

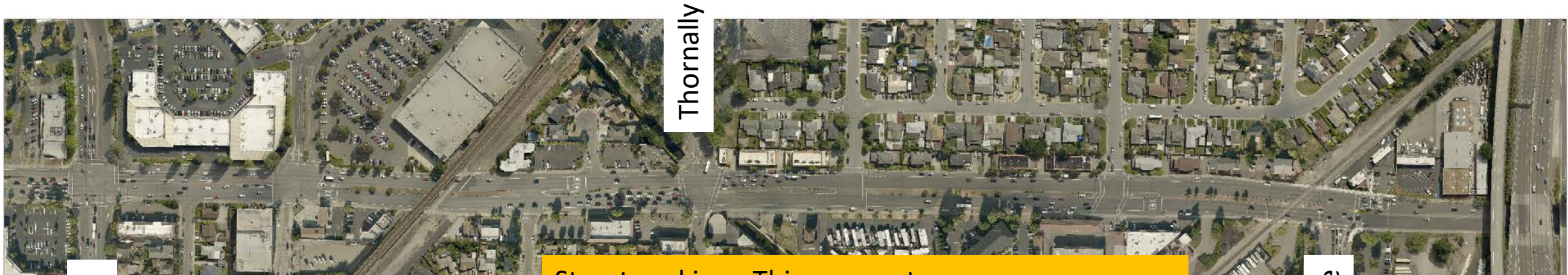
Hesperian Blvd Road Diet

Council Facilities and Transportation Committee

December 2, 2020

Hesperian Blvd – Halcyon to Springlake

- Arterial
- ~30,000 vehicles/day
- LOS E
- Included in ACTC Congestion Management Plan: penalty for LOS < E
- Complete Streets evaluation
 - Transit priority designation by ACTC



Halcyon

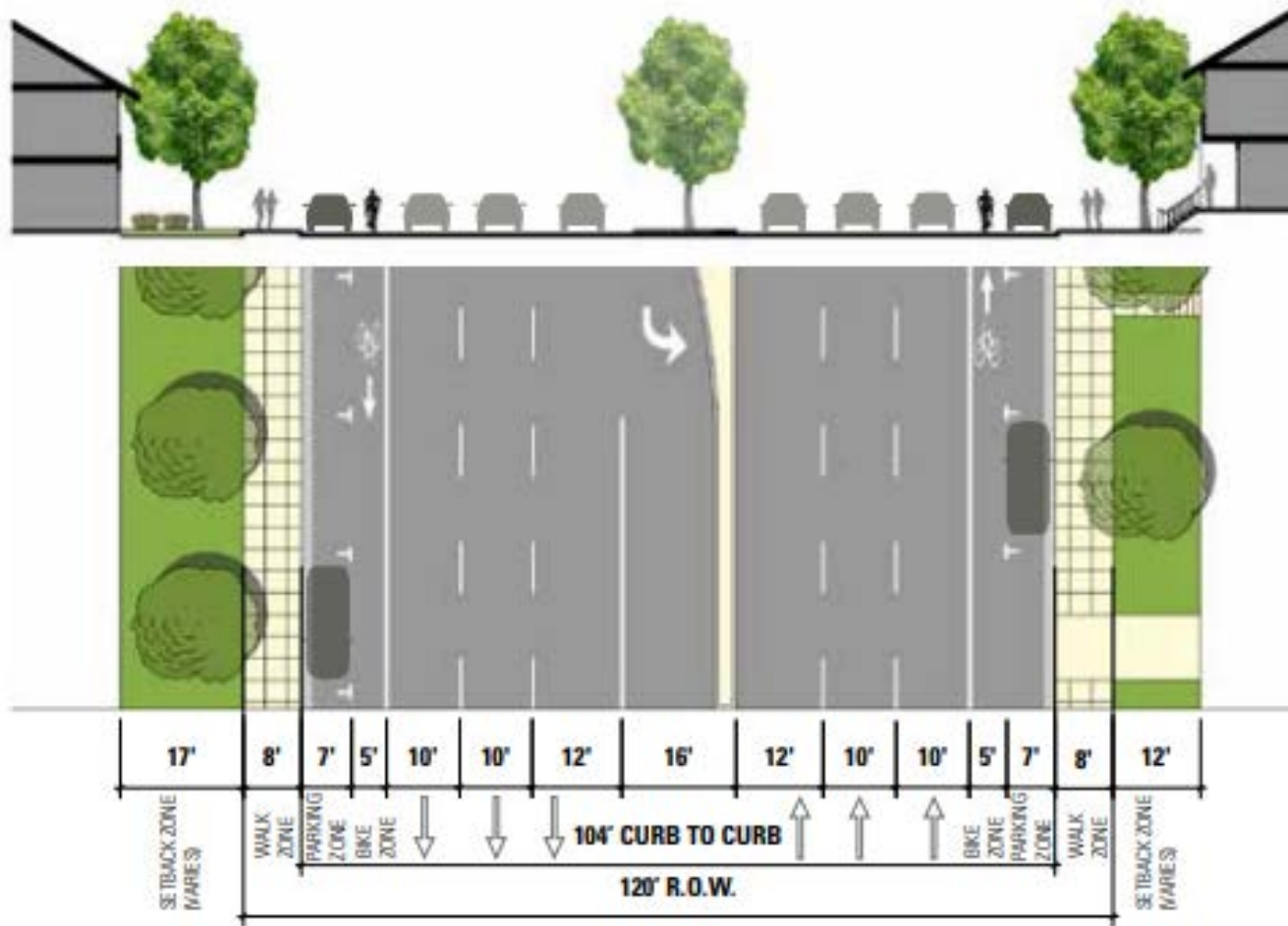
Thornally

Street parking: This segment

Springlake

Existing Conditions

Figure 3.6: Existing Hesperian Boulevard Cross Section

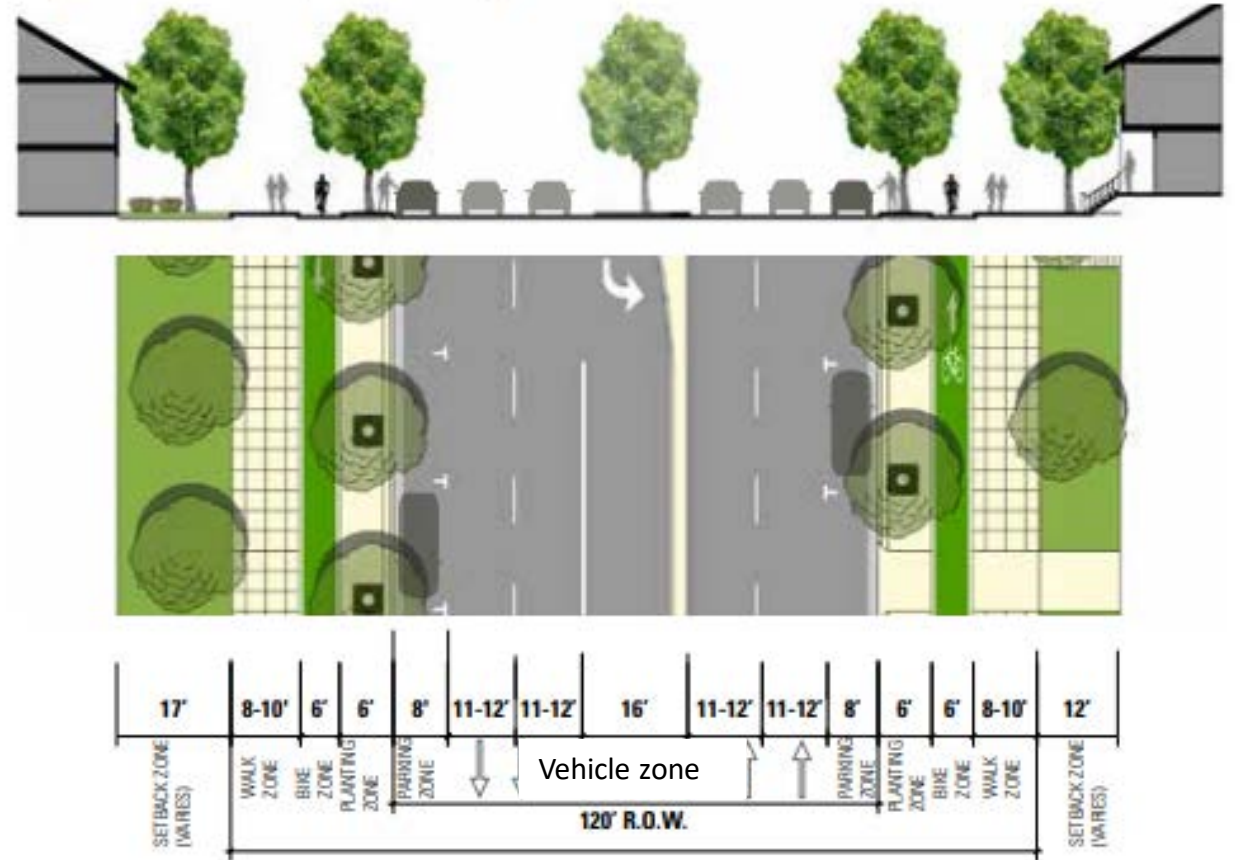


- 3 travel lanes
- Class 2 bike lanes
- Parking lanes
- No buffers
- No parking lanes at northern and southern ends
- No bike lanes at southern end.

BayFair TOD Specific Plan Proposed Configuration

- 2 travel lanes
- Class IV bike lanes
- With or without parking lanes
- Landscaped buffers
- LOS E or F
- Landscape buffers are beyond scope of current project, may be a future phase.
- Landscaped buffers less effective with frequent driveways

Figure 3.7: Proposed Hesperian Boulevard Cross Section



Intermediate Option with parking

- Drop lane
- Class IV bike lane



Intermediate Option without parking



- Drop lane
- Class 2 buffered bike lane

Enhancements

- Class 2 bike lane with buffer can be upgraded to Class IV by installing a barrier.
- Estimated 5000 LF of buffer between Halcyon and Springlake.



Landscaped median:
~\$600/LF



Concrete median:
~\$200/LF



Delineators on duracurb:
~\$100/LF

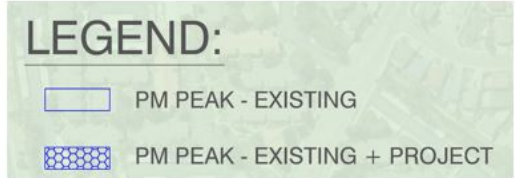


Delineators: ~\$10/LF



Paddles on kwikcurb:
~\$80/LF

Road Diet Impact on queues



Discussion

- Road diet at existing traffic volumes probably okay.
- Increases in traffic volumes likely require 3 lanes to meet ACTC Congestion Management Plan
 - May be able to use parking lane as travel lane during peak periods



Street parking: This segment