

**COUNCIL INFRASTRUCTURE & AIRPORT
COMMITTEE MEETING**

AUGUST 28, 2024

PRESENTATIONS

VISION ZERO UPDATE

Item #4

RPT 24-063



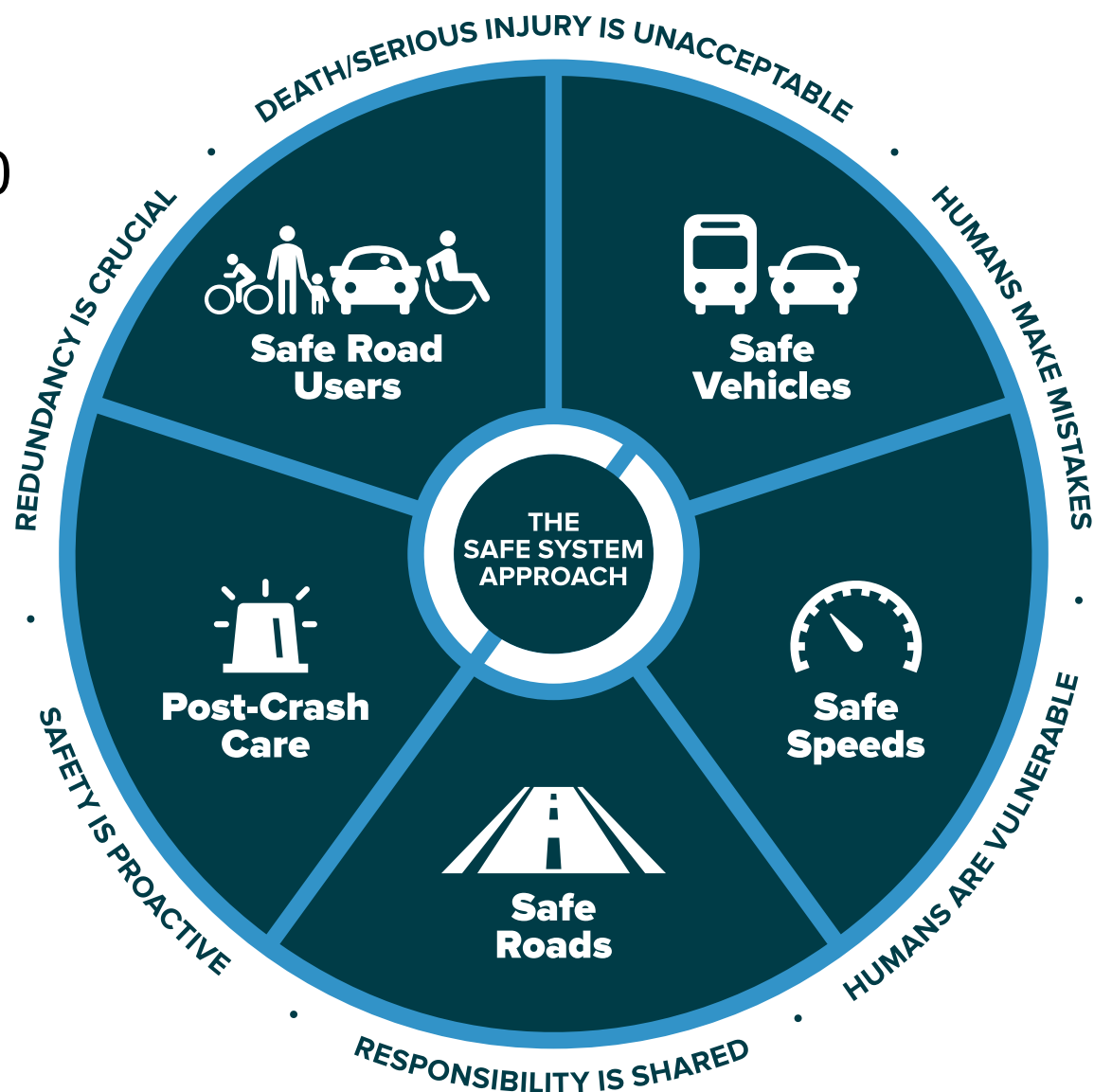
Vision Zero

Table of Contents

- City Commitment to Vision Zero
- Current Actions
- Outreach and Engagement
- Next Steps

City Commitment to Vision Zero

- Eliminate fatalities and serious injuries by 2050
- Vision Zero is the guiding principle for transportation
- Use safe system approach
- Work with the community for equitable implementation



Vision Zero – Safe Speeds

Hit by a vehicle
traveling at

23

MPH

10% risk of death



Hit by a vehicle
traveling at

42

MPH

50% risk of death



Hit by a vehicle
traveling at

58

MPH

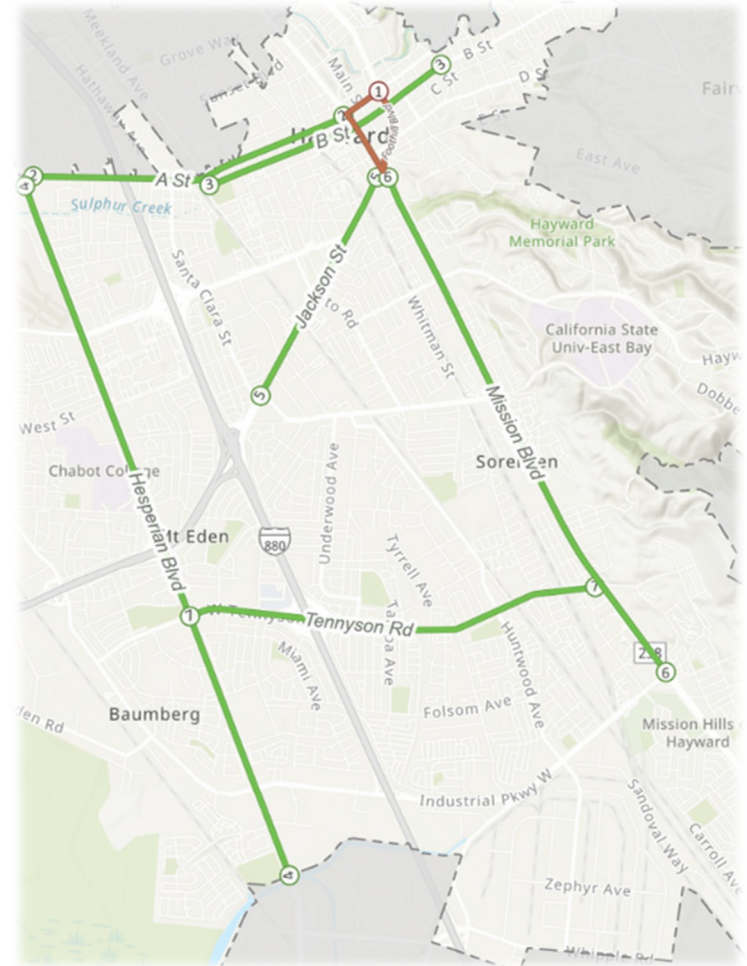
90% risk of death



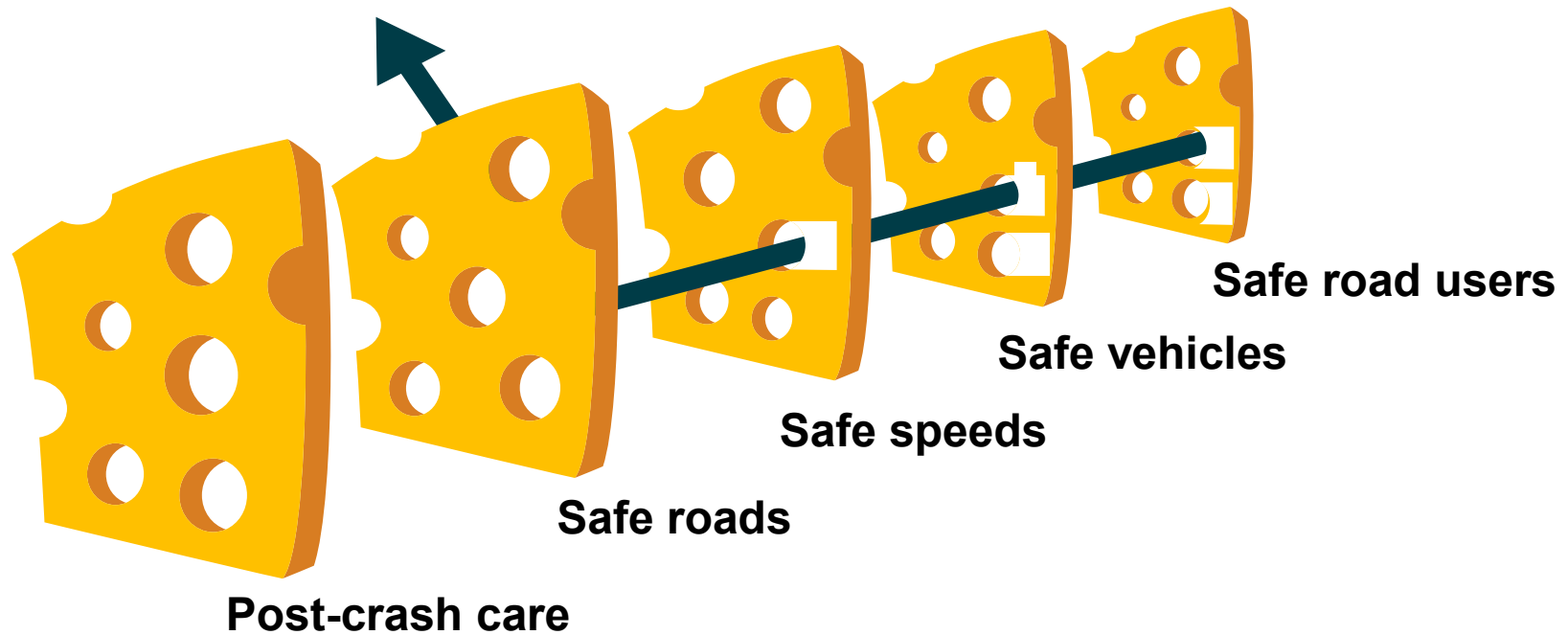
Source: FHWA. Adapted from USDOT Pedestrian Safety Action Plan

Implementation Actions

- Local Road Safety Plan ✓
 - Identify key safety challenges
 - Focus on infrastructure enhancements
- Safe Streets for all Grant ✓
 - 7 corridor studies
 - Speed management plan
- Action Plan
 - Institutionalize commitment to Vision Zero



Implementation Actions - Benchmarking



- Safety planning and culture underlies the approach
 - Leadership and commitment
 - Equitable engagement
 - Prioritizing safety in decision making

Equitable Engagement

- How we've engaged vulnerable populations
- What are Hayward's populations
 - 80% people of color
 - 40% born outside of US



Equitable Engagement

- How do we engage going forward
 - Working with trusted leaders in the community
 - Participating in established community events
 - Partnering with CBOs, FBOs, and Academic Institutions



Next Steps

- Speed Management Plan
- High Injury Network corridor studies
- Ongoing engagement

Questions?

Hugh Louch

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**GADING ROAD COMPLETE STREETS
PROJECT**

Item #2

ACT 24-056

Gading Road Complete Streets Project

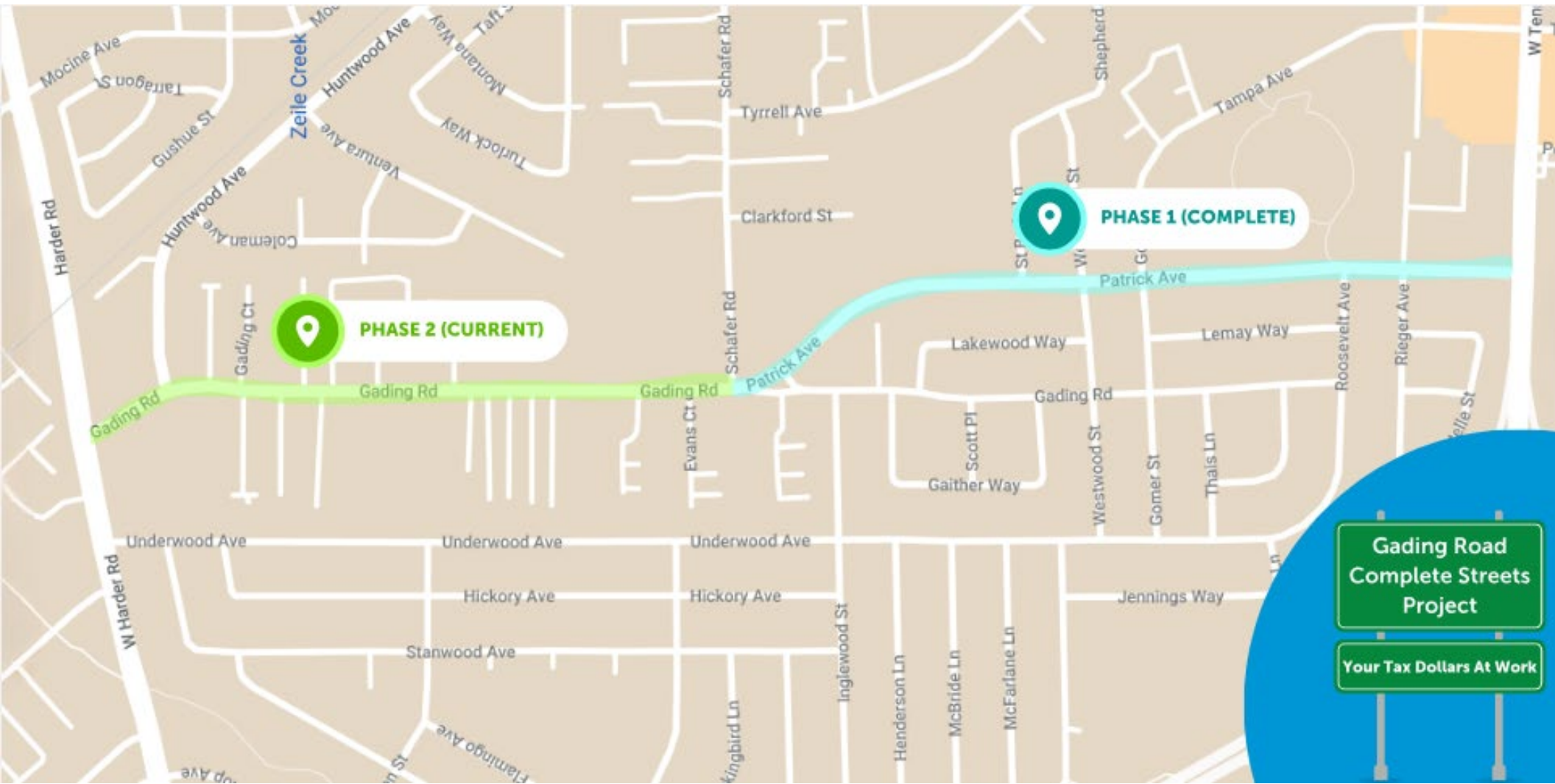


Table of Contents

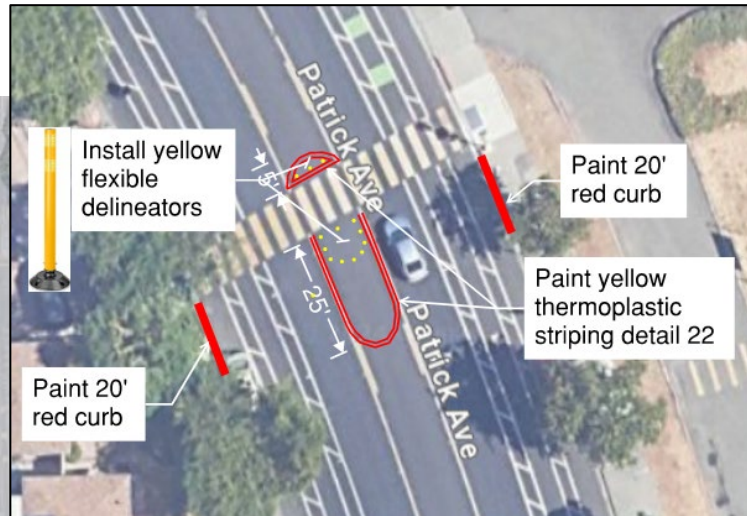
- Phase 1 – Patrick Avenue & Upgrades
- Phase 2 – Gading Road
 - Existing Conditions
 - Outreach & Engagement
 - Proposed Project
- Road Design Considerations
- Next Steps

2

Phase 1 – Patrick Avenue

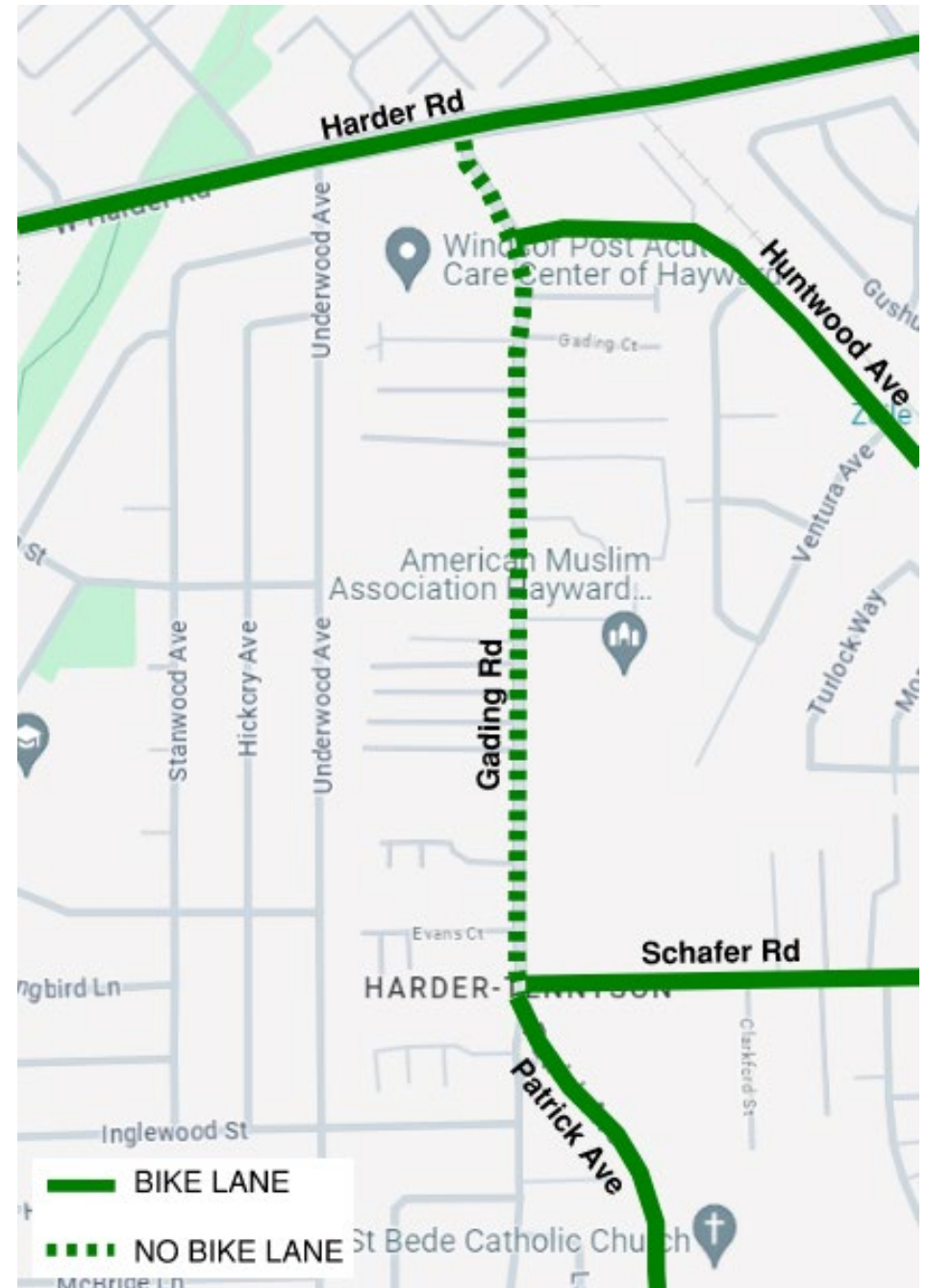


Phase 1 – Patrick Avenue Upgrades



Phase 2 – Gading Road Existing Conditions

- 0.5 mile corridor
- 5-lane minor arterial roadway
- Transit route
- No bike lanes
- Serves residential, religious institutions, and Glassbrook Elementary School
- Daily traffic – 12,500 vpd
- 25 mph sped limit; 85th percentile speed 35mph



Phase 2 – Gading Road Existing Conditions

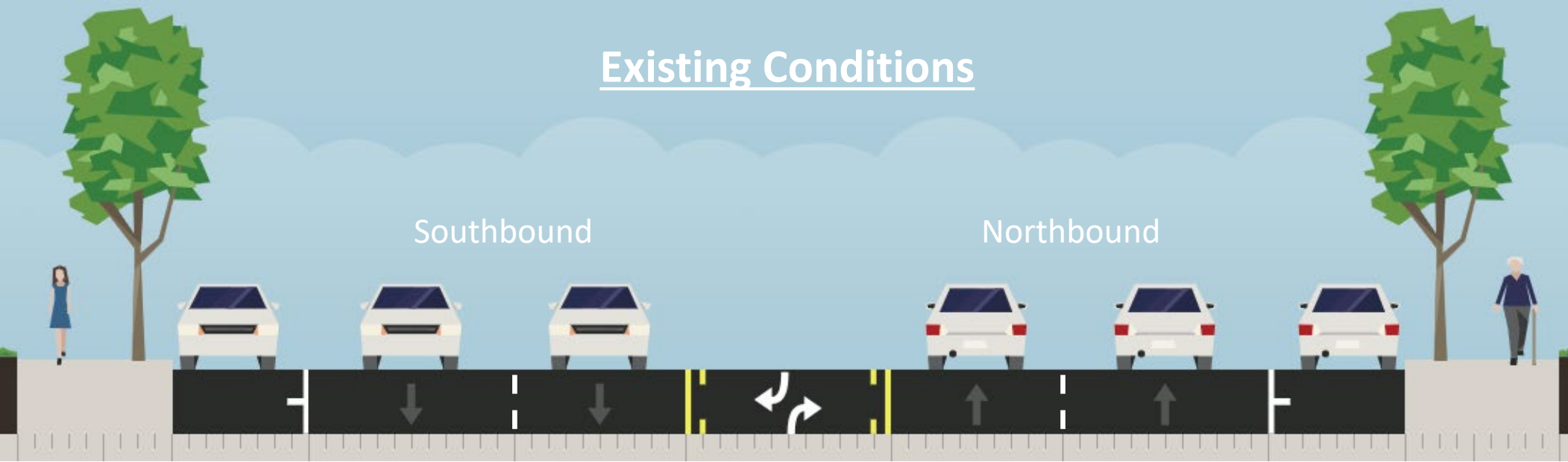
Date	# of Collisions	Due to
2019	3	Following too closely, Improper Turning, and Driving Under Influence
2020	6	Unsafe Speed, Traffic Signal, and Pedestrian Right-of-Way Violation
2021	5	Unsafe Speed, Improper Turning, and Pedestrian Right-of-way Violation
2022	3	Unsafe Speed, Improper Turning, Auto Right-of-Way Violation
2023	6	Unsafe Speed, Unsafe Lane Change, and Pedestrian Right-of-Way Violation

Phase 2 – Gading Road Outreach

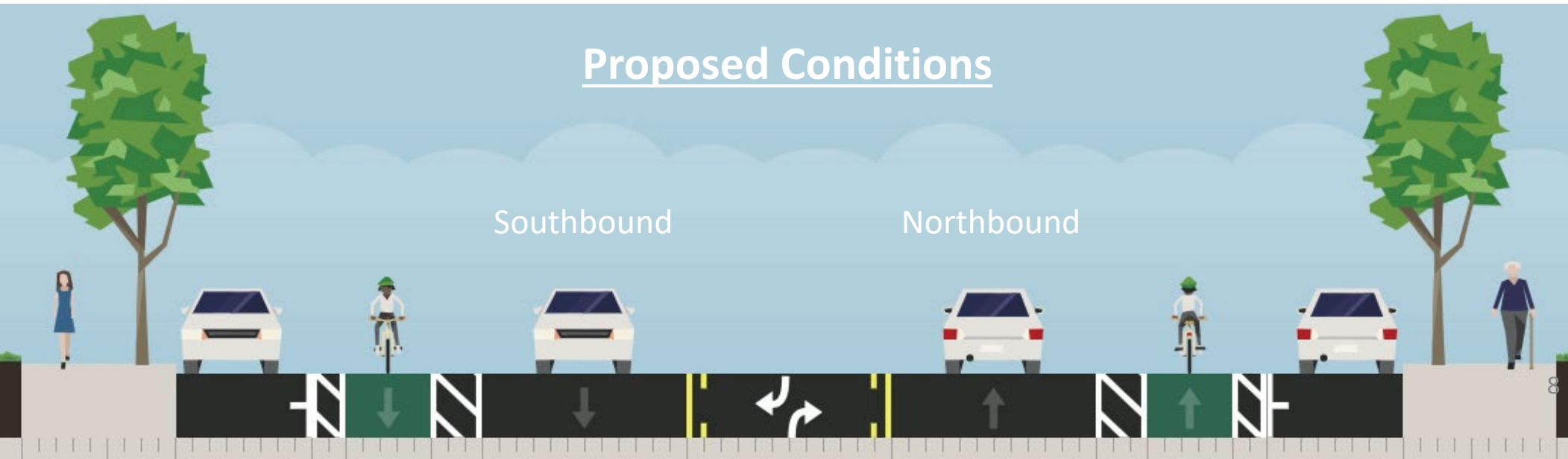
- Public meeting held April 4, 2024
 - Glassbrook Elementary
 - 1,000 notifications sent
 - Over 20 participants
- Notifications for Gading Rd speed humps sent to all residents of Gading Rd and on surrounding streets that use Gading Rd
- Notifications for CIAC meeting sent to 1,000 residents; emails to participants from the April meeting

Phase 2 – Gading Road Proposed Conditions

Existing Conditions

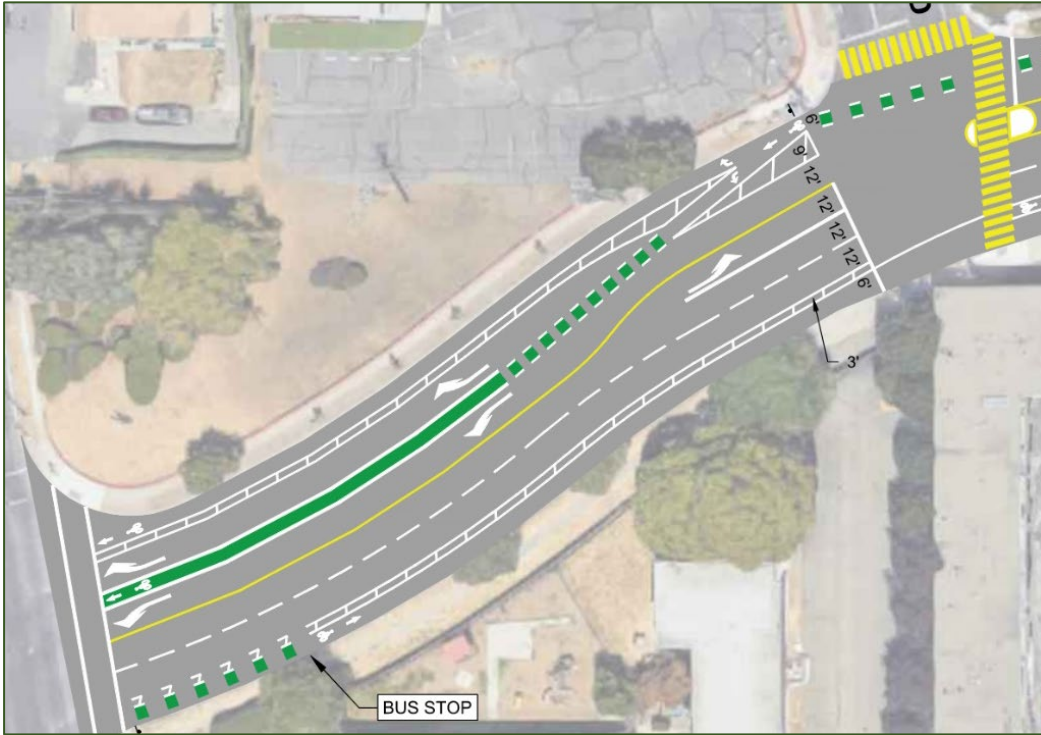


Proposed Conditions

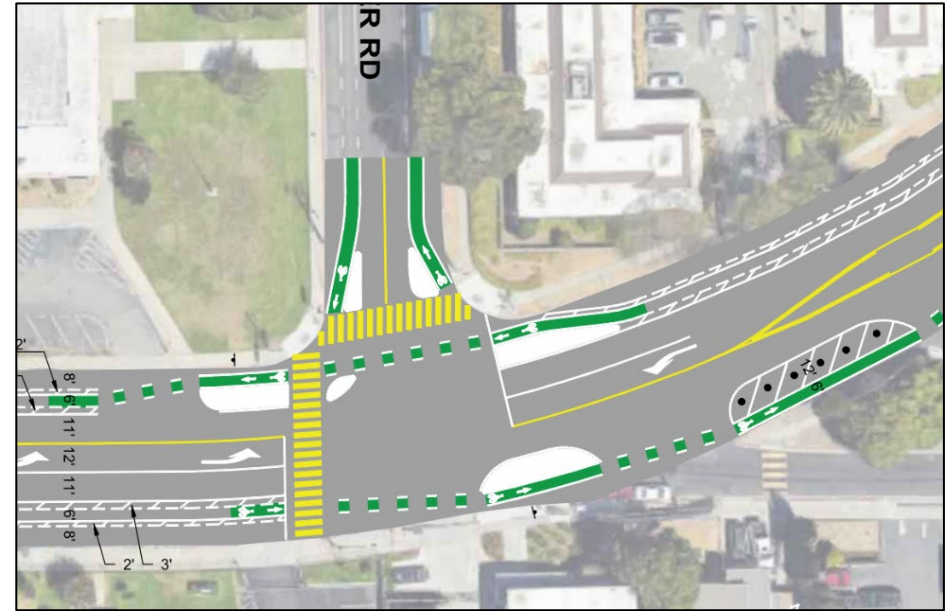


Phase 2 – Gading Road Proposed Conditions

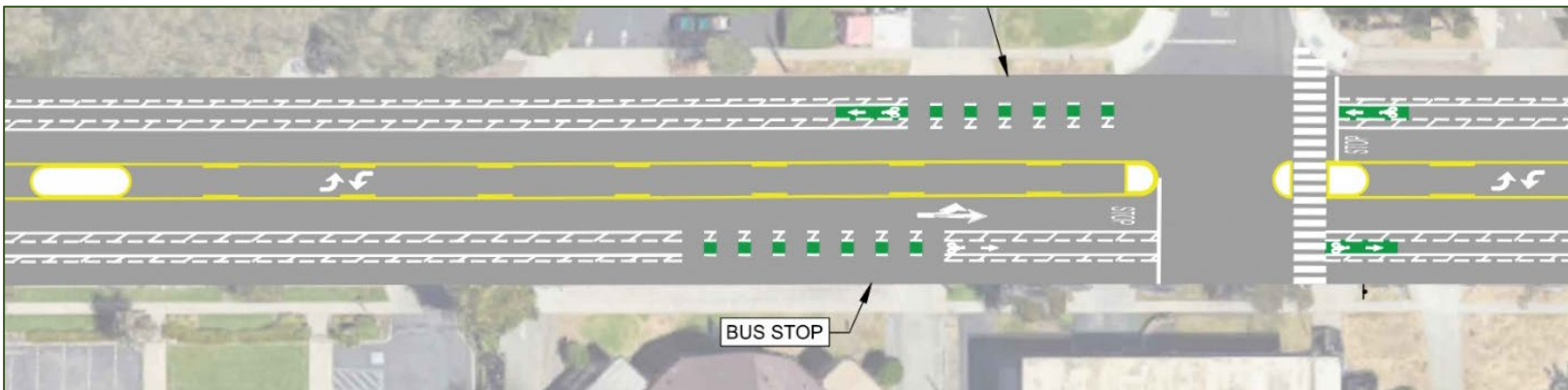
Gading (Harder to Huntwood)



Gading & Schafer



Gading & Dumont



Road Design Considerations

- Patrick/Gading classified as a minor arterial
 - Road designed for through movements, including double left turns from Tennyson and Harder
 - Land use is not consistent with minor arterial classification
- Removing double lefts allows for a different road design
 - Harder to Gading – can be accommodated with signal timing changes
 - Tennyson to Patrick – up to 1/3 of vehicles may seek alternate route

Next Steps

Description	Date
Finalize Striping Plan	Fall 2024
Host Community Meeting #2	Fall 2024
Present to City Council	Winter 2024/2025
Implement Phase 2	Fall 2025

Questions?

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**PROPOSED PLAN FOR THE D STREET
(EAST OF 2ND STREET) TRAFFIC
CALMING PROJECT**

Item# 3

ACT 24-058

D Street Traffic Calming Project



Table of Contents

- Background
- Existing Conditions
- Community Input
- Proposed Conditions
- Next Steps



Background

- Project established in 2018 in conjunction with NTCP
 - Goal: Improve safety and reduce excessive vehicle speeds
- 13 collisions, 1 fatal pedestrian in past 5 years
- Safe Routes to School Safety Assessment conducted in 2017

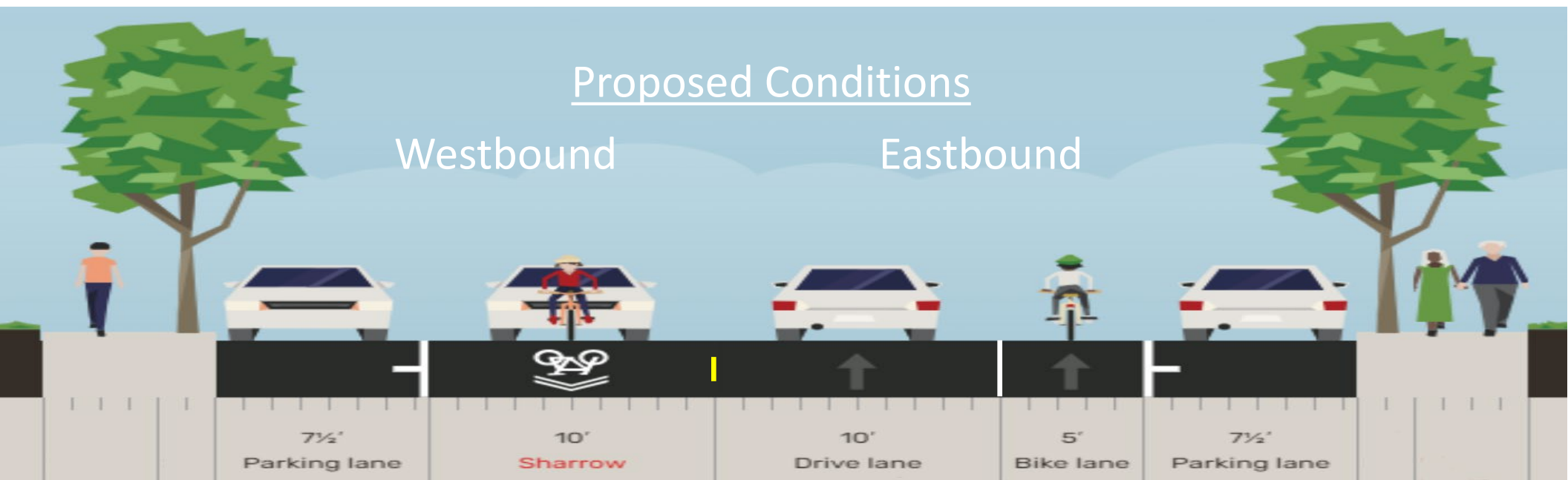
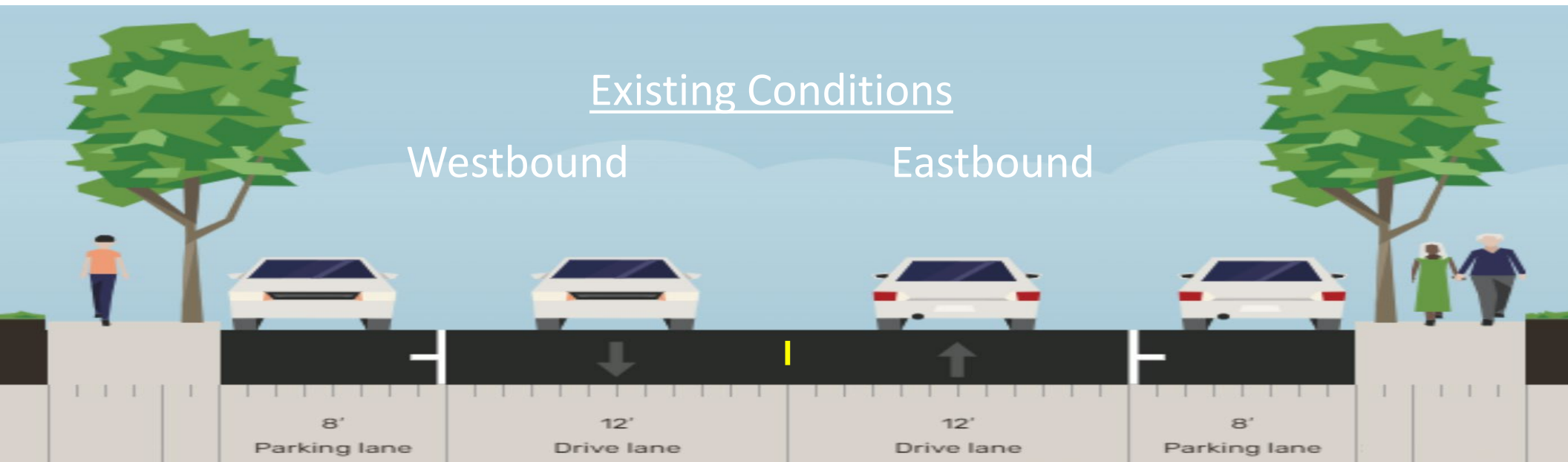
Existing Conditions

- 0.75 mile corridor
- 2-lane minor arterial roadway
- Serves residences, religious institutions, and Faith Ringgold Elementary School
- Transit route
- No bike lanes
- 8,500 daily vehicles
- Posted speed limit is 25
 - 85th percentile speed is 41 mph

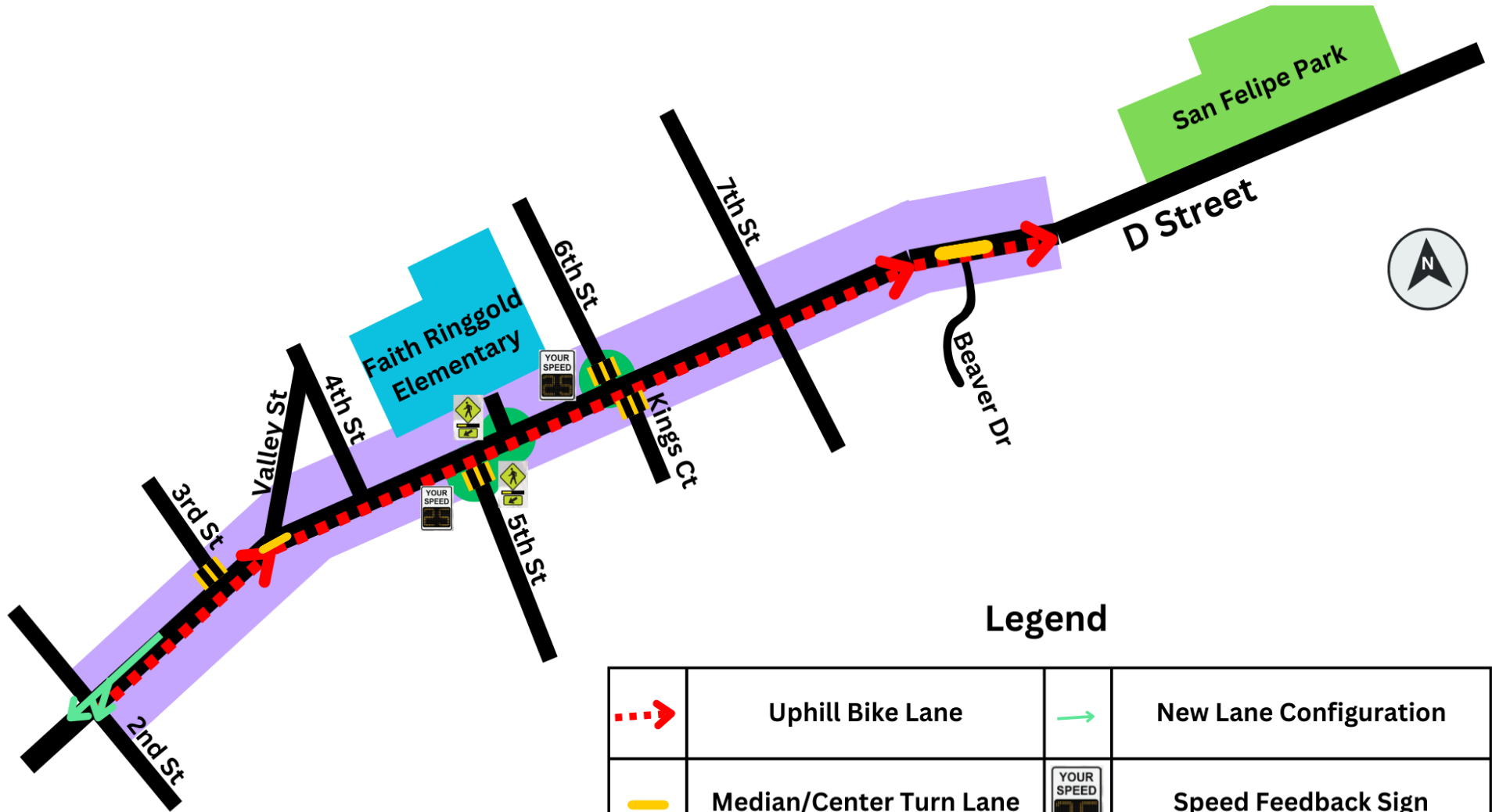
Community Input

- Distributed over 650 mailers
- Input:
 - High speeds
 - Line of sight issues
 - Lack of enforcement
 - Lack of safe pedestrian crossings
 - Requests for stop signs
 - Requests for speed humps









Proposed Conditions



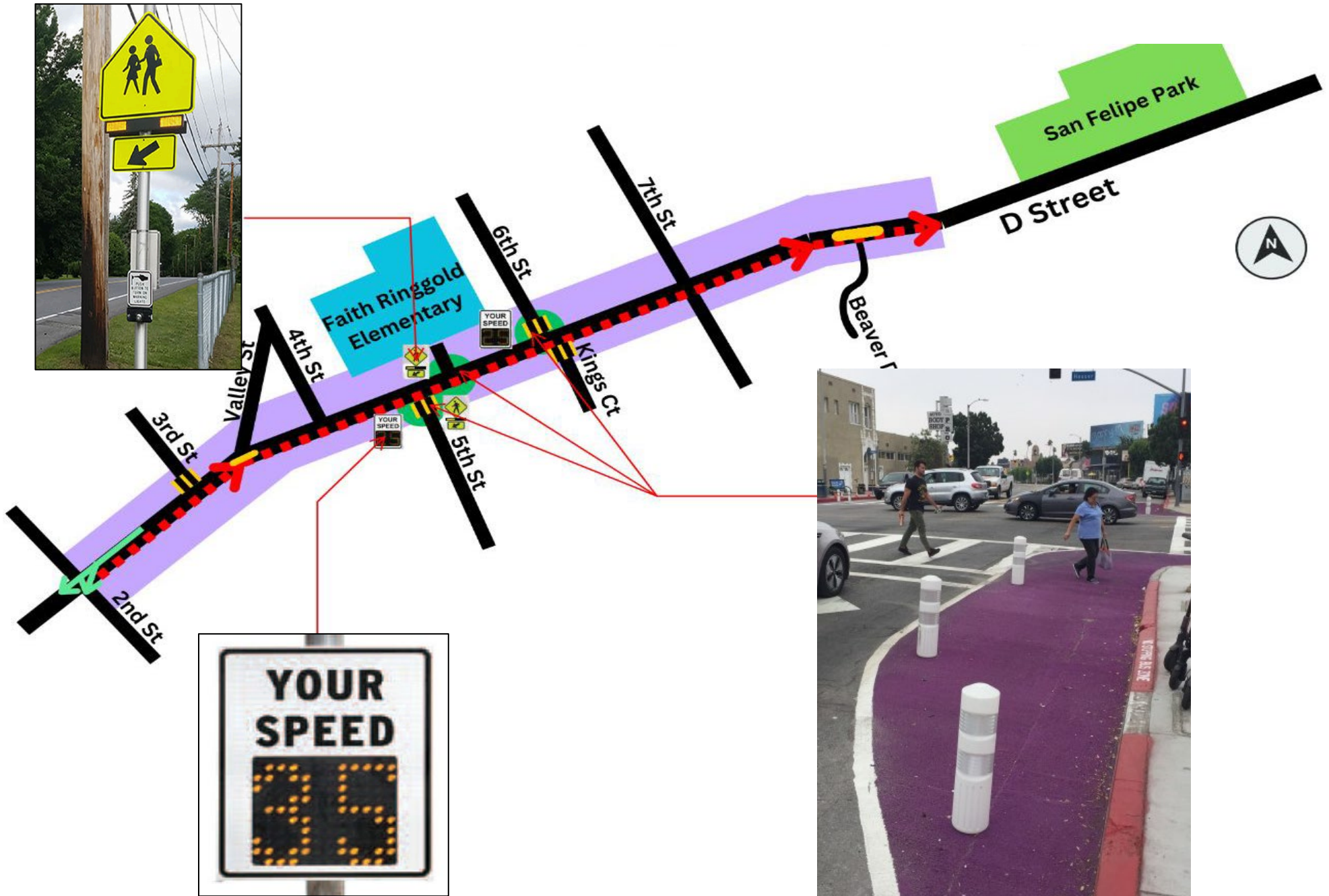
Proposed Concept Design



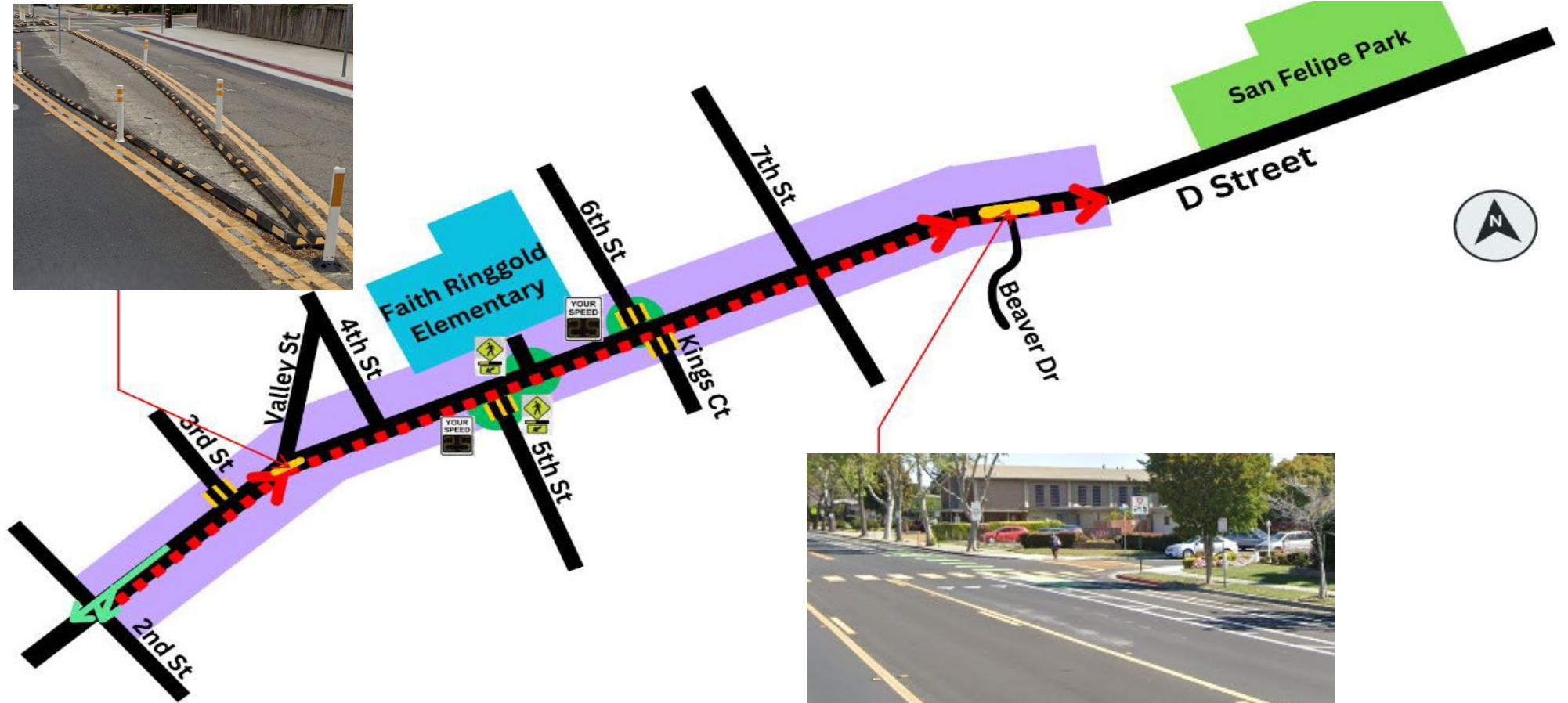
Legend

	Uphill Bike Lane		New Lane Configuration
	Median/Center Turn Lane		Speed Feedback Sign
	High-Vis Crosswalk		Project Limits
	Curb Extensions/Bulbouts		Rectangular Rapid Flashing Beacon

Proposed Concept Design



Proposed Concept Design



Next Steps

Description	Date
Receive Feedback from CIAC and Community	Aug 2024
Draft Plan Details	Sept-Oct 2024
Conduct Community Outreach	Sept-Oct 2024
Finalize Plan	Nov 2024
City Council Approval and Bidding Process	Winter/Spring 2025
Construction	Spring/Summer 2025

Questions?

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