



DATE: May 29, 2019

TO: Council Infrastructure Committee

FROM: Director of Public Works

SUBJECT: Safe Routes for Seniors (SRS) Project

RECOMMENDATION

That the Committee reviews and provides feedback on the proposed Safe Routes for Seniors (SRS) Program.

SUMMARY

Safe Routes for Seniors (SRS) are safe routes for everyone, which precisely fits Hayward Walks' mission to make walking in Downtown Hayward safe, pleasant, and accessible for all. In collaboration with local senior housing facilities, senior centers, and community-based organizations, staff will 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 streets and sidewalks. The study area is in Downtown Hayward between A Street, D Street, Foothill Boulevard, and the BART tracks and consists of eight corridors, eighteen signalized, and three unsignalized intersections. Staff anticipates that the design will be completed in late December 2019, with construction anticipated to start in February 2020.

BACKGROUND

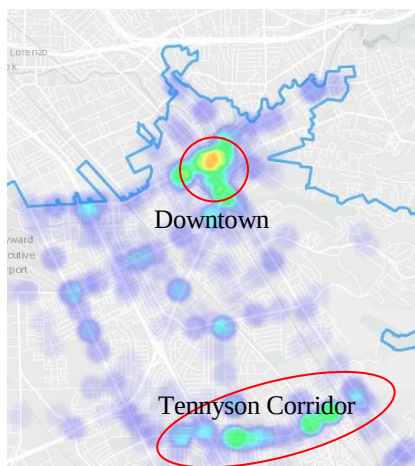
In November 2000, Alameda County voters approved Measure B, a continuation of the county's half-cent transportation sales tax through the year 2022. In 2014, the voters approved Measure BB, authorizing an extension and augmentation of the existing Measure B. Measure BB is projected to generate approximately \$8 billion in revenues from April 2015 to March 2045 for transportation improvements for Alameda County. One of the regional priorities of Measure B and BB is to expand special transportation services for seniors and people with disabilities. Walking is a key element in the quality of life for seniors. The simple act of walking can help improve seniors' physical, mental, and emotional health, while at the same time helping to revitalize Downtown Hayward businesses, and fostering a stronger sense of community. After receiving approval by Alameda County, Hayward's Community Services Division has agreed to allocate \$1.9M of its Direct Local Distribution (DLD) funds from Measure BB for the SRS Project. The Public Works & Utilities Department will coordinate these activities with the Community Services Division to implement the project to improve accessibility for senior citizens primarily in Downtown Hayward.

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 is walking. The purpose of SRS program is to improve the pedestrian environment focused on Downtown Hayward as a means of encouraging senior citizens to walk more; to enhance cardio-vascular health; increase pedestrian safety; and to remove the physical barriers and challenges for seniors. The best way to effectively remove those barriers is to make physical changes to the physical realm.

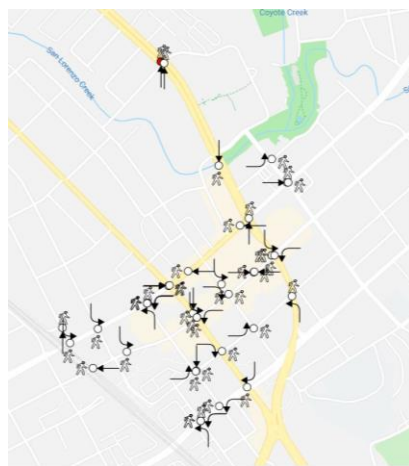
Increased physical activity, travel independence, and social connection are but a few of the benefits of walking for seniors; however, older adults are disproportionately represented in pedestrian injuries and fatalities both nationally and in California. The American Walks Institute states that the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

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

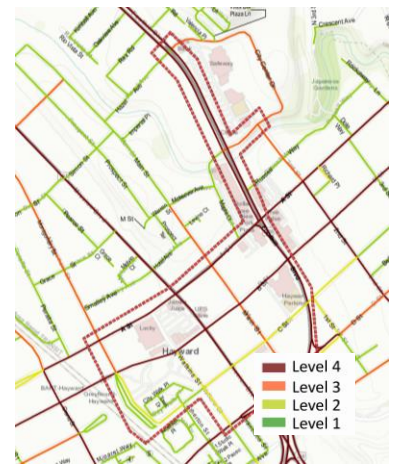
Crash and fatality data indicate that Downtown and Tennyson Road are the areas in the City with highest number of pedestrian collisions. While there were 150 collisions from 2013 to 2017 in the study area (Downtown Hayward), collision data shows that 45 (30%) of them were pedestrian collisions. From the total of pedestrian collisions, 16.6% of the victims were seniors (over 60 years old). Tennyson Road could be a potential future project to improve senior and pedestrian safety in this corridor.



Pedestrian Collision Heat Map
(2012-2017)



Pedestrian Collision Diagram (2012-
2017)



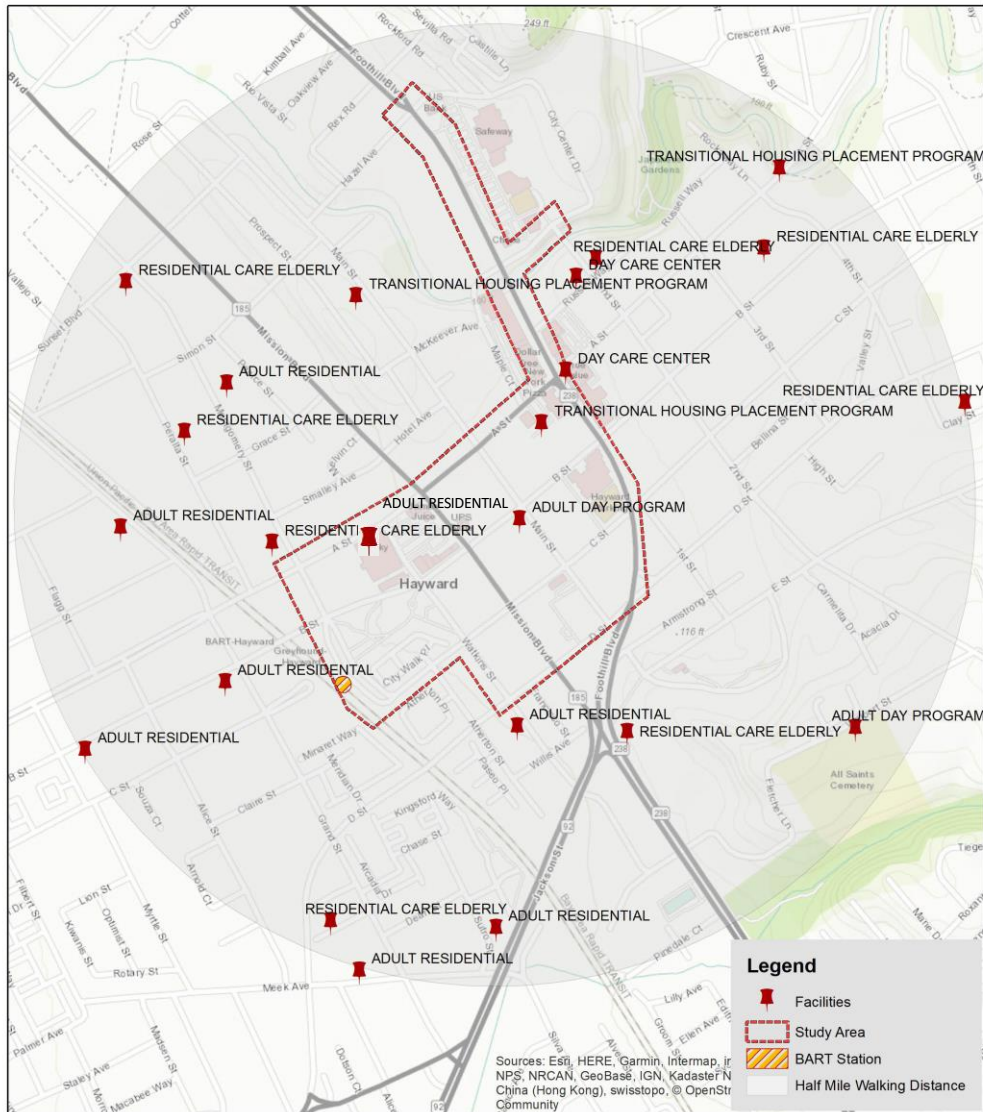
Level of Traffic Stress (LTS)
(2012-2017)

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 of injury and risk of death when collisions occur; and
- 2) Poorly designed transportation infrastructure for pedestrians, particularly more vulnerable ones.

DISCUSSION

City staff will visit the study area 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 thousands of residents in the half-mile radius walking distance from the study area. Examining 2017 Census tract data, staff believe that an estimated total of 11,629 seniors live within the project boundaries and thus, will benefit from these safety enhancements.



Senior Facilities in Half-Mile Radius Distance from Study Area

Project Benefits

- Tailors responses to the needs and concerns of seniors
- Creates a safer walking environment for everyone using the streets
- Induces drivers to slow down

- Encourages walking as a transportation option

Goals and Objectives

The primary goal of the SRS program is to improve pedestrian safety, so that seniors may benefit from safe and walkable neighborhoods. The program also have goals to improve public health outcomes, economic competitiveness, and environmental protection.

SRS program objectives include:

- 1) Work directly with seniors to identify obstacles to walking
- 2) Develop a set of design solutions that would improve walkability for seniors
- 3) Advocate for and implement physical changes on the street

Improvement

This plan would develop a suite of recommendation, designs, and implementation plans for street improvements that would make streets safer for senior pedestrians. The potential improvements include but are not limited to:

- 1) Sidewalk Improvements
 - Adequate pedestrian ramps at all curbs.
 - Make the street as flat as possible and have a smooth transition to curb.
 - Install wide median refuge areas with benches, planters, and shelters on wide streets.
 - Have shelters and benches at the bus stops near senior centers.
- 2) Intersection Improvements
 - Implement LPIs at long, wide intersections
 - Place stop bars 15 feet before crosswalk and when possible raise crosswalks to line up with the curb.
 - Extend crosswalks and daylight corners.
 - Reclaim vehicular lanes for pedestrian space.
 - Pedestrian signals that reflect a walking speed of 2.5 feet-per-second.
 - Extra, exclusive crossing time of five to nine seconds on all corners (i.e. LPI).
 - Streets and sidewalks that are free of potholes, cracks and other trip hazards.
 - Audible, accessible pedestrian signals at all crossings.
 - Bollards on the double yellow line on streets where widths exceed 60 feet.
- 3) Street and Pavement Improvements
 - Place horizontal deflections hinders to create a horizontal shift in the roadway. This shift forces a motorist to slow the vehicle in order to comfortably navigate the measure.
 - Place vertical deflections to create a change in the height of the roadway that forces a motorist to slow down in order to maintain an acceptable level of comfort.
 - Implement street width reductions to narrow the width of a vehicle travel lane. It reduces the distance a pedestrian walks to cross a street.

- Place routing restriction to prevent vehicle movements at an intersection and is intended to eliminate some portions of cut-through traffic.

ECONOMIC IMPACT

The Safe Routes for Seniors program will foster economic vitality by creating dynamic, connected seniors and communities with a high quality of life that helps support small business development, decreases transportation and healthcare costs, increases property values, employment, and tourism. A safe and walkable environment reduces single lane occupancy vehicles, reduces congestion, and costs related to automobile-oriented infrastructure maintenance and construction. It also makes the overall transportation system more efficient.

FISCAL IMPACT

This project includes improvement for eight corridors located in Downtown Hayward between A Street, D Street, Foothill Boulevard, and BART's train track. The fiscal impact will be evaluated in the staff report for each individual corridor that will be discussed with the Committee.

The project is in initial stages and cost estimates are preliminary. The project is not expected to have a direct fiscal impact on the general fund. The project utilizes Measure BB funding through the Alameda CTC's Transportation Expenditure Plan. The total current budget is \$1.9 million, which includes a culmination of 2014 to 2019 funding. Moving forward, staff anticipates \$750,000 to \$800,000 per year for the SRS program.

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 for everyone regardless of age or ability, including motorists, pedestrians, bicyclists, and public transportation riders. This item supports the following goals and objectives:

- Goal 1: Prioritize safety for all modes of travel.
 - Objective 3: Ensure that roadway construction include complete streets elements.
- Goal 2: Provide Complete Streets that 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.
- Goal 5: Pedestrian Facilities by providing universally accessible, safe, convenient, and integrated pedestrian systems that promote walking.

SUSTAINABILITY FEATURES

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

PUBLIC CONTACT

In collaboration with local senior housing facilities, senior centers, and community-based organizations, staff will 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. The public will have opportunities to review and comment on proposed recommendations and design solutions topics at future City Council meetings, Capital Infrastructure Committee meetings, or other appropriate standing Council Committee meetings.

NEXT STEPS

1. Public outreach (Jun – August 2019)
2. Assessment of issues, barriers and propose recommendations (July – August 2019)
3. RFP for consultant services and design process (July – December 2019)
4. Prepare cost estimate for final design (December 2019)
5. City Council presentations (January 2020)
6. Implementation (January – March 2020)

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Recommended by: Alex Ameri, Director of Public Works

Approved by:



Kelly McAdoo, City Manager