

Project Overview



Improving senior and pedestrian safety in Downtown Hayward



- Creates a safer walking environment for seniors.
- Encourage walking as a transportation option for seniors.
- Increase seniors physical activities.



- Seniors become agents of change.
- Identify obstacles to walk.
- Develop design solution.
- Implement physical changes to street, intersection, and sidewalk.

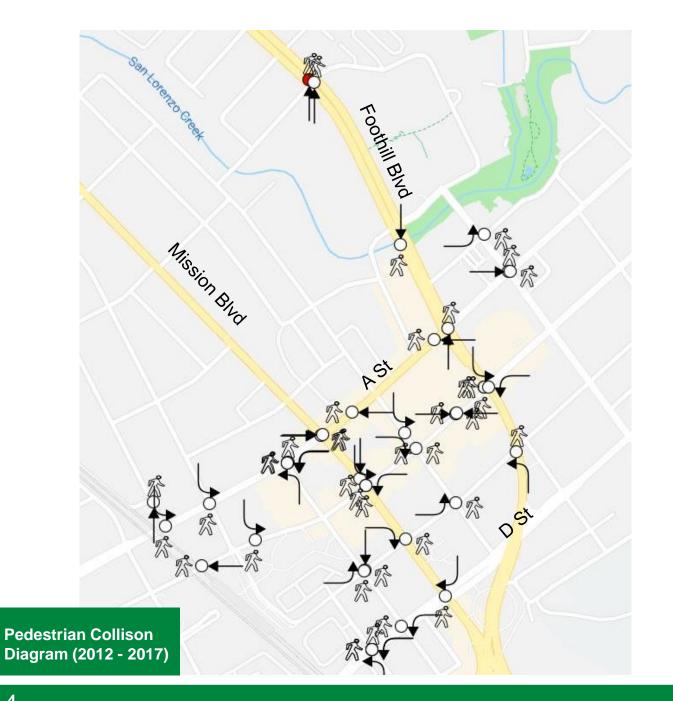
Downtown Area Tennyson Corridor # of Collisions

State of Problem

Downtown area and Tennyson corridor are the areas in the City with highest number of pedestrian collisions

Pedestrian Collison Heat Map (2012 - 2017)





State of Problem

Downtown Hayward in five years (2012-2017):

- 150 Collision
- 30% pedestrian Collison (63% of after route 238 project installation)
- 16.6% of the victim were seniors (over 60 years old)

■ Level 4 Level 3 Level 2 Japane Level 1

State of Problem

Highest level of pedestrian level of traffic stress (Level 4) for:

- A St
- B St
- D St
- Mission Blvd
- Foothill Blvd

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

Z Crescent Av Mission Blue ABODE SERVICES CASA SANDOVAL B ST MANOR MONTGOMERY MANOR **ASSITED LIVING** BAYC/RAFA ARC OF ALAMEDA VILLA MONTGOMERY LOVING HOME CARE ABODE SERVICES M & E RESIDENTIAL CARE FACILITY ARC OF ALAMEDA ELENA'S & CARE HOME II BETHESDA HOME **EDEN HOUSING** RETIREMENT CENTER ETEAKI EDEN HOUSING I, JOSEPH ARC OF ALAMEDA PALM TREE COURTY Senior Facilities in Half-Mile Radius Distance from Study Area

Study Area



Legend

Downtown Hayward Destination Points



Potential Improvements







- Pedestrian ramps.
- Crosswalks as flat as possible.
- Installing shelters and benches at the bus stops.
- Provide pedestrian lightings
- Expand pedestrian space.



Potential Improvements







- Implementing Lead Pedestrian Intervals (LPI's) at long, wide intersections
- Extending crosswalks and daylighting corners.
- Extra, exclusive crossing time of five to nine seconds at selected intersections.

Potential Improvements

Street and Pavement Improvements



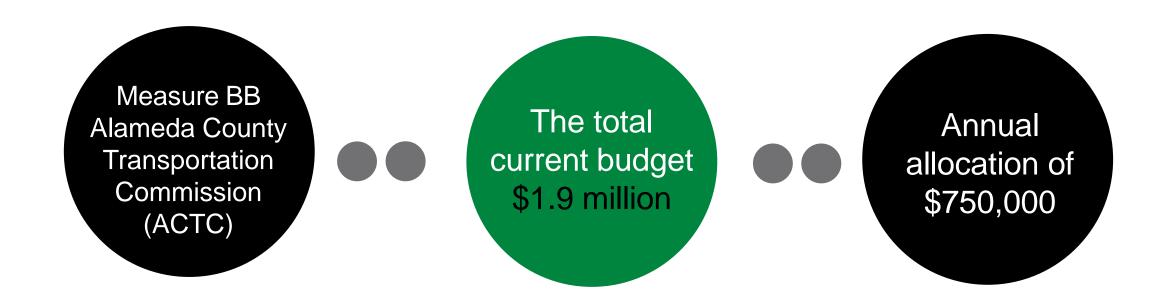
- Add horizontal and vertical deflections to slow down traffic.
- Narrow the width of a vehicle travel lane.
- Fix potholes, cracks and other trip hazards.
- Eliminating free right turns at intersections.
- Installing wide median refuge areas on wide streets.







Fiscal Impact



Next Step

Data collection and exiting condition analysis (April – May 2019)

- 1 Public outreach (June 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)

Staff Recommendation

CIC to review and provide feedback on this year's project.

Questions

