FROM: Director of Public Works

SUBJECT: Review and Comment on Proposed A Street & Hesperian Boulevard Intersection Improvements

RECOMMENDATION

That the Committee reviews this report and provides feedback on the proposed improvements and implementation plan for A Street and Hesperian Boulevard as part of Alameda County's (County) Hesperian Boulevard Corridor Improvement Project.

SUMMARY

Hesperian Boulevard and A Street are major corridors that connect to major commercial areas, schools, transit, and freeways in Hayward. The current intersection configuration is not ideal for cyclists or pedestrians. The adjacent sidewalks are not currently designed in a way that encourages pedestrian traffic. This is largely contributed to long crossing distances and high vehicular speeds.

Staff seeks feedback from the Committee on a proposal to implement pedestrian improvements to the intersection of A Street and Hesperian Boulevard. The County is currently finalizing the design for the Hesperian Boulevard Corridor Improvement Project and this intersection improvement project presents an opportunity for the City to join this effort.

The proposed intersection improvements would include eliminating the free right turn lane on the northeast corner of the intersection, building corners with smaller curb radii, directional curb ramps, and sidewalk extension at the intersection (also known as pedestrian bulb-outs), installing high visibility crosswalks, and implementing signal upgrades.

If the Committee directs staff to present this item to Council and funds are secured, design would be completed by the end of August 2019, construction work at the intersection could start in Summer of 2021, and end by January 2022. The estimated cost for design and construction is approximately \$1.2 million.

BACKGROUND

A Street and Hesperian Boulevard are major corridors within the City. A Street runs east-west from Hesperian Boulevard to Redwood Road and provides local access to residential areas, Downtown Hayward, commercial developments, and the I-580 and I-880 freeways.

Hesperian Boulevard is a six-lane, north-south roadway that runs from E 14th Street to the Alameda Creek and provides local access to residential and commercial developments and the SR-92, I-880 and I-238 freeways.

The location where these two corridors meet is a major intersection with shopping centers on all corners, a gas station, and access to the Hayward Executive Airport. On average, 3,590 and 4,073 vehicles travel through the intersection daily during the morning and evening peak commute hours, respectively.

There are also major transit transfer stops that connect riders to Downtown Hayward, California State University East Bay, Chabot College, Southland Mall, BART Stations, and San Francisco. Per Alameda County Transit ridership data, there is an average of 360 riders using the stops at this intersection daily.

Given the intensity of transit usage at this location, transit riders are likely to be the predominant users of the sidewalks in this area. Although transit upgrades have been made along the Hesperian corridor, this specific intersection is not a model of walkability. The width of the intersection, heavy truck traffic, the free right-turn lane on the northeast corner, the absence of bicycle facilities, and inadequate pedestrian facilities (see Figure 1), are all factors that give rise to safety concerns. Between January 2016 and April 2019, eight reported collisions occurred within 250 feet of the intersection, two of which involved pedestrians.

In 2003, the County adopted the Hesperian Corridor Streetscape Master Plan. Since then the County has been working with the San Lorenzo community to develop the Hesperian Boulevard Corridor Improvement Project (Project). The Project's main goal is to beautify and revitalize the Hesperian Corridor into an inviting streetscape from the I-880 overcrossing to the limits with the City of Hayward at A Street. The Project is a complete streets project aimed to benefit motorists, pedestrians, bicyclists, and transit by providing wider sidewalks, directional curb ramps, reduced curb return radii, upgraded traffic signals, resurfaced streets, landscaped median islands, buffered bicycle lanes, gateway features, street tree planting, and landscaping. Additional details are provided in Attachment III.

By collaborating with the County, the two improvements become one unified project, thereby reducing overall costs and eliminating staged construction impacts.

DISCUSSION

City staff was recently contacted by the County who proposed extending the Hesperian Boulevard Corridor improvement project southbound to the intersection of A Street and Hesperian Boulevard. This presents an opportunity to reconstruct one of many intersections within the City that does not meet current design standards (i.e., enabling high speed movements with resulting collisions and pedestrian challenges).

As a result of the opportunity presented by the County, staff evaluated different options to improve the overall safety and experience of pedestrians and bicyclist traveling through this area, see Attachment II. Based on this evaluation, it is staff's recommendation that the items

listed below, and shown in Figure 2, for the intersection of A Street and Hesperian Boulevard, be included in the detail design and construction of Alameda County's Hesperian Blvd Improvements Project:

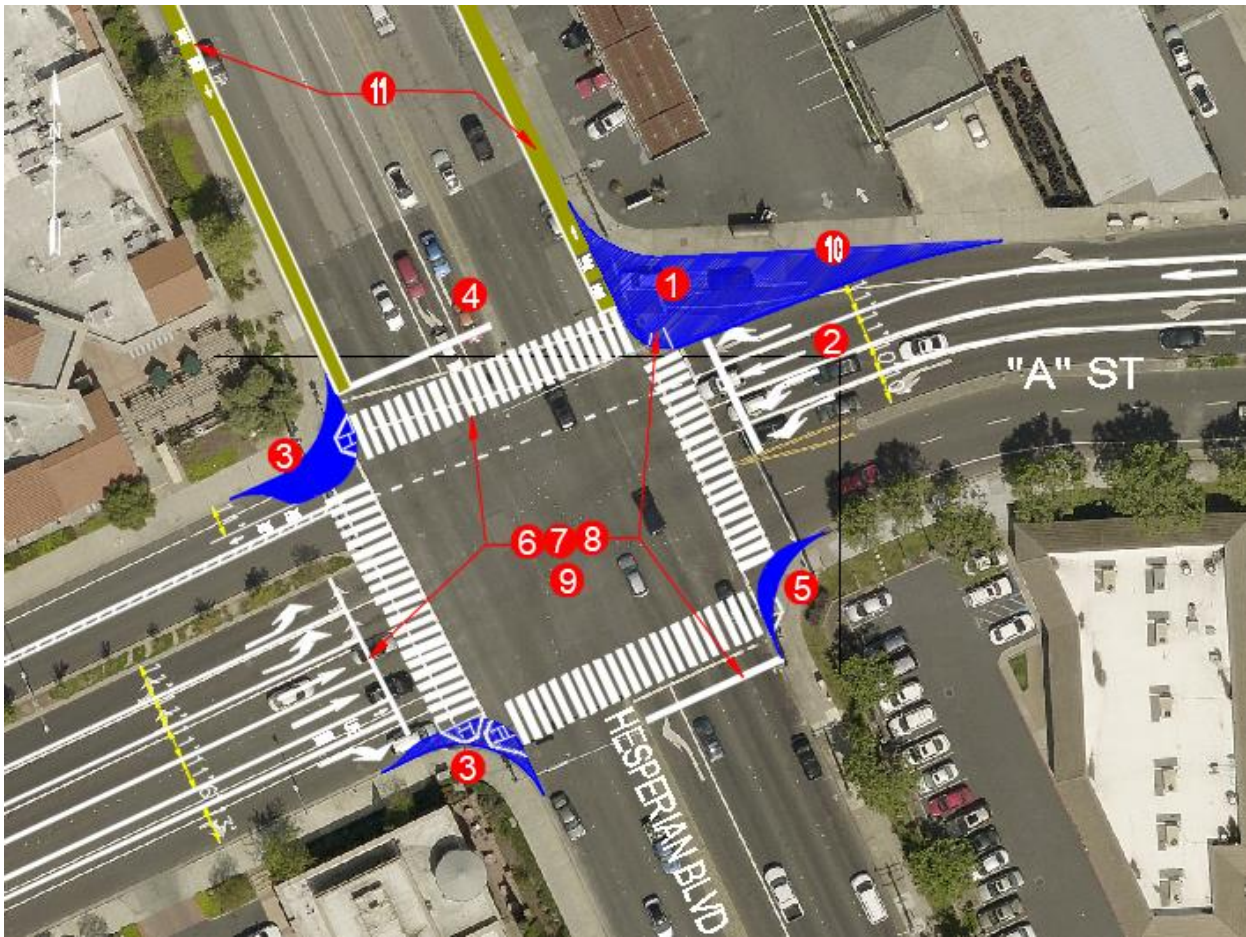
Figure 1: A Street and Hesperian Boulevard Existing Conditions



1. Eliminate one westbound through lane to square off the intersection and provide better visibility for vehicles and pedestrians
2. Install pedestrian bulb-outs on the northwest and southwest corner on A Street to reduce the crossing distance on the west side of the intersection
3. Modify median island nose on the north side to accommodate the new intersection alignment
4. Reduce the curb radii on the southeast corner to reduce the pedestrian crossing distance on the south and east side of the intersection. This proposal needs further evaluation to ensure that large trucks and fire truck can be accommodated
5. Directional curb ramps at all four corners to make it easier for everyone, especially seniors and people with disabilities, to travel through the intersection
6. High visibility crosswalks

7. Limit lines to provide more distance between stopped vehicles and pedestrians using the crosswalks
8. Traffic signal improvements to accommodate the above-mentioned improvements
9. Staff will work with BKF Engineers (BKF), the consultant hired by Alameda County, to evaluate an alternative for a westbound bike channel within the new sidewalk at the intersection (not shown in Figure 2)
10. New bike lanes to be installed by the Hesperian Boulevard Corridor Improvement Project

Figure 2: A Street and Hesperian Boulevard Proposed Conditions



Staff has begun the process of identifying intersections within the City that currently incorporate non-standard design as part of the on-going Citywide Multi-modal Study. Collisions at this intersection, including those involving pedestrians, have doubled in the last several years. Although the intersection's current design needs to be addressed at some point, it is not one of the City's most problematic intersections based on overall collision history. What this does present is an opportunity for the City to join the County in a collaborative effort to move this intersection improvement forward and ultimately save the City future resources in the outlying years.

Should the City agree to move forward with the project at this time, costs for bidding, awarding, construction management and mobilization would be significantly reduced as these costs would be covered by the County. Currently the construction costs for the project are estimated to be \$1.1 million.

By collaborating with the County, the City could save an estimated \$120,000 to \$150,000, in today's costs, should the project move forward. In addition, according to the California Construction Cost Index, construction and materials costs continue to escalate anywhere from 1.5% to 6% per year.

As part of the County's project, utility work is currently underway at the intersection. Once construction begins within the County limits, lane closures, construction noise, and delays will be on-going within the corridor. By collaborating with the County, the two improvements become one project, thereby reducing overall costs and staged construction impacts.

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 business development. Improving this intersection will increase the number of people who walk, bike or use public transportation to visit stores in the area. Making the intersection more pedestrian and bike friendly will also encourage people to walk and bike from shopping center to shopping center.

FISCAL IMPACT

BKF provided a cost estimate of \$70,000 to design this intersection. This amount would be transferred to the County before the consultant completes the design work in late August 2019.

The preliminary construction cost estimated by BKF is \$1.1 million. Securing funds to improve this intersection in a short timeframe will be challenging. County staff has verbally agreed to allow the City to sign a Memorandum of Understanding (MOU) to transfer construction funds to the County prior to the commencement of work by the contractor at the intersection in Summer 2021. This would give the City approximately eighteen months to secure and transfer funds to the County.

STRATEGIC INITIATIVES

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

Goal 2: Balance the diverse needs of users of the public right-of-way

Objective 1: Increase walking, biking, transit usage, carpooling, and other sustainable modes of transportation by designing and retrofitting streets to accommodate all modes

SUSTAINABILITY FEATURES

Reduced crossing distances, directional Americans with Disabilities Act (ADA) compliant accessible curb ramps, pedestrian bulb-outs, high visibility crosswalks, tighter curb returns, limit lines, etc., promote walking as an alternative mode of transportation by making it safer, more comfortable and convenient for pedestrians traveling through the area. This would result in a reduction in vehicular trips and greenhouse gas emissions while also improving public health.

PUBLIC CONTACT

As part of the Hesperian Corridor Streetscape Master Plan and the Hesperian Boulevard Corridor Improvement Project, the County did extensive outreach that started in 2006 and included public meetings within San Lorenzo, a project website, social media blasts, a walkthrough, press releases to San Lorenzo and San Leandro local newspapers, a construction Hotline, and other means. Since this work was originally planned to be only within County limits, the City of Hayward was not involved.

If approved, City staff will develop and implement public outreach to inform Hayward residents and businesses in the area of the proposed improvements to the intersection and project schedule.

NEXT STEPS

If approved, design and implementation of A Street and Hesperian Boulevard improvements will follow the anticipated Hesperian Boulevard Corridor Improvement Project schedule below:

Finalize Detail Design	Late August 2019
Request for Bids	September 2019
Construction Start	Summer 2021
Construction Completion	January 2022

Prepared by: Liliana Ventura, Associate Transportation Engineer

Recommended by: Alex Ameri, Director of Public Works

Approved by:



Kelly McAdoo, City Manager