



DATE: July 22, 2020
TO: Council Infrastructure Committee
FROM: Director of Public Works
SUBJECT: Receive Update on the Safe Routes for Seniors (SR4S) Program

RECOMMENDATION

That the Council Infrastructure Committee (CIC) reviews this report and receives an update on the project status.

SUMMARY

The proposed Safe Routes for Seniors (SRS) program fits within Hayward Walks' mission to make walking in Hayward safe, pleasant, and accessible for all. This is an on-going program that is first targeted in the downtown area due to the highest concentration of senior facilities in the City. However, the program will equitably address accessibility for seniors throughout the Hayward community. In collaboration with local senior housing facilities, senior centers, and community-based organizations, staff met with seniors in the downtown area to identify obstacles to accessibility. Staff then developed a set of design solutions to address these concerns, related to accessibility and safety. Enabled by a re-allocation of \$1.9 million dollars of Measure B/BB funds, this program will implement construction projects based on the recommended walkability and accessibility improvements to benefit seniors in the downtown core.

BACKGROUND

In November 2000, Alameda County voters approved Measure B, a continuation of the county's half-cent transportation sales tax through the year 2022. In 2014, the voters approved Measure BB, which in effect authorized an extension and augmentation of the existing Measure B. Measure BB is projected to generate approximately \$8 billion in revenues from April 2015 to March 2045 for transportation improvements in Alameda County. One of the regional priorities for Measures B and BB is to expand special transportation services and improve accessibility for seniors and individuals with disabilities.

Walking is a key element in the quality of life for seniors. The simple act of walking can help improve seniors physical and mental well-being. After receiving approval by the Alameda County Transportation Commission (ACTC), the City's Community Services Division and Public

Works & Utilities Department are working together to utilize \$1.9 million of its Direct Local Distribution (DLD) funds from Measure BB for the SR4S program to improve walkability. Implementation of the SR4S program will improve accessibility for senior citizens primarily in the Downtown. However, the on-going program will equitably address accessibility for seniors throughout the Hayward community.

While the current pattern of travel indicates that most trips taken by older adults are by automobile (as driver or passenger), the second most frequent mode of travel for seniors is walking. The purpose of SR4S program is to improve the pedestrian environment in the Downtown as a means of increasing pedestrian safety and removing the existing physical barriers and challenges for seniors.

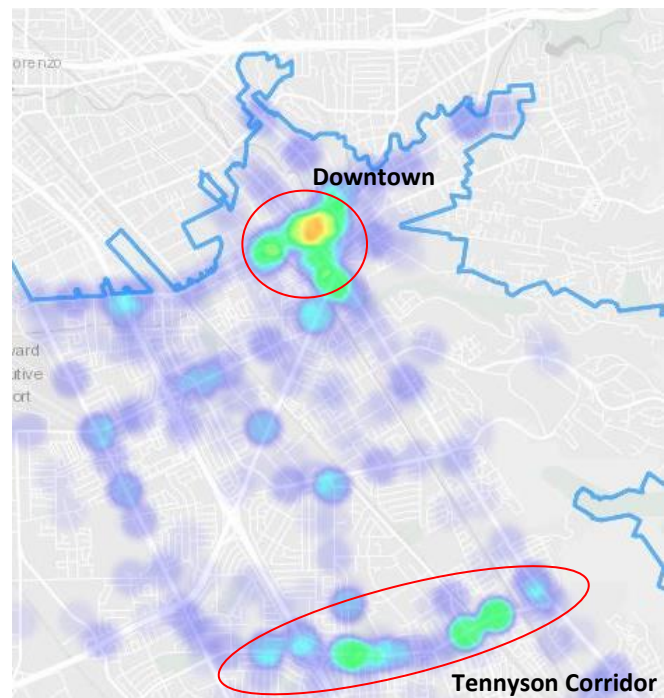
Increased physical activity, travel independence, and social connection are but a few of the benefits of walking for seniors; however, older adults are disproportionately represented in pedestrian injuries and fatalities both nationally and in California. The American Walks Institute states that the basic reasons among seniors for not walking as often include:

- Tripping on uneven pavement or other obstacles.
- Inability to cross the street during the walk cycle.
- Vehicles not yielding to seniors in the crosswalk.

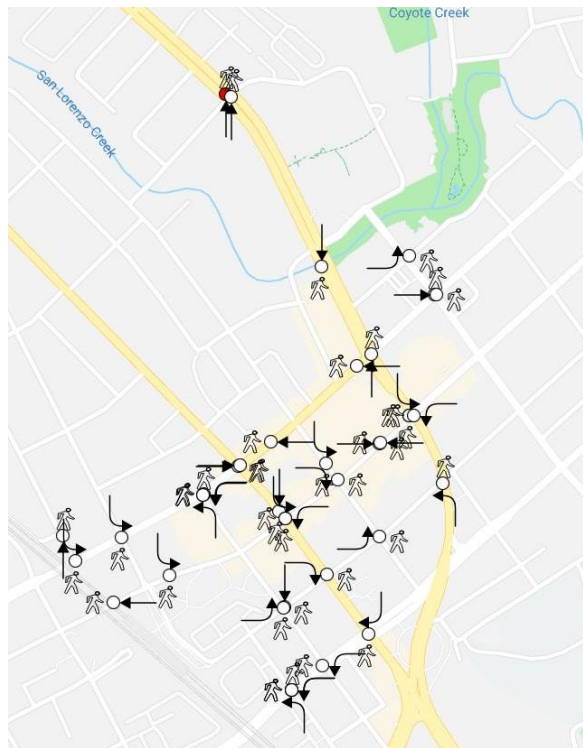
According to the 2017 California Health Interview Survey, two primary factors behind high rates of older adult pedestrian injuries and fatalities are:

- 1) Increased susceptibility to injury and risk of death when collisions occur; and
- 2) Poorly designed transportation infrastructure for pedestrians.

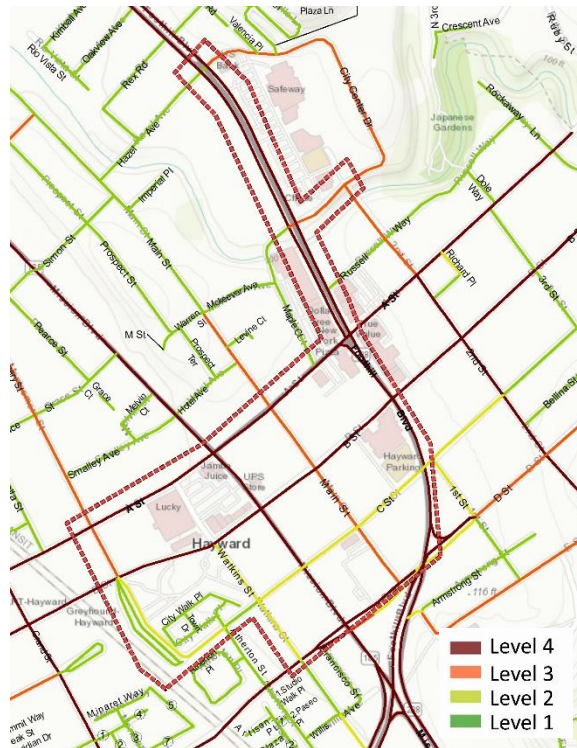
Crash and fatality data indicate that the Downtown and Tennyson Road corridor are areas in the City with the highest number of pedestrian collisions. Of the 150 collisions from 2013 to 2017 in Downtown Hayward, collision data shows that 30% were pedestrian collisions. From the total of pedestrian collisions, 16.6% of the victims were seniors (over 60 years old). The Tennyson Road corridor will be the next target area to improve senior and pedestrian safety via this on-going program.



Pedestrian Collision Heat Map (2012-2017)



Pedestrian Collision Diagram (2012- 2017)



**Level of Traffic Stress (LTS) (2012-2017)
(Level 4 highest)**

The primary goal of the SR4S program is to improve pedestrian safety, so that seniors may benefit from safe and walkable neighborhoods; improve public health outcomes, economic competitiveness, and environmental protection. The program will impact thousands of seniors within the half mile radius of the downtown area. Conversely, many more senior who routinely visit the downtown for entertainment and cultural purposes will also benefit from the proposed accessibility improvements.

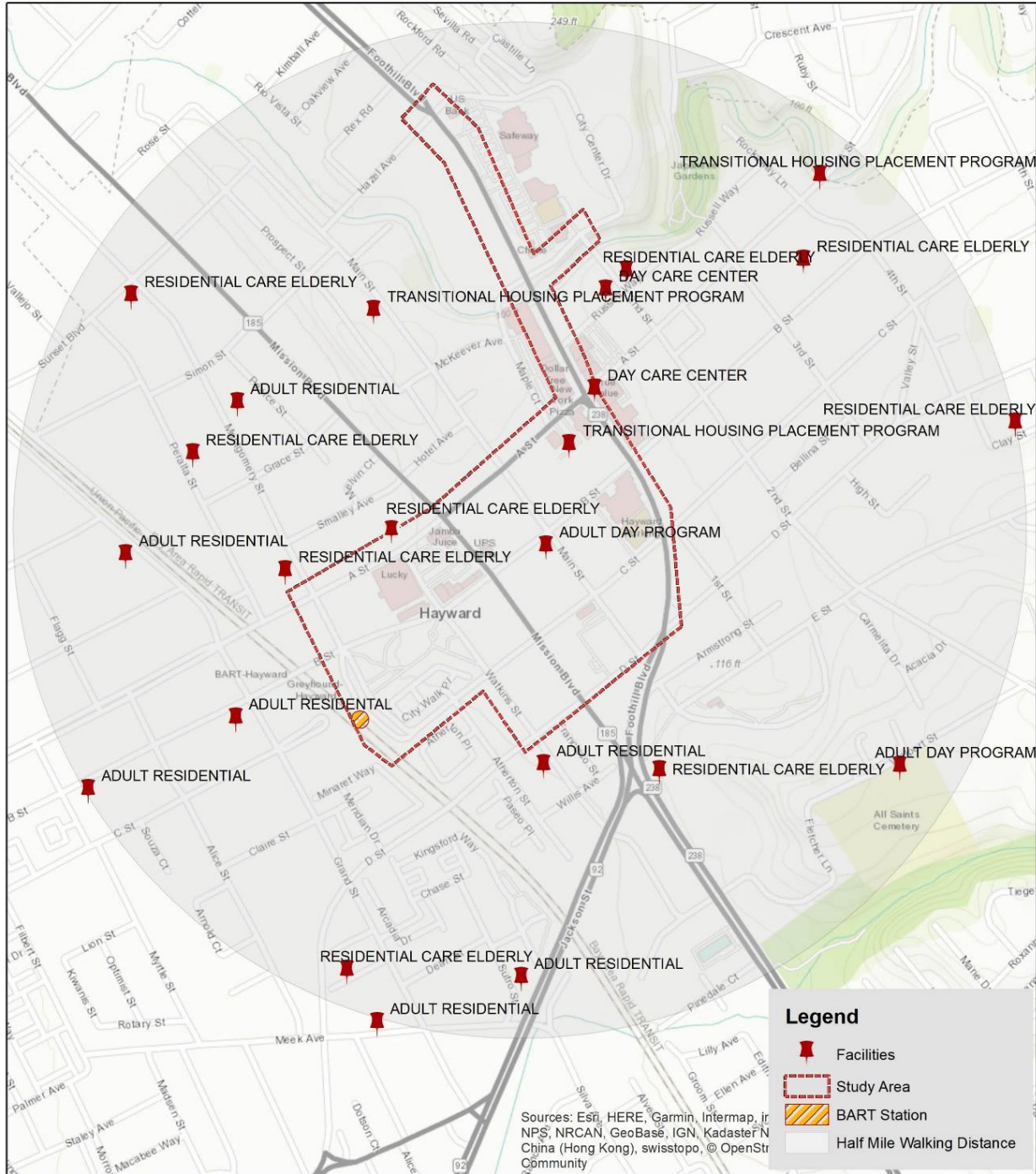
SR4S program objectives include:

- 1) Continue working with senior community to identify obstacles to walking.
- 2) Developing design solutions that would improve walkability for seniors.
- 3) Implementing physical improvements to the infrastructure.

DISCUSSION

The study area is in Downtown Hayward between A street, D street, Foothill Blvd, and the BART train tracks. The Downtown was chosen as the initial project implementation site because it has the highest concentration of senior facilities in the City. There are twenty-three senior facilities in the Downtown area within a half-mile radius of the project limit: eight adult residential facilities, three adult day programs, and twelve residential care elderly houses. These areas face high pedestrian level of traffic stress. Initially, the study consisted of evaluating eighteen signalized and three unsignalized intersections around Downtown

Hayward. City Staff collaborated with local senior housing facilities, senior centers, and community-based organizations and continued to meet with senior residents to identify obstacles to walking, develop a set of design solutions to improve walkability and safety for senior residents, and advocate for physical changes on the street and sidewalks.



Senior Facilities in Half-Mile Radius Distance from Study Area

After analyzing results from community meetings and collision data, staff narrowed down the scope to five intersections that are of high priority.

- 1) A St. and Foothill Blvd.
- 2) A St. and Mission Blvd.
- 3) B St. and Montgomery Ave.
- 4) C St. and Main St.
- 5) Hazel Ave./City Center Dr. and Foothill Blvd

The locations of these five intersections within the study area are shown in Attachment II – Site Map. These intersections are of concern due to the high number of pedestrian collisions concerning left-turn movements and multiple complaints from the senior community on the safety of pedestrians crossing these intersections. The project will implement design elements that control vehicle speed and minimize vehicle-pedestrian conflict points at crossings such that the intersections are safe, vibrant, and accessible public spaces for seniors. This project will develop a suite of recommendations for intersection improvements that would make streets safer for seniors and will be implemented as funding for design and construction becomes available. The potential improvements at the intersections include but not limited to:

- Shorten pedestrian crossing distance with curb extensions
- Provide ADA compliant curb ramps
- Improve pedestrian visibility with adequate lighting and providing Leading Pedestrian Intervals (LPI)
- Improve pedestrian safety with vertical delineators and bollards
- Left-turn traffic calming measures
- Improve crosswalk visibility with textured paving, high visibility pavement markings, and/or raised crosswalks
- Reduce vehicle speeds by eliminating free right turns (pork-chop islands) at intersections

The project objective is to implement improvements that are tailored to the needs and concerns of seniors, create a safer walking environment, and encourages walking as a transportation option.

Staff will continue to work very closely with the senior community and with individual implementation project consultants to make design recommendations and advocate for physical changes on the street to make intersections easier for seniors to cross and walk on sidewalks. These changes will impact all residents in the half-mile radius walking distance from the study area.

ECONOMIC IMPACT

The SR4S program improves walkability which fosters economic vitality 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. A safe and walkable environment can result in a reduction of single lane occupancy vehicles, congestion, and costs related to automobile-related infrastructure maintenance. It also helps to make the overall transportation system more efficient.

FISCAL IMPACT

The current implementation project is in the initial stages and cost estimates are preliminary. The project will not have a direct fiscal impact on the general fund. It utilizes Measure BB funding through the ACTC's Transportation Expenditure Plan. The total current budget is \$1.9 million. Moving forward, we anticipate an annual allocation of \$750,000 to \$800,000 per year for the SR4S program.

STRATEGIC ROADMAP

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

- Project 1: Improve Access and Mobility in Downtown Hayward
- Project 8, Part 8e: Implement the Bike & Ped Master Plan; Assess Safe Routes for Seniors in the downtown area
- Project 8, Part 8f: Implement the Bike & Ped Master Plan; Implement Safe Routes for Seniors in the downtown area

SUSTAINABILITY FEATURES

The plan will be a comprehensive effort to improve connectivity, public health, physical activity, and recreational opportunities. By applying best practices, the program will increase transportation options, reduce environmental impacts of the transportation system, and enhance the overall quality of life for residents. The goal of the program is to make walking in Hayward safe, pleasant, and accessible for all while prioritizing senior community residents. The resulting reduction in single occupancy vehicles will reduce vehicle miles traveled and greenhouse gases.

PUBLIC CONTACT

City Staff held two community meetings in 2019 where staff collaborated with local senior housing facilities, senior centers, and community-based organizations to develop a set of design solutions to improve walkability and safety for senior residents. The Request for Proposal (RFP) for Engineering Design Services for the SR4S in Downtown Hayward was released to the public on June 26, 2020. A virtual pre-proposal meeting was held on July 7, 2020 to provide an overview of the RFP and answer any questions the consultants who are planning on proposing

may have. The public will have opportunities to review and comment on proposed recommendations and design solutions at future Council meetings, Council Infrastructure Committee meetings, or other appropriate standing Council Committee meetings.

NEXT STEPS/SCHEDULE

Award Engineering Design Services contract	September 2020
Conceptual Design Phase	Fall 2020
Public Open House Meeting	Fall 2020
City Council and/or Council Infrastructure Committee presentation	Fall 2020
Final Design Phase	Winter 2020
Publish and Award Construction Contract RFP	Winter 2020
Construction	Spring 2021

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