



July 21, 2021

Hayward City Council
777 B Street
Hayward, CA 94541

Re: Followup to Patrick Avenue Comm Mtg 2: Request to fully analyze a 2-way cycle track

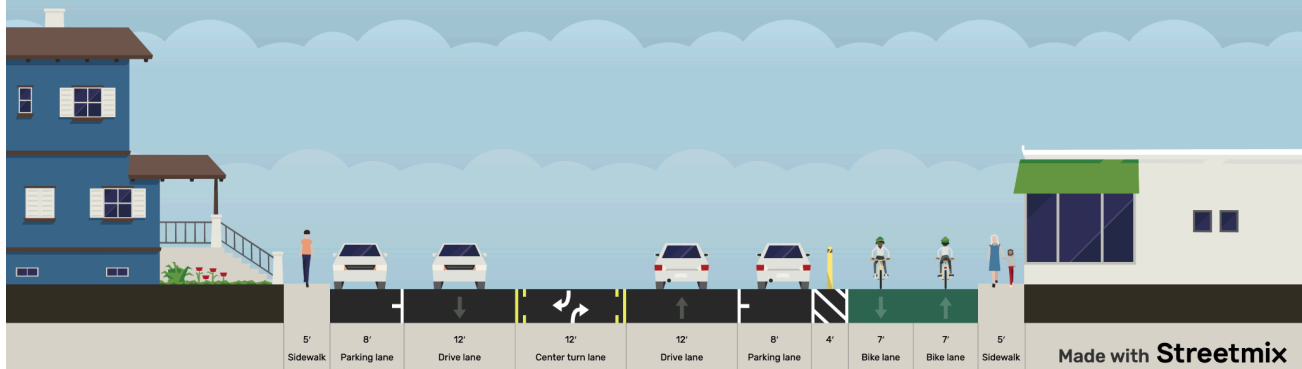
Dear City Council:

After this week's Community Meeting #2 for Patrick Avenue, it is more and more clear to me that the optimal solution for Patrick Avenue is a 2-way cycle track on the east side of Patrick Avenue, from Tennyson up to Schafer (and if successful, up to Harder Road). This alternative design returns almost all of residential homeowner on-street parking to the curb AND maximizes safety for parents bicycling with kids. We ask for your support to have staff fully analyze this option and present it to the community for feedback prior to any final decision on a next step for Patrick Avenue.

First, I want to acknowledge how hard your staff is working to listen to concerns and resolve issues for this challenging project, and in particular how they have stood by their commitment to make Patrick Avenue a street safe, regardless of the final design chosen. You have heard from many parents who want to bike with their kids or know that their kids are safe walking to school, and that is why this project is so important. That said, I also hear the concerns from residents about floating parking and how that makes some residents uncomfortable getting into and out of driveways. The upgraded protected bike lane option would have addressed these concerns. A 2-way cycle track will address these concerns even better.

The main issue with the protected bike lanes currently on Patrick Avenue is the awkward sense that residents have parking away from the curb and pulling out of driveways. The main issue with staff's recommendation to switch to buffered bike lanes is that they are not safe enough for parents and kids to use and at the intersection of Tennyson and Patrick Avenue are not safe at all, in my opinion. Buffered bike lanes are also not a good option when traffic is light and cars speed, and when the bike lanes are still used for double parking. Our proposal for a 2-way cycle track solves all of these challenges.

Patrick Avenue Two Way Cycle Track



Why a 2-way cycle works best:

1. **Driveways:** On the east side of Patrick Avenue there are only about six homes with driveways facing on to Patrick Avenue. Most of the east side of the street is the park, schools and faith organizations. The six homes with driveways on Patrick Avenue are all down near Tennyson. By placing a 2-way cycle track on the east side, you return to the curb over 90% of all the residential on-street parking within the project limits, almost all of this being on the west side of the street. On the east side, floating parking remains but it is mostly visitors to the various business and destinations on the east side, not homeowners;
2. **Wider travel lanes:** With a 2-way cycle track, vehicle travel lanes can be widened by several feet, which will further reduce the sense drivers have of being “close” to traffic when they park and if helpful an additional foot still can be provided for the NB travel lane adjacent the cycle track, narrowing the cycle track if necessary;
3. **Intersections:** At the signalized intersections of Tennyson and Schafer, bikes in the cycle track can utilize the pedestrian phase of the adjacent crosswalk when it is their turn to cross;
4. **Separation:** A 2-way cycle track can better define the bikeway, and thereby makes its function more intuitive, by allowing the city to put all of the project resources into more stanchions, more green paint and more vertical elements to define the beginning and end points the cycle track on the east side. None of these resources will be necessary on the west side of the street;
5. **Street sweepers:** The city’s existing large street sweepers can easily fit in a 2-way cycle track;
6. **Freeway traffic:** The current design and the buffered bike lane design proposed by staff do not adequately address the dangerous high-volume of traffic turning on to and off of Tennyson. There are both double right turn lanes on to Tennyson and double left turn lanes from Tennyson. People bicycling have to deal with this traffic with both the current design and with buffered bike lanes. A 2-way cycle track on the east side, which extends

all the way to Tennyson, avoids this by placing bicyclists safety east of all this freeway traffic;

7. **Food give aways:** A 2-way cycle track avoids the traffic back ups into the food pick up at South Hayward Parish on the west side of Patrick Avenue;
8. **Shorter pedestrian crossings:** A 2-way cycle track also allows the project to maintain shorter pedestrian crossings, and thus safer pedestrian crossings. With protected bike lanes, both the upgraded current design and a 2-way cycle track, pedestrians in crosswalks have 36ft to cross where they are exposed to traffic. With buffered bike lanes, this distance increases to 58ft, the width of two buffered bike lanes, which exposes pedestrians to traffic much longer, and exposes them to higher speed traffic.

I hope you find the reasons compelling and can give staff the support they need to evaluate this 2-way cycle track idea. I feel it is the best solution because it will satisfy the most number of residents who support a bike lane but have concerns about the floating parking.

In addition, I want to let you know that we are reaching out to Ninfa Galindo-Trantina at St. Bedes Catholic School to potentially do a free bicycle safety education class at the school. We have funding to do this through our existing grants, and would be a good opportunity to promote more bicycling to local schools. Ninfa and I briefly discussed this idea when we met on site last week. I'll keep you posted on progress in getting this set up.

Thank you for your consideration and leadership on street safety issues.

Sincerely,



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