

CITY OF HAYWARD

Hayward City Hall
777 B Street
Hayward, CA 94541
www.Hayward-CA.gov



CITY OF
HAYWARD
HEART OF THE BAY

Agenda

Wednesday, May 29, 2019

4:30 PM

Conference Room 2A

Council Infrastructure Committee

SPECIAL MEETING**CALL TO ORDER****PLEDGE OF ALLEGIANCE****ROLL CALL****PUBLIC COMMENTS:**

(The Public Comment section provides an opportunity to address the City Council Committee on items not listed on the agenda as well as items on the agenda. The Committee welcomes your comments and requests that speakers present their remarks in a respectful manner, within established time limits, and focus on issues which directly affect the City or are within the jurisdiction of the City. As the Committee is prohibited by State law from discussing items not listed on the agenda, any comments on items not on the agenda will be taken under consideration without Committee discussion and may be referred to staff.)

REPORTS/ACTION ITEMS

1. [ACT 19-136](#) Hayward Boulevard Safety Improvements Feasibility Study

Attachments: [Attachment I Staff Report](#)
[Attachment II Project Limits Map](#)

2. [ACT 19-135](#) Bicycle and Pedestrian Master Plan

Attachments: [Attachment I Staff Report](#)
[Attachment II Existing and Recommended Facilities](#)
[Attachment III Pedestrian Prioritization](#)

3. [ACT 19-137](#) Safe Routes for Seniors (SRS) Program

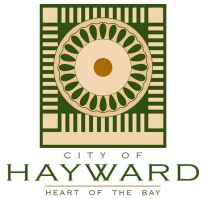
Attachments: [Attachment I Staff Report](#)

4. [ACT 19-139](#) 5-Year Agenda Planning Calendar

Attachments: [Attachment I Staff Report](#)

COMMITTEE MEMBER/STAFF ANNOUNCEMENTS AND REFERRALS**ORAL UPDATES**

ADJOURNMENT



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Hayward City Hall
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File #: ACT 19-136

DATE: May 29, 2019

TO: Council Infrastructure Committee

FROM: Director of Public Works

SUBJECT

Hayward Boulevard Safety Improvements Feasibility Study

RECOMMENDATION

That the Committee reviews and provides feedback on the scope of work for the Hayward Boulevard Safety Improvements Feasibility Study.

SUMMARY

The proposed Hayward Boulevard Feasibility Study is the evaluation and development of phased multi-modal safety and connectivity improvements along Hayward Boulevard from Campus Drive to Fairview Avenue. The final product will include a phased multi-modal conceptual design, traffic operations analyses, and preliminary cost estimates.

ATTACHMENTS

Attachment I Staff Report
Attachment II Project Limits Map



DATE: May 29, 2019

TO: Council Infrastructure Committee

FROM: Director of Public Works

SUBJECT: Hayward Boulevard Safety Improvements Feasibility Study

RECOMMENDATION

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SUMMARY

The proposed Hayward Boulevard Feasibility Study is the evaluation and development of phased multi-modal safety and connectivity improvements along Hayward Boulevard from Campus Drive to Fairview Avenue. The final product will include a phased multi-modal conceptual design, traffic operations analyses, and preliminary cost estimates.

BACKGROUND

The City desires to improve multi-modal safety and connectivity along Hayward Boulevard from Campus Drive to Fairview Avenue. The Hayward Boulevard Feasibility Study will address public concerns that include, but are not limited to speeding, safety, connectivity, vertical and horizontal curves, and steep grades at various locations along Hayward Boulevard. This Study will include conceptual design alternatives that address these concerns.

The proposed alternatives included in the Study will be developed using a three-phase approach with phases mostly determined by cost. Phase 1 will be non-intrusive, less costly remedies such as signing, striping and flexible safe-hit posts that are easily implemented in the short-term. Phase 2 will be somewhat intrusive and more costly than the Phase 1 improvements and will build upon those improvements. These are feasible for implementation in the mid-term range (three to five years) and may include but are not limited to bollards, minor signal equipment modifications, curb ramps, street lighting, and minor civil work. Phase 3, the costliest of all three phases, may include but is not limited to improvements such as curb extensions, roundabouts, and curb or grade-separated bicycle facilities. All proposed improvements will be suitable for the hillside terrain, remain within the existing right-of-way, and will not cause significant traffic impact. Each design will include a conceptual rendering, preliminary traffic impact analyses, cost estimate, and estimated schedule.

The proposed plan will build upon the Complete Streets Policy adopted in 2013, support the transportation and land use policies identified in the 2040 General Plan policy document, and implement several traffic calming measures identified in the Neighborhood Traffic Calming Program adopted in July 2018.

DISCUSSION

Staff advertised a Request for Proposals (RFP) through a posting on the City's website and sent informational emails to nine consultants known to be at the forefront of the critical subject areas - bicycle and pedestrian planning, engineering, and research - that will be essential to creating a successful plan. The RFP was released on March 5, 2019 and a pre-proposal meeting was held on March 13, 2019 at City Hall. On April 2, 2019, the City received four proposals from Kittelson & Associates, Inc., TJKM Transportation Consultants (TJKM), Kimley-Horn and Associates, Inc., (Kimley-Horn), and CSW/Stuber-Stroeh Engineering Group, Inc.

The method and criteria for consultant selection was identified in the RFP. A panel of four staff members, consisting of the Deputy Director of Public Works, the Development Services Planning Division Manager, the Transportation Division Manager, and a Senior Transportation Engineer independently scored each proposal. The City invited the top two ranked Consultants, TJKM and Kimley-Horn, to a Consultant interview held on April 10, 2019. The interview panel unanimously determined Kimley-Horn to be the most suitable Consultant to prepare the Study.

Kimley-Horn is adept at balancing the detailed, technical aspects of the Study with sensitive community elements, resulting in solutions that are effective and supported by the community. The Kimley-Horn team consists of planners, engineers, and community outreach experts that have successfully completed numerous multi-modal complete streets projects throughout the Bay Area.

Kimley-Horn's thorough understanding of all modes and how they interact with Complete Streets project elements has allowed them to be successful on several recent projects that are similar in nature. Kimley-Horn has completed several multi-modal corridor studies in similar environments with similar constraints to Hayward Boulevard, such as:

- Page Mill I-280 Interchange Improvements Study
- Alpine Road Corridor Study
- Wolfe Road Corridor Traffic Improvement Study
- Tasman Corridor Complete Streets Study

Kimley-Horn's solution-driven creativity and technical skills coupled with easy-to-understand graphics has led to successful projects that achieve community and stakeholder support. They are well-versed in the tools required to complete the analysis for this Study, as well as the tools needed to effectively communicate findings to stakeholders and the community.

Staff will work close with Kimley-Horn to ensure that the firm will successfully deliver a study that meets the City's specific needs of developing a three-phase approach that improves multi-modal safety and connectivity on Hayward Boulevard.

ECONOMIC IMPACT

Improvement of safety and connectivity of Hayward Boulevard foster economic health by creating dynamic, complete communities with a high quality of life that helps support small business development, decreases transportation and healthcare costs and increases property values, employment, and tourism. Providing alternate modes of travel reduces single occupancy vehicles, reduces congestion and costs related to automobile-oriented infrastructure maintenance and construction. It also makes overall transportation system more efficient.

FISCAL IMPACT

The adopted FY 2019 Capital Improvement Program's Measure BB (Local Transportation) Fund 212 includes \$150,000 for this study. Kimley Horn's initial proposed project cost is \$134,800, with \$15,200 allocated for staff time. Staff worked diligently with all proposers to clearly define the projects goals and vision. Although the selected consultant was chosen solely based on qualifications, Kimley Horn's proposed fee was the third lowest of the four firms that submitted a proposal and the lowest of the two firms interviewed for the project.

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

The plan will be a comprehensive effort that will guide, prioritize and implement a network of quality bicycle and pedestrian facilities to improve mobility, 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. Overall, the goal of the project is to develop convenient transportation alternatives to motor vehicles for residents, visitors, shoppers and commuters. The resulting reduction in single occupancy vehicles will reduce vehicle miles of travel and greenhouse gases.

PUBLIC CONTACT

At the onset of the Study, a community outreach and public engagement plan will be developed and initiated early in the development process that identifies key stakeholders, outlines the messaging of the Study and meeting strategies, and lays out the schedule for outreach activities. This will create a community-driven approach to define the vision, goals, objectives, policies, and recommended changes to the Hayward Boulevard corridor.

The Consultant will conduct two public workshops and host two pop-up events to gather information regarding specific traffic issues and concerns from the public. An online survey will be emailed to the City's distribution list of over 50,000 residents, and a project webpage will be available to receive comments via an interactive map or in text form. Throughout the project, the Consultant team will help maintain the project webpage to keep interested parties informed of the Study, such as a project summary, fact sheets and graphics.

The Consultant team will advertise the outreach activities through many communication channels. Collateral such as flyers or postcards, as well as digital graphics for social media postings and emails will be developed for advertisement of the meetings and the webpage.

NEXT STEPS

Kick-Off Meeting	May 2019
Community Outreach Begins	June 2019
CIC Presentation #1	October 2019
CIC Presentation #2	January 2020
Final Report	February 2020

Prepared by: Fred Kelley, Transportation Division Manager

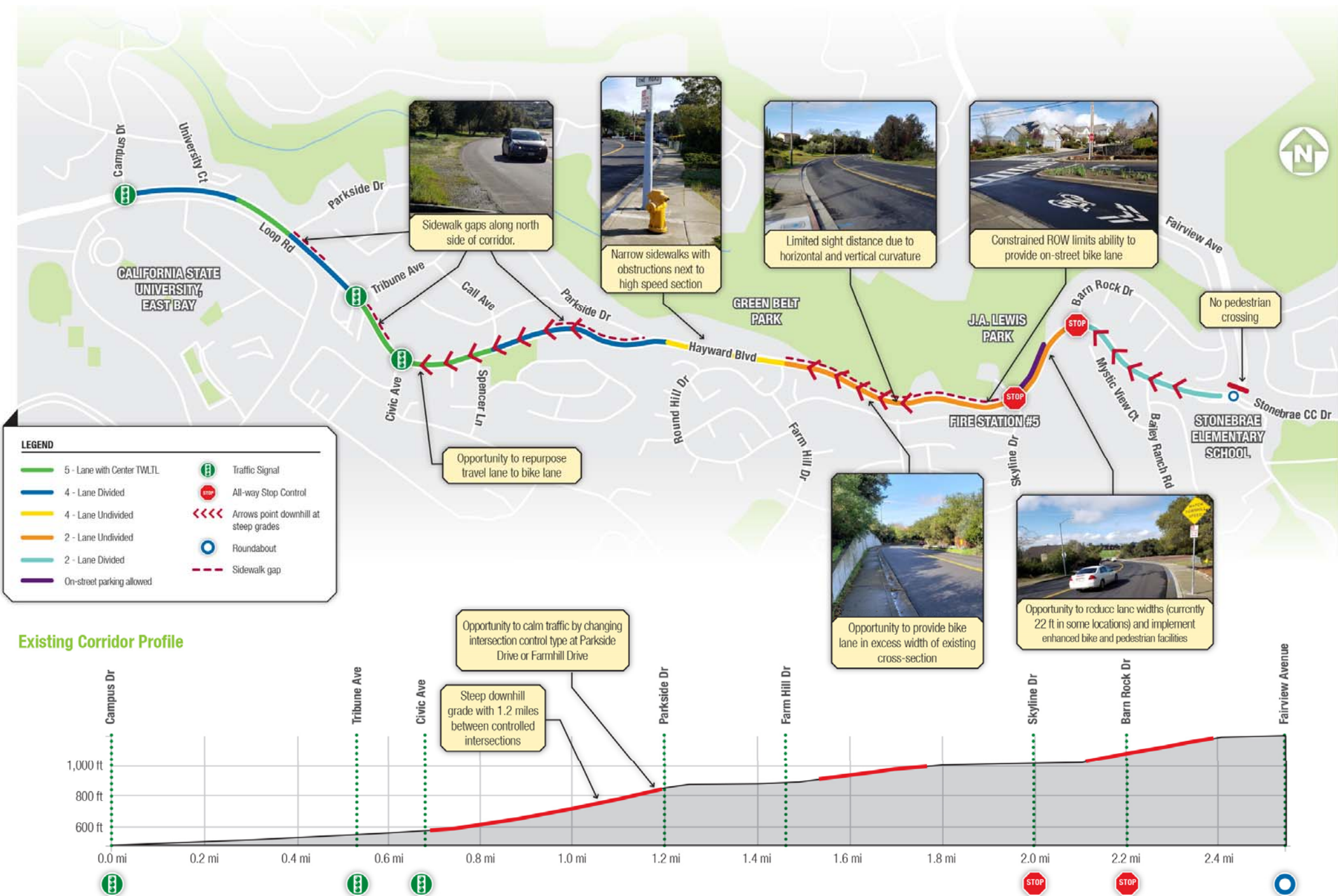
Recommended by: Alex Ameri, Director of Public Works

Approved by:



Kelly McAdoo, City Manager

Opportunities and Constraints Map





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File #: ACT 19-135

DATE: May 29, 2019

TO: Council Infrastructure Committee

FROM: Director of Public Works

SUBJECT

Bicycle and Pedestrian Master Plan

RECOMMENDATION

That the Committee reviews and provides feedback on the proposed Bicycle and Pedestrian Master Plan (BPMP) bicycle facility recommendations, pedestrian priority areas, and recommended policies and programs.

SUMMARY

The proposed Bicycle and Pedestrian Master Plan (BPMP) will replace the City's 2007 Bicycle Master Plan and set forth detailed goals and objectives that provide a universally accessible, safe, convenient, and integrated system that promotes walking and biking. Staff is requesting that the Committee provide feedback on key recommendations.

ATTACHMENTS

Attachment I Staff Report

Attachment II Existing and Recommended Facilities

Attachment III Pedestrian Prioritization



DATE: May 29, 2019

TO: Council Infrastructure Committee

FROM: Director of Public Works

SUBJECT: Bicycle and Pedestrian Master Plan

RECOMMENDATION

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SUMMARY

The proposed Bicycle and Pedestrian Master Plan (BPMP) will replace the City's 2007 Bicycle Master Plan and set forth detailed goals and objectives that provide a universally accessible, safe, convenient, and integrated system that promotes walking and biking. Staff is requesting that the Committee provide feedback on key recommendations.

BACKGROUND

The City's current Bicycle Master Plan was last updated in 2007. Most of the feasible bicycle facility improvements identified in the prior plan have been completed. Staff is requesting feedback from the Committee in planning for future bicycle facilities. The City lacks a pedestrian master plan. Although the City continues to implement multiple projects that enhance the pedestrian infrastructure, such as sidewalks and curb ramps, a pedestrian master plan will provide a blueprint for staff to implement projects as part of a coordinated strategy. The plan would also provide clear, implementable recommendations for development of safe and convenient transportation options that serve the needs of all residents and visitors to the City. The proposed plan will build upon the Complete Streets Policy adopted in 2013 and support the transportation and land use policies identified in the 2040 General Plan policy document. It will also recommend best ways to seamlessly incorporate and integrate the City's recent efforts, such as the Downtown Specific Plan, into Capital Improvements Program (CIP) projects. In recognition of the overdue update to the 2007 Bicycle Master Plan and addressing Council's strategic initiatives, the City entered into a Professional Services Agreement (PSA) with Kittelson & Associates, Inc. (Kittelson).

DISCUSSION

The City's 2040 General Plan provides a long-term vision and goals that serve as the foundation for updating the BPMP. The update will specifically support General Plan Guiding Principle 7: Hayward residents, workers, and students should have access to an interconnected network of safe, affordable, dependable, and convenient transportation options. The Mobility Element within the General Plan establishes goals and policies to improve the mobility of people and goods within and through the City. Rather than focusing on automobile transportation, the Mobility Element seeks to create a balanced transportation network that supports and encourages walking, bicycling, and transit ridership. The BPMP update supports and shares the goals identified in the Mobility Element, including:

- Goal M-1: Provide a comprehensive, integrated, and connected network of transportation facilities and services for all modes of travel
- Goal M-2: Connect the City's to regional and adjacent communities' transportation networks and reduce the impacts of regional through traffic in Hayward
- Goal M-3: Provide complete streets that balance the diverse needs of users of the public right of-way
- Goal M-5: Provide a universally accessible, safe, convenient, and integrated pedestrian system that promotes walking
- Goal M-6: Create and maintain a safe, comprehensive, and integrated bicycle system and support facilities throughout the city that encourage bicycling that is accessible to all

The BPMP supports the purpose of the Complete Streets initiative to build streets that are safe, comfortable, and convenient for travel for everyone, regardless of age or ability, including motorists, pedestrians, bicyclists, and public transportation riders.

The overall approach and the scope of work has been structured into four phases by grouping similarly oriented tasks. These phases include:

1. Foundation: Create a foundation for the plan by understanding the existing conditions and establishing a vision and goals. As part of this process, existing bicycle and pedestrian counts, accident data, and facilities will be analyzed to identify gaps in the network. This phase will also establish and initiate a public engagement process that will provide an effective and efficient way of gathering community input. Additional information about the public engagement strategy can be found under the Public Contact section.

2. Needs Analysis: Create an updated inventory of existing, completed, and proposed bicycle facilities in the City. Establish the updated bicycle/pedestrian network by building upon the existing conditions, level of traffic stress and collision analysis, and develop recommendations to address goals and needs of the existing network.
3. Project Prioritization and Implementation: Develop criterion to evaluate and prioritize the identified improvements. Prepare cost estimates and identify potential funding sources for the projects.
4. Documentation: Develop a concise, graphically rich, and user-friendly summary document for formal City approval.

ECONOMIC IMPACT

Active transportation options, like bicycling and walking, foster 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, employment, and tourism. Providing alternate modes of travel reduces single-lane occupancy vehicles, congestion, and costs related to automobile-oriented infrastructure maintenance and construction. The overall transportation system will be more efficient and reduce travel time. Moreover, the City will become a more pedestrian- and bicycle-friendly community, creating positive economic and health benefits and reducing greenhouse gas emissions.

FISCAL IMPACT

The adopted FY 2017 Capital Improvement Program's (CIP) Measure B (Pedestrian – Bicycle) Fund 212 includes \$300,000 for this update. Kittelson's initial proposed project cost is \$290,000. In order to accommodate the modified scope of work per the Committee's recommendations and staff time, an additional \$40,000 has been added through the FY 2019 CIP process.

STRATEGIC INITIATIVES

This agenda item supports the Complete Streets Strategic Initiative. The purpose of the Complete Streets initiative is to build transportation networks 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 1: Reduce speeding and aggressive driving behavior through four E's (i.e. Education, Enforcement, Empowerment, and Engineering)

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

SUSTAINABILITY FEATURES

The action taken for this agenda report will result in supporting mobility goals established as part of the City's 2040 General Plan, providing for a balanced multi-modal system of transportation facilities and services in the City.

The plan will be a comprehensive effort that will guide, prioritize, and implement a network of quality bicycle and pedestrian facilities to improve mobility, 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 develop convenient transportation alternatives to motor vehicles for residents, visitors, shoppers, and commuters. The resulting reduction in single occupancy vehicles will reduce vehicle miles traveled and greenhouse gases.

PUBLIC CONTACT

A public engagement plan has been developed and initiated early in the development process. This creates a community driven approach to define the vision, goals, objectives, policies, and recommended changes to the bicycle and pedestrian networks.

Staff requested the Committee's review and feedback on the proposed scope of work on October 25, 2017. Per the recommendations of the Committee, staff has modified the scope of work to include the following: development of an interactive project website that will enable staff to provide periodic updates and allow public to comment on specific locations/areas; up to four walk/bike tours to gather specific input; and establishment of a Technical Advisory Committee (TAC) comprised of key stakeholders and members of the community.

The study includes a comprehensive outreach approach geared in part to addressing potential concerns from the development community, general public, and city leaders. In addition to the community outreach meetings, the Consultant anticipates up to three meetings with the City Council and one meeting with the Planning Commission.

NEXT STEPS

The BPMP has reached a point where the Committee's feedback is essential. A copy of the draft bicycle facility recommendations map (Attachment II) and a copy of the pedestrian priority map (Attachment III) are included in this report for the Committee's review and feedback.

Below is the proposed meeting and/or presentation schedule:

Council Infrastructure Committee Presentation	May 2019
Technical Advisory Committee Meeting #4	June 2019
Technical Advisory Committee Meeting #5	September 2019
Council Infrastructure Committee Draft Plan Presentation	October 2019
Technical Advisory Committee Meeting #6	November 2019
City Council Adoption	January 2020

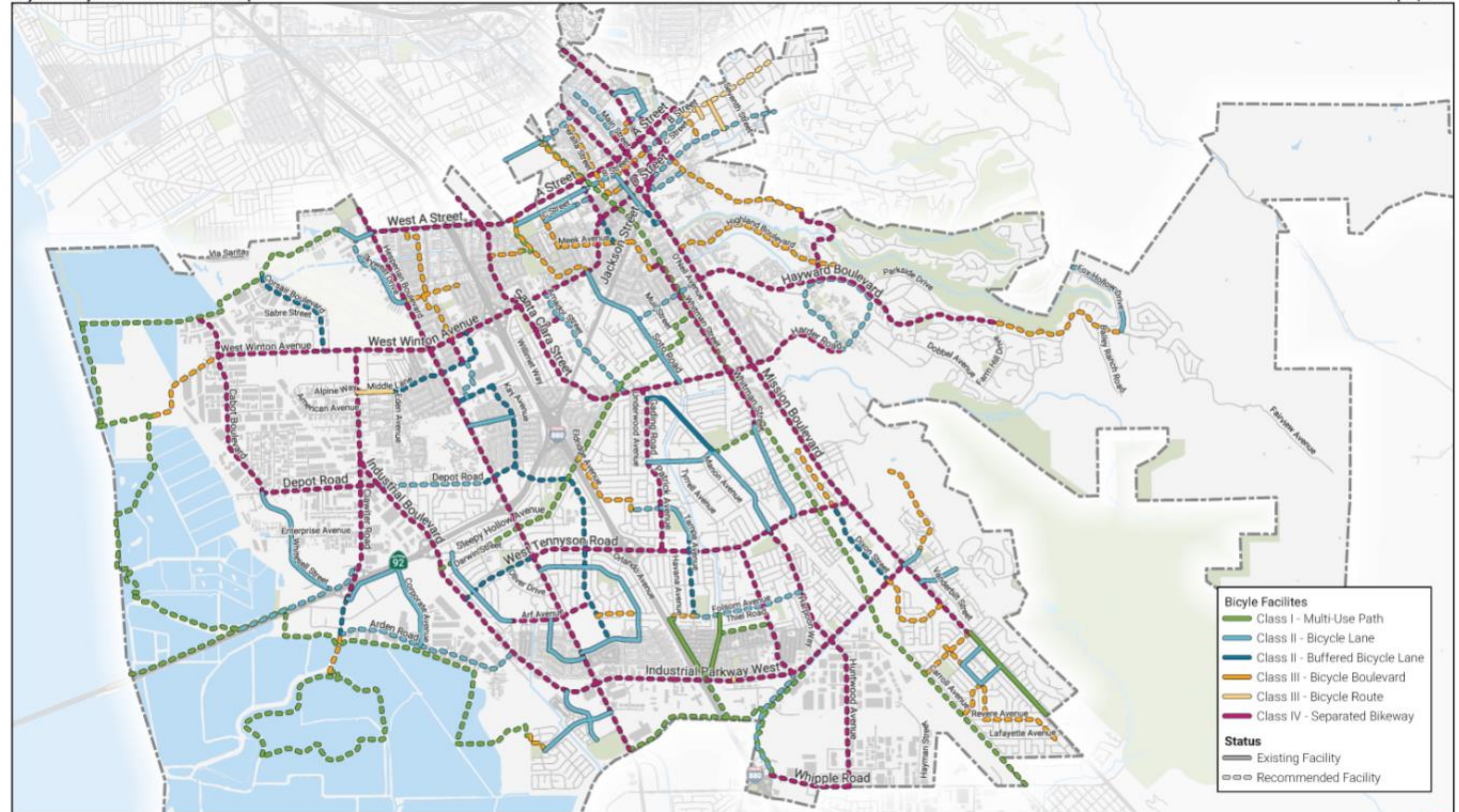
Prepared by: Charmine Solla, Senior Transportation Engineer

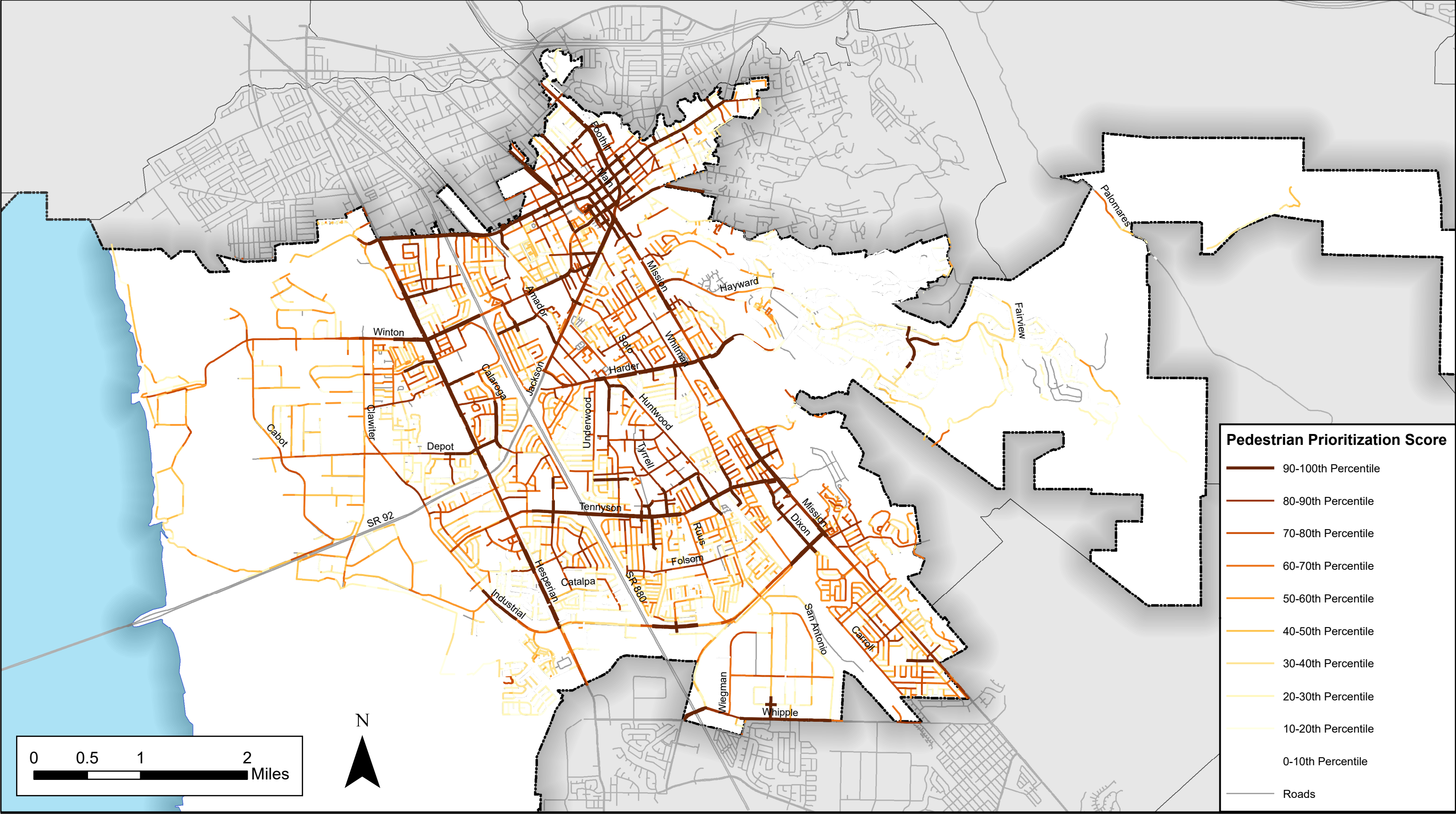
Recommended by: Alex Ameri, Director of Public Works

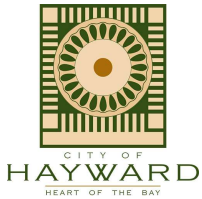
Approved by:



Kelly McAdoo, City Manager







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File #: ACT 19-137

DATE: May 29, 2019

TO: Council Infrastructure Committee

FROM: Director of Public Works

SUBJECT

Safe Routes for Seniors (SRS) Program

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.

ATTACHMENTS

Attachment I Staff Report



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

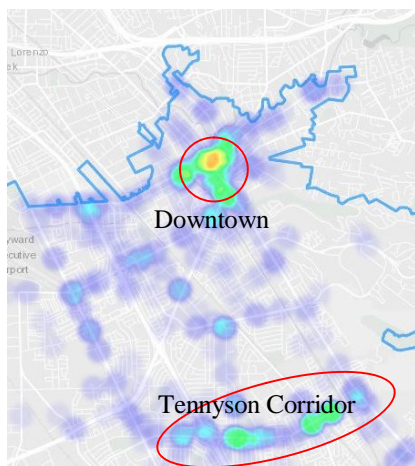
In November 2000, Alameda County voters approved Measure B, a continuation of the county's half-cent transportation sales tax through the year 2022. In 2014, the voters approved Measure BB, authorizing an extension and augmentation of the existing Measure B. Measure BB is projected to generate approximately \$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.

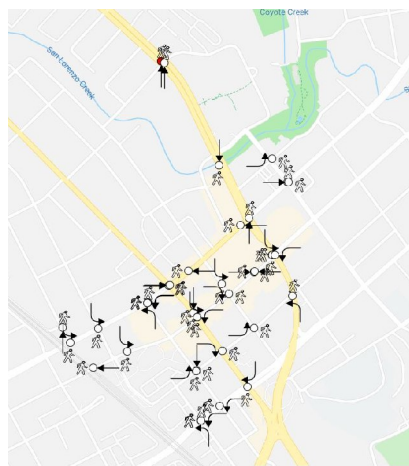
Increased physical activity, travel independence, and social connection are but a few of the benefits of walking for seniors; however, older adults are disproportionately represented in pedestrian injuries and fatalities both nationally and in California. The American Walks Institute states that the 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)



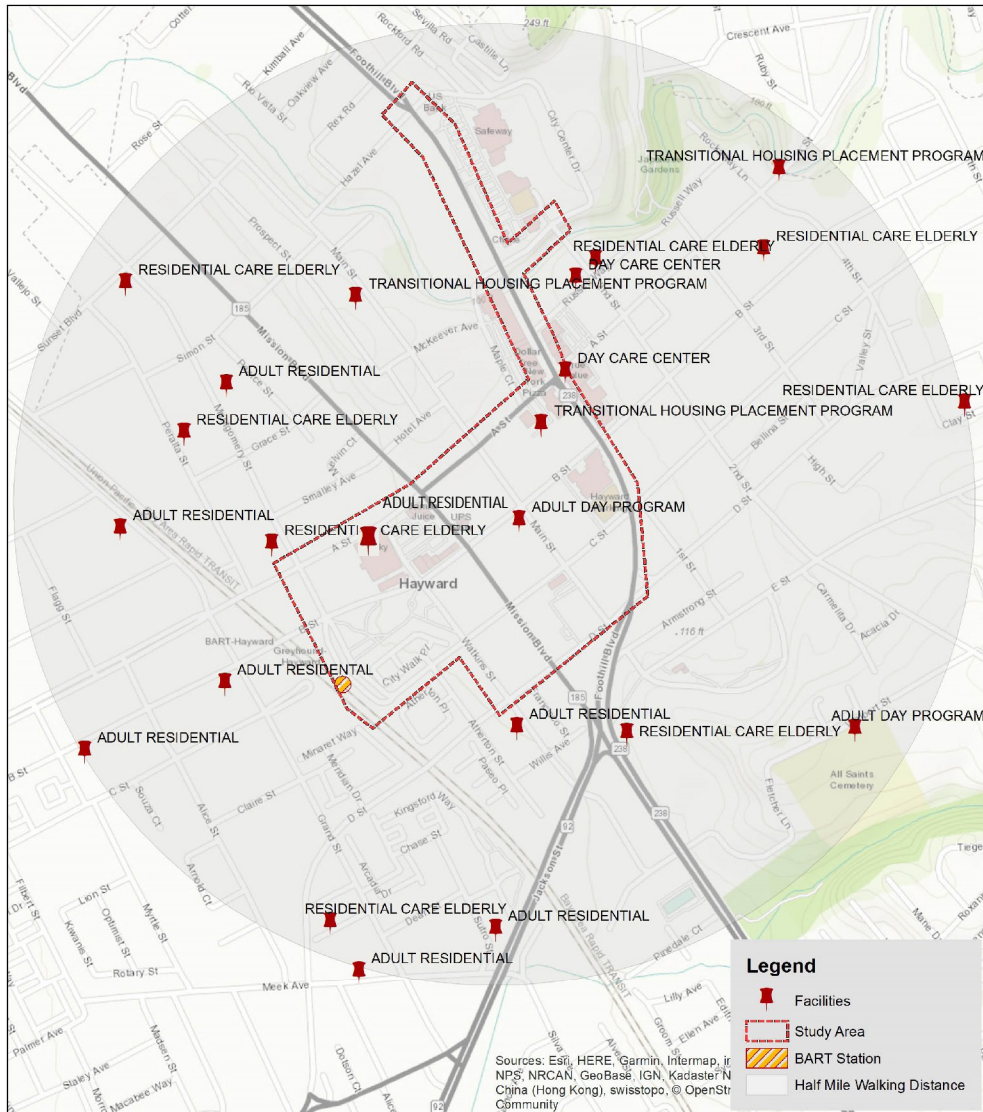
Level of Traffic Stress (LTS)
(2012-2017)

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)

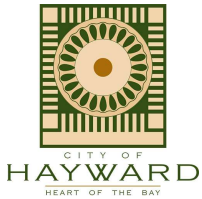
Prepared by: Ayeh Khajouei, Associate Transportation Planner

Recommended by: Alex Ameri, Director of Public Works

Approved by:



Kelly McAdoo, City Manager



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777 B Street
Hayward, CA 94541
www.Hayward-CA.gov

File #: ACT 19-139

DATE: May 29, 2019

TO: Council Infrastructure Committee

FROM: Director of Public Works

SUBJECT

5-Year Agenda Planning Calendar

RECOMMENDATION

That the Council Infrastructure Committee reviews the 5-Year Agenda Planning Calendar and provides comments.

SUMMARY

For the Council Infrastructure Committee (CIC) consideration, staff has revised the proposed 5-Year Agenda Planning Calendar with Agenda topics and dates listed below. This calendar will be agendized at each CIC meeting for review and to ensure any updates are incorporated.

ATTACHMENTS

Attachment I Staff Report



DATE: May 29, 2019

TO: Council Infrastructure Committee

FROM: Director of Public Works

SUBJECT: 5-Year Agenda Planning Calendar

RECOMMENDATION

That the Council Infrastructure Committee reviews the 5-Year Agenda Planning Calendar and provides comments.

DISCUSSION

For the Council Infrastructure Committee (CIC) consideration, staff has revised the proposed 5-Year Agenda Planning Calendar with Agenda topics and dates listed below. This calendar will be agendized at each CIC meeting for review and to ensure any updates are incorporated.

Council Infrastructure Committee 5-Year Agenda Planning Calendar	
FY 2020	
July 24, 2019	
1.	Review and Approve the Meeting Minutes from May 29, 2019
2.	Review and Approve the 5-Year Agenda Planning Calendar
3.	Work Session: Policy Discussion related to Funding Allocation for Pavement Rehabilitation vs. Traffic Calming (PW)
4.	Receive Final Report on the Library Construction Project (PW/LS)
5.	Review and Comment on Foothill Blvd. & D St. Intersection Analysis Results (PW)
6.	Review and Comment on the Long-Range Planning for the Water System Upgrades (2020 – 2030) (PW)
7.	Oral Update: ACTC Eastbay-Greenway Project (PW)
8.	CIP Oral Update

Council Infrastructure Committee 5-Year Agenda Planning Calendar

October 23, 2019

1. Review and Approve the Meeting Minutes from July 24, 2019
2. Review and Approve the 5-Year Agenda Planning Calendar
3. Review and Comment on the Funding Allocation for Pavement Rehabilitation vs. Traffic Calming from 7/24/19 CIC Work Session Discussion (PW)
4. Work Session: Policy Discussion Regarding Funding Level Recommendations for Multi-Modal Study (PW)
5. Receive Status Update on New Police Department Building Project and Provide Feedback (PW)
6. Review and Comment on the FY 2020 Pavement Rehabilitation Project (PW)
7. Review and Comment on La Vista Park Design (DS)
8. Receive Update on New CIP Project: Corporation Yard and Potential Funding Options (PW/FIN)
9. Review and Comment on the E 14th/Mission Boulevard/Fremont Boulevard Transit Study (PW)
10. CIP Oral Update

January 22, 2020

1. Review and Approve the Meeting Minutes from October 23, 2019
2. Review and Approve the 5-Year Agenda Planning Calendar
3. Review and Comment on the Funding Level Recommendations for the Multi-Modal Study Resulting from 10/23/19 CIC Work Session Discussion
4. Work Session: Policy Discussion Regarding Scarcity of On-Street Parking
5. Review and Comment on Draft Bike/Ped Master Plan Update (2 of 3)
6. Review and Comment on the Hayward Boulevard (Traffic Calming) Feasibility Study (2 of 2) (PW)
7. Review and Comment on Citywide Multi-Modal Study (2 of 3)
8. Review and Comment on the Tennyson Road Feasibility Study (PW)
9. Review and Comment on the Main Street Complete Project (1 of 2) (PW)
10. CIP Oral Update

April 22, 2020

1. Review and Approve the Meeting Minutes from January 22, 2020
2. Review and Approve the 5-Year Agenda Planning Calendar
3. Review and Comment on the Scarcity of On-Street Parking Resulting from the 1/22/20 CIC Work Session Discussion
4. Work Session: Policy Discussion Regarding the Bicycle and Pedestrian Infrastructure Improvements
5. Review and Comment on the FY 2021 Pavement Rehabilitation Project (PW)
6. Review and Approve Bike/Ped Master Plan Update (3 of 3)
7. Review and Comment on the Main Street Complete Project (2 of 2) (PW)

Council Infrastructure Committee 5-Year Agenda Planning Calendar

FY 2021

July 22, 2020

1. Review and Approve the Meeting Minutes from April 22, 2020
2. Review and Approve the 5-Year Agenda Planning Calendar
3. Review and Comment on the Bicycle and Pedestrian Infrastructure Improvements Resulting from the 4/22/20 CIC Work Session Discussion (PW)
4. Work Session: Policy Discussion Regarding the Implementation of Solar Projects (PW)
5. Receive the Final Report on the Completed Fire Station 6 & Training Center Construction Project (PW/Fire)
6. Review and Comment on the Long-Range Planning for the Sewer System Upgrades 2020 – 2030 (1 of 4) (PW)
7. Receive Update on the I-880 Whipple/Industrial Interchange Project (PW)
8. Review and Comment on the D Street (Traffic Calming) Feasibility Study (PW)
9. Review and Comment on the CIP Redesign (PW)
10. CIP Oral Update

October 28, 2020

1. Review and Approve the Meeting Minutes from July 22, 2020
2. Review and Approve the 5-Year Agenda Planning Calendar
3. Review and Comment on the Implementation of Solar Projects Resulting from the 1/22/20 CIC Work Session Discussion (PW)
4. Work Session: Policy Discussion Regarding the Planned Implementation for Equity
5. Review and Comment on the Long-Range Planning for the Sewer System Upgrades 2020 – 2030 (2 of 4) (U&ES)
6. Review and Comment on the Citywide Intersection Study (3 of 3) (PW)
7. Review and Comment on the Ten-Year Plan for Transportation, Water, and Sewer (U&ES)
8. CIP Oral Update

January 27, 2021

1. Review and Approve the Meeting Minutes from October 28, 2020
2. Review and Approve the 5-Year Agenda Planning Calendar
3. Review and Comment on the Planned Implementation for Equity Resulting from the 10/28/20 CIC Work Session Discussion
4. Review and Comment on the Long-Range Planning for the Sewer System Upgrades 2020 – 2030 (3 of 4) (PW)
5. Review and Comment on the Funding Mechanisms for Transportation (PW)
6. CIP Oral Update

Council Infrastructure Committee 5-Year Agenda Planning Calendar

April 28, 2021

1. Review and Approve the Meeting Minutes from January 27, 2021
2. Review and Approve the 5-Year Agenda Planning Calendar
3. Review and Comment on the FY 2022 Pavement Rehabilitation Project (PW)
4. Review and Comment on the Long-Range Planning for the Sewer System Upgrades 2020 – 2030 (4 of 4) (PW)
5. Review and Comment on the Funding Mechanisms for Sidewalks (PW)
6. Receive Final Report on the completed Mission Blvd. Phase 3 Project (PW)
7. CIP Oral Update

FY 2022

July 28, 2021

1. Review and Approve the Meeting Minutes from April 28, 2021
2. Review and Approve the 5-Year Agenda Planning Calendar
3. CIP Oral Update

October 27, 2021

1. Review and Approve the Meeting Minutes from July 28, 2021
2. Review and Approve the 5-Year Agenda Planning Calendar
3. Receive Update on the I-880 Winton/A Street Interchange Project (PW)
4. CIP Oral Update

January 26, 2022

1. Review and Approve the Meeting Minutes from October 27, 2021
2. Review and Approve the 5-Year Agenda Planning Calendar
3. CIP Oral Update

April 27, 2022

1. Review and Approve the Meeting Minutes from January 26, 2022
2. Review and Approve the 5-Year Agenda Planning Calendar
3. Review and Comment on the FY 2023 Pavement Rehabilitation Project (PW)
4. Receive Update on the Whipple/Industrial Interchange Project (PW)
5. CIP Oral Update

FY 2023

July 27, 2022

1. Review and Approve the Meeting Minutes from April 27, 2022
2. Review and Approve the 5-Year Agenda Planning Calendar
3. CIP Oral Update

October 26, 2022

1. Review and Approve the Meeting Minutes from July 27, 2022
2. Review and Approve the 5-Year Agenda Planning Calendar
3. CIP Oral Update

Council Infrastructure Committee 5-Year Agenda Planning Calendar
January 25, 2023
1. Review and Approve the Meeting Minutes from October 26, 2022
2. Review and Approve the 5-Year Agenda Planning Calendar
3. Receive Update on the Clawiter/92 Interchange Project (PW)
4. CIP Oral Update
April 26, 2023
1. Review and Approve the Meeting Minutes from January 25, 2022
2. Review and Approve the 5-Year Agenda Planning Calendar
3. Receive Update on the Winton/A Street Interchange Project (PW)
4. CIP Oral Update
Unscheduled and/or Future Topics
OHHA Street Improvement Plan

NEXT STEPS

Upon consideration and approval by Council Infrastructure Committee, staff will schedule items accordingly for future CIC meeting.

Prepared by: Kathy Garcia, Deputy Director of Public Works

Recommended by: Alex Ameri, Director of Public Works

Approved by:



Kelly McAdoo, City Manager