




SAFE ROUTES FOR SENIORS (SR4S) PROJECT

2ND COMMUNITY MEETING// MARCH 8, 2021

Presented by Dr. Ayeh Khajouei & W-Trans: Traffic Engineering
Consultants

A photograph of two elderly individuals walking away from the camera on a sidewalk. The person on the left is wearing a light-colored jacket and dark pants, using a white cane. The person on the right is wearing a dark quilted jacket and a dark skirt, using a four-wheeled walker. The background is slightly blurred, showing a building and some foliage. The entire image has a light green tint.

// Goal, Objectives, and Strategies
// Background
// What We've Heard So Far
// Existing Constraints
// Recommended Modifications
// Design Renderings
// Next Steps
// Q & A



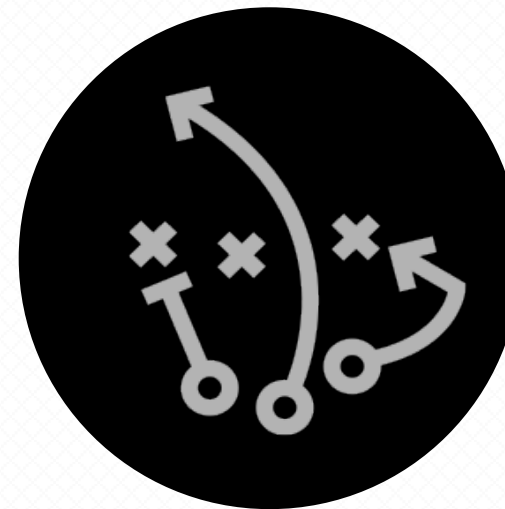
GOAL

Improving senior
safety and
walkability



OBJECTIVES

Make intersections
more safe, vibrant,
and accessible for
seniors



STRATEGIES

Meet and engage
Compile and investigate
Collect and analyze
Field visit verification
Improvement implementation



Background



Senior Facilities in Half-Mile Radius Distance from Downtown

What We've Heard So Far

SAFE ROUTES FOR SENIORS

TUESDAY
JULY 2

11 AM - 12 PM

Hayward Senior
Apartments
568 C Street
Hayward, 94541

This event is open to "Hayward Senior Apartment" and "Eden Housing" residents only.

Hosted by
City of Hayward
Public Works & Utilities



WE WANT TO
KNOW MORE ABOUT
YOUR EXPERIENCE
WALKING IN
DOWNTOWN
HAYWARD



SAFE ROUTES FOR SENIORS

THURSDAY
JUNE 27

11 AM - 12 PM

Hayward Area Senior
Center - Japanese Garden
22325 N 3rd St.
Hayward, 94546

This event is open to all of the senior residents who live close to Downtown Hayward.

Hosted by
City of Hayward
Public Works & Utilities



WE WANT TO
KNOW MORE ABOUT
YOUR EXPERIENCE
WALKING IN
DOWNTOWN
HAYWARD





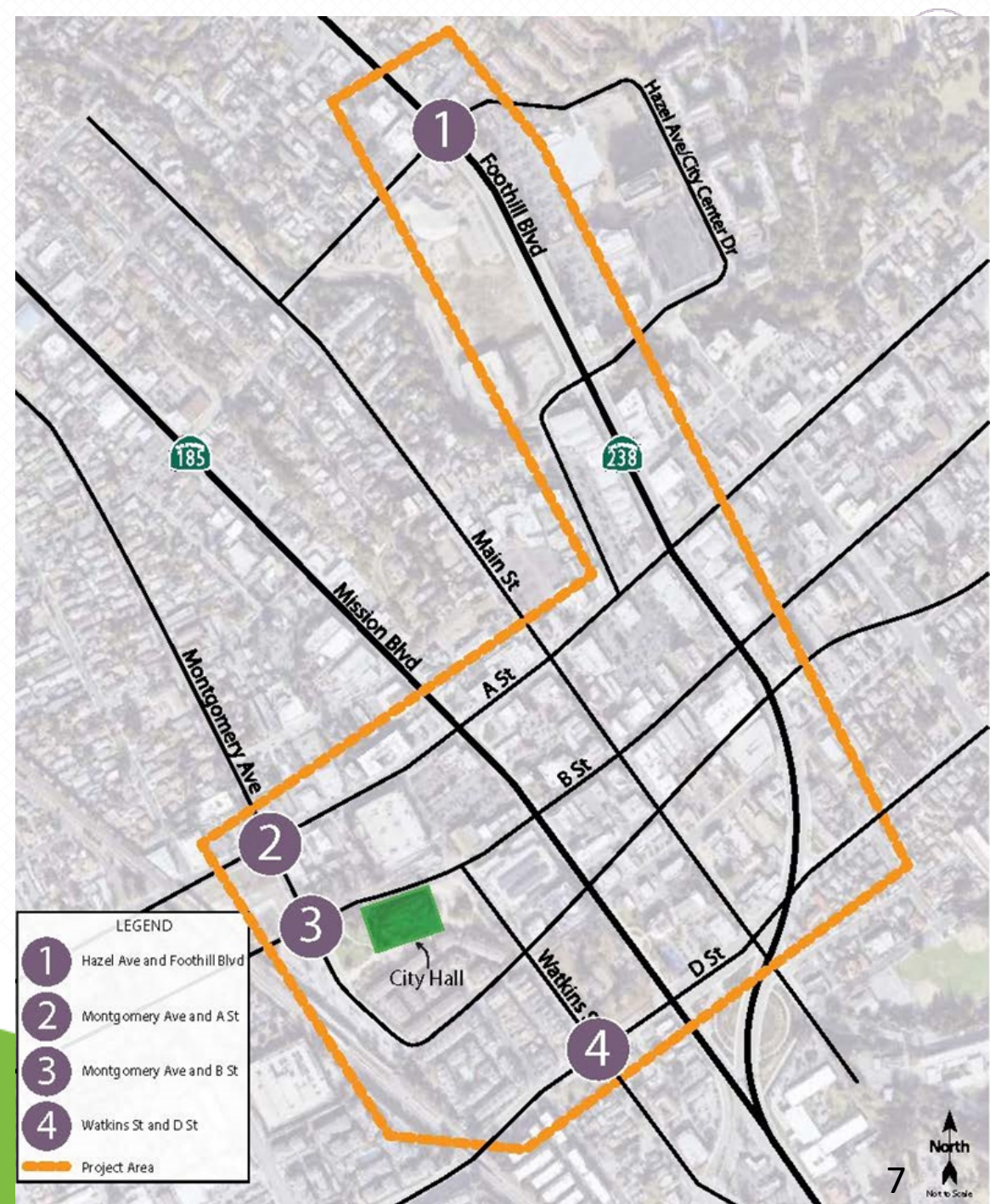
Top Concerns from Public

- Intersection Crossing
- Speeding
- ADA Accessibility Ramps
- Safety
- Pedestrian Signals



Selected Intersections

1. Foothill Blvd./Hazel Ave.-City Center Dr.
2. A Street/Montgomery Ave
3. B Street/Montgomery Ave.
4. D Street/Watkins Ave.



DESIGN TEAM



Steve Weinberger, W-Trans, Project Manager – Concept Plans

Barry Bergman, Senior Planner

Steve Fitzsimons, W-Trans, Project Manager – Design Phase



Hal Williams CSG, Civil Design Project Manager

Amir Abdollahi, Civil Hardscape Design

BOTTOMLEY ASSOCIATES
URBAN DESIGN & CITY PLANNING

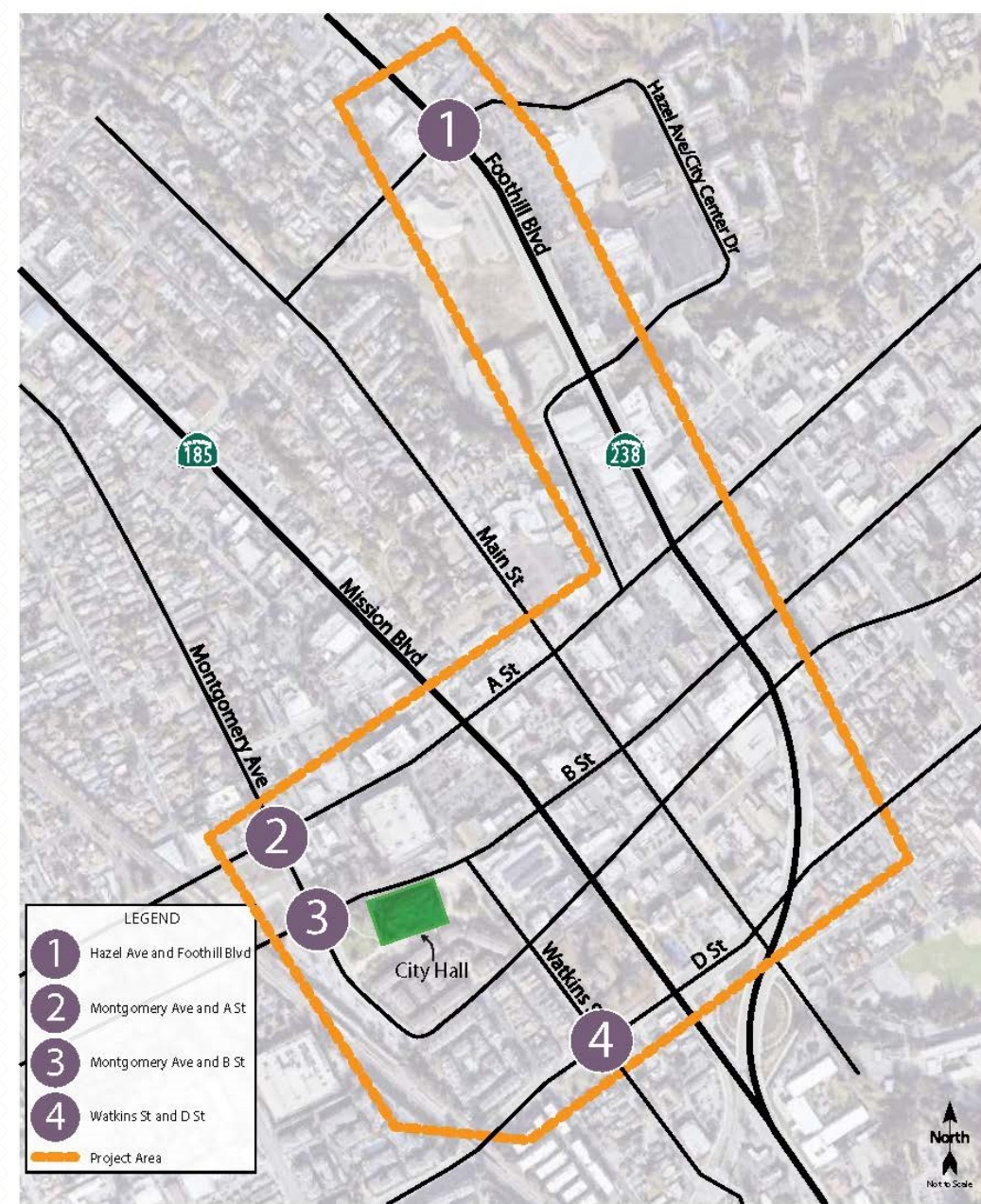
Terry Bottomley, Urban Design/Landscape Architecture

Claire Vlach, Designer

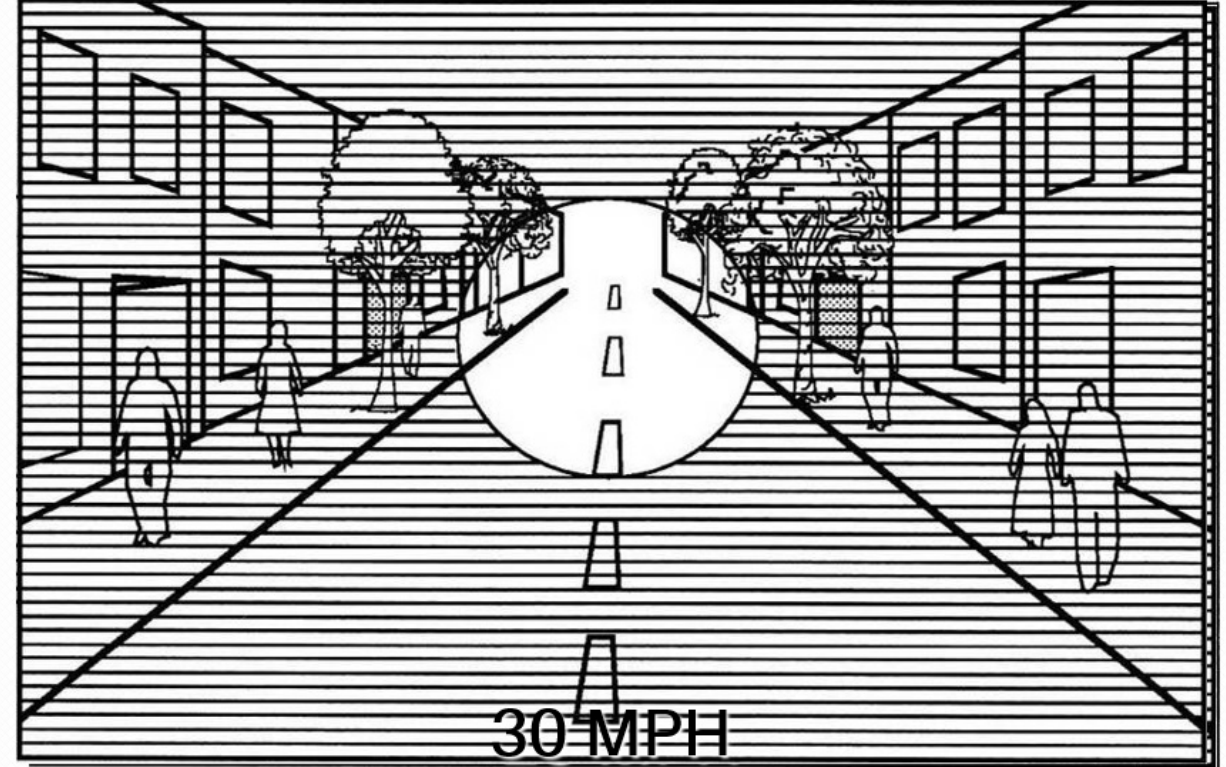
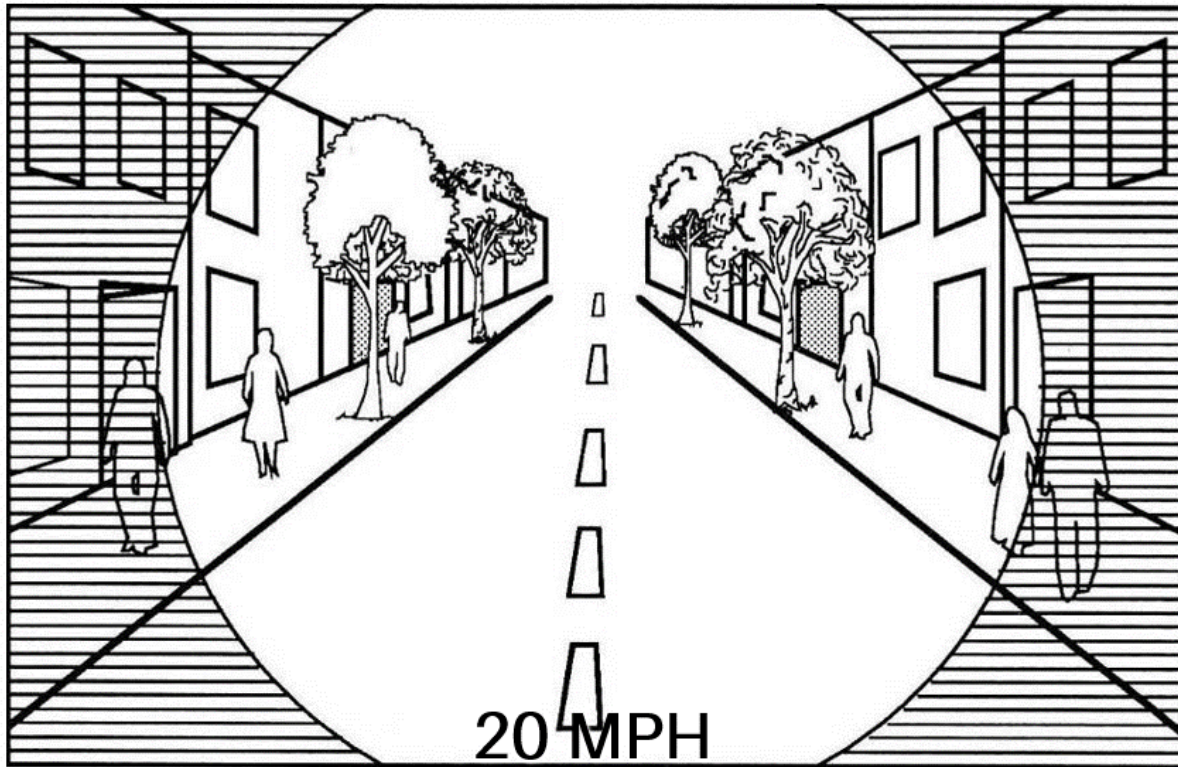
EXISTING CONSTRAINTS

CORE OBJECTIVE

Develop **intersection redesign** concepts in downtown Hayward to **increase pedestrian safety**, especially for **senior pedestrians**, as a means of encouraging senior citizens to **walk more**.



SAFETY BENEFITS OF SPEED REDUCTION



As speeds increase, drivers are less aware of their surroundings

TRADEOFFS

Ped safety

- Reduce injuries
- Reduce severity
- Greater comfort

Driver Convenience

- Reduce speeds
- Increase delay
- Increase travel times

PEDESTRIAN SAFETY CONCERNS

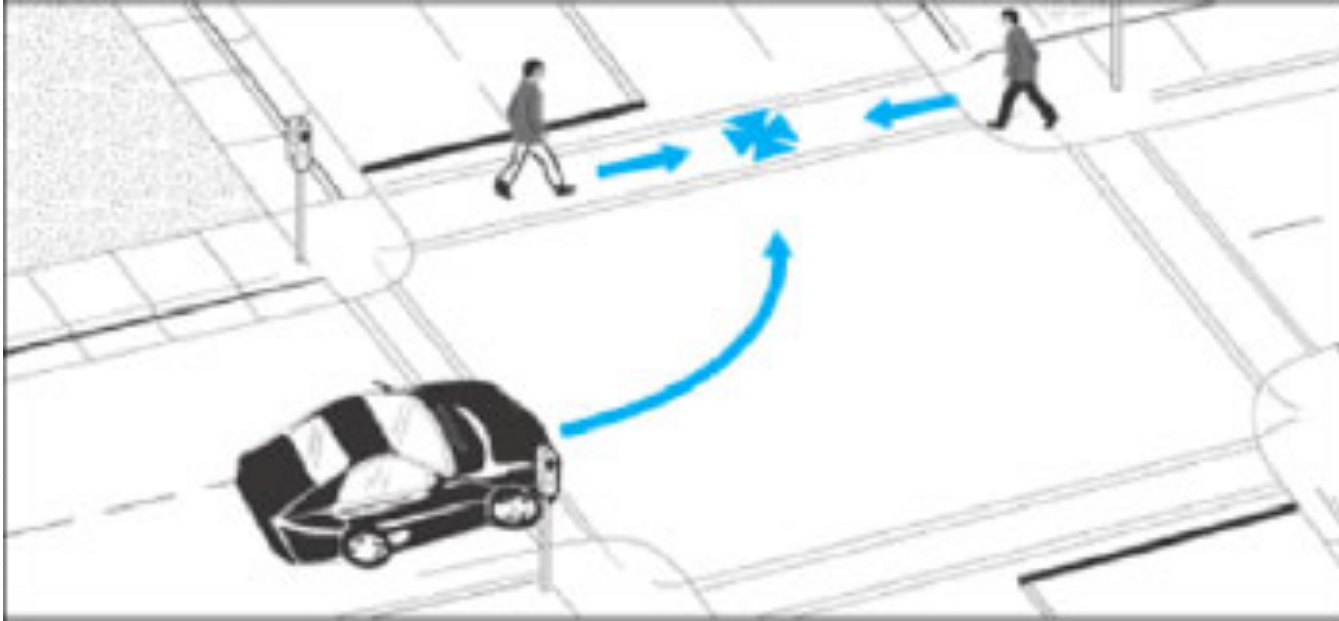


Long crossing distances

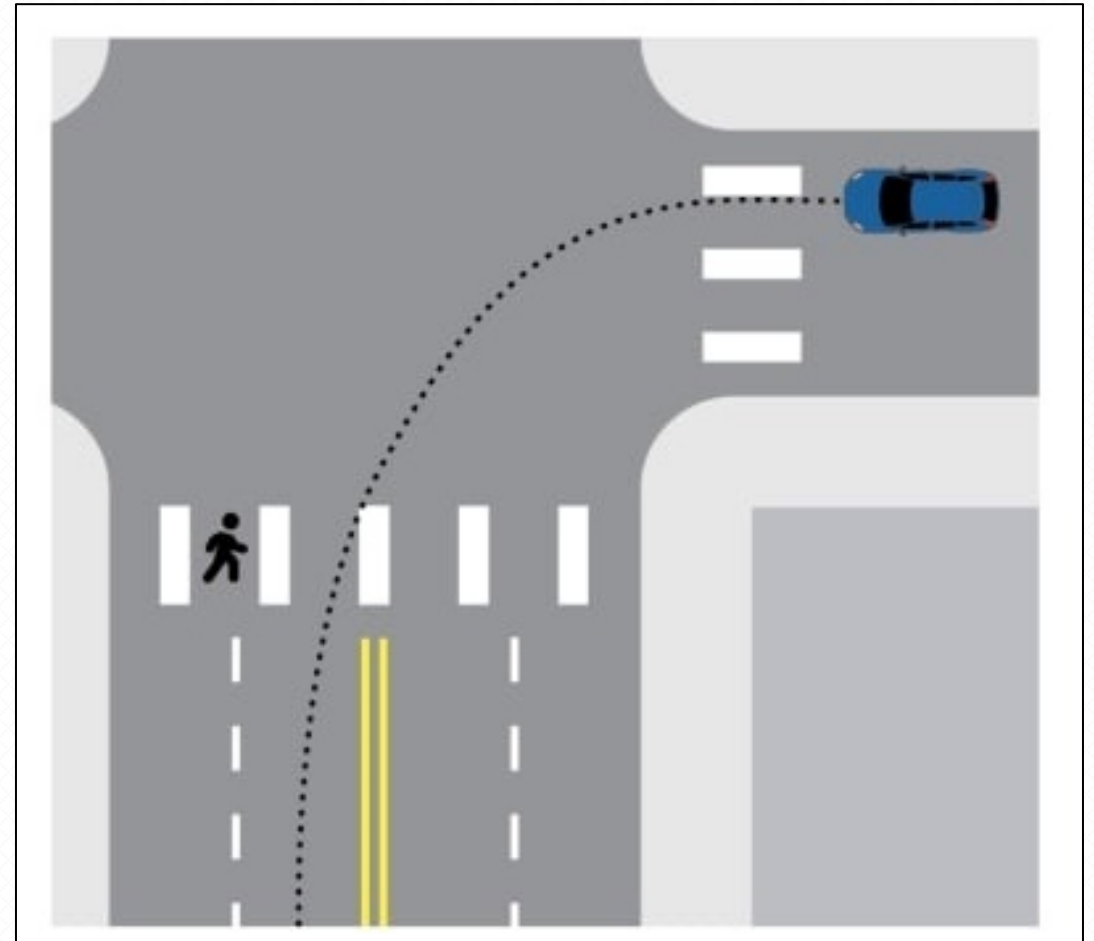


Single Curb ramps

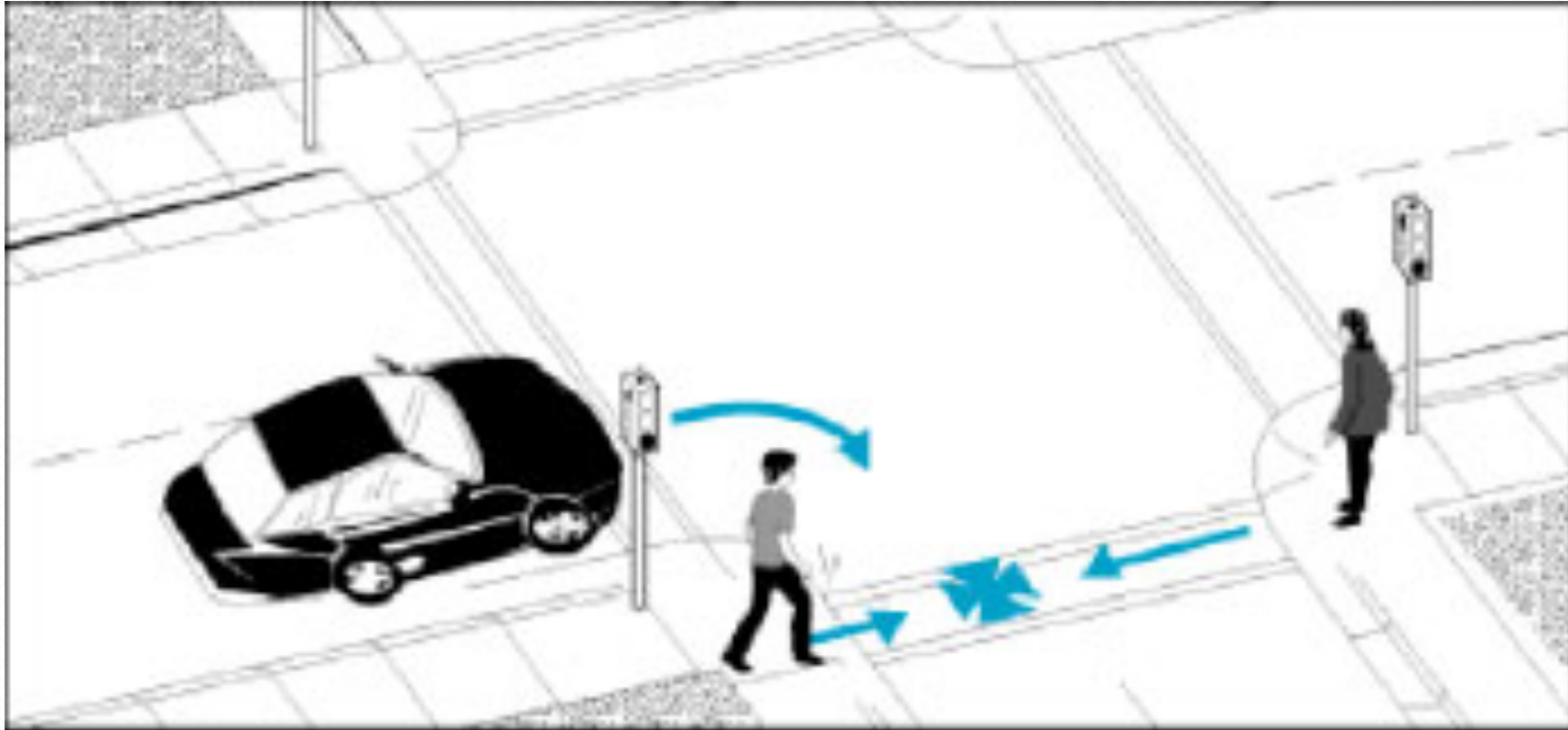
PEDESTRIAN SAFETY CONCERNS



Left-turning vehicle conflicts



PEDESTRIAN SAFETY CONCERNS



Right-turning vehicle conflicts



FOOTHILL BLVD. / CITY CENTER – HAZEL EXISTING

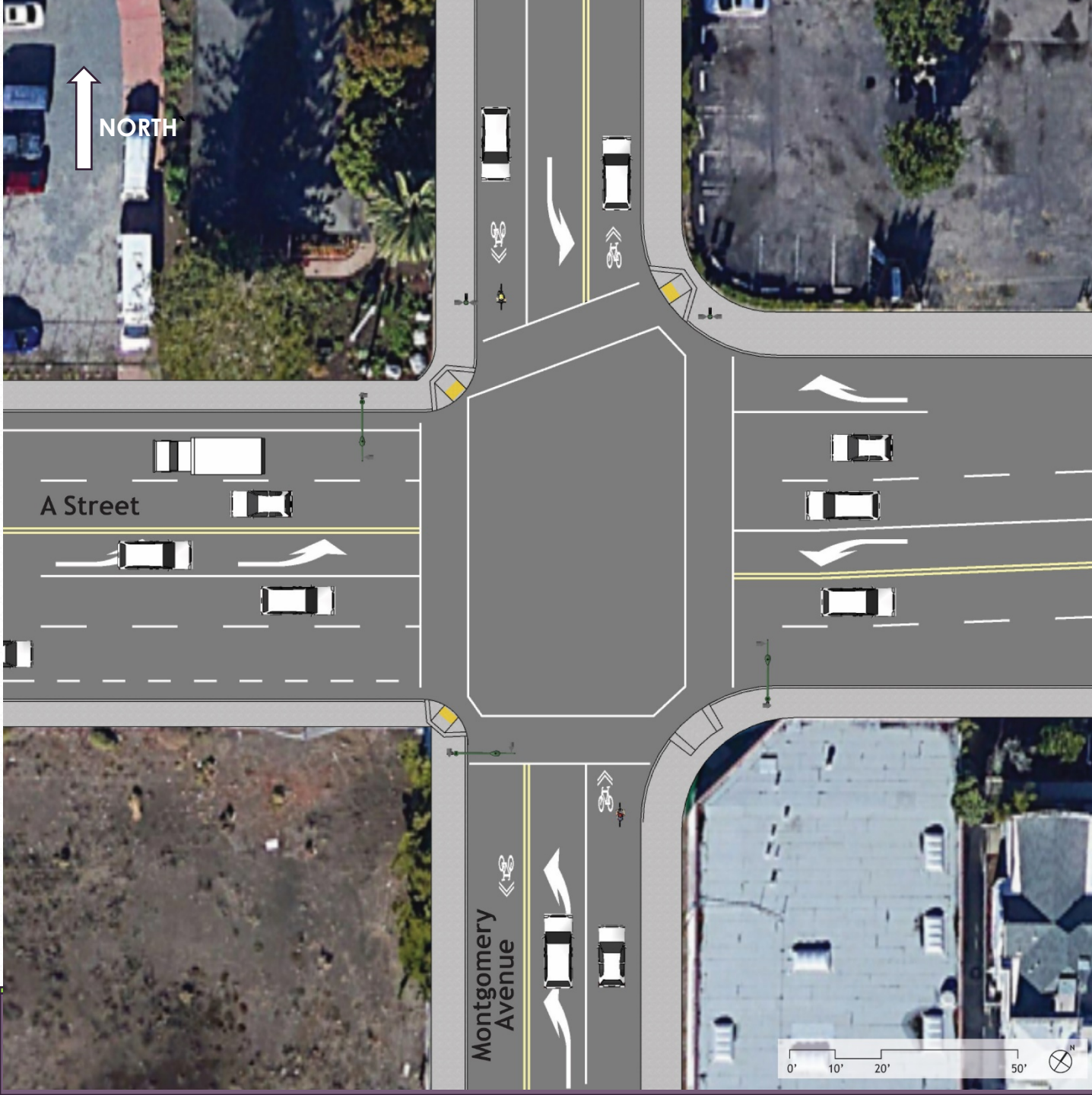


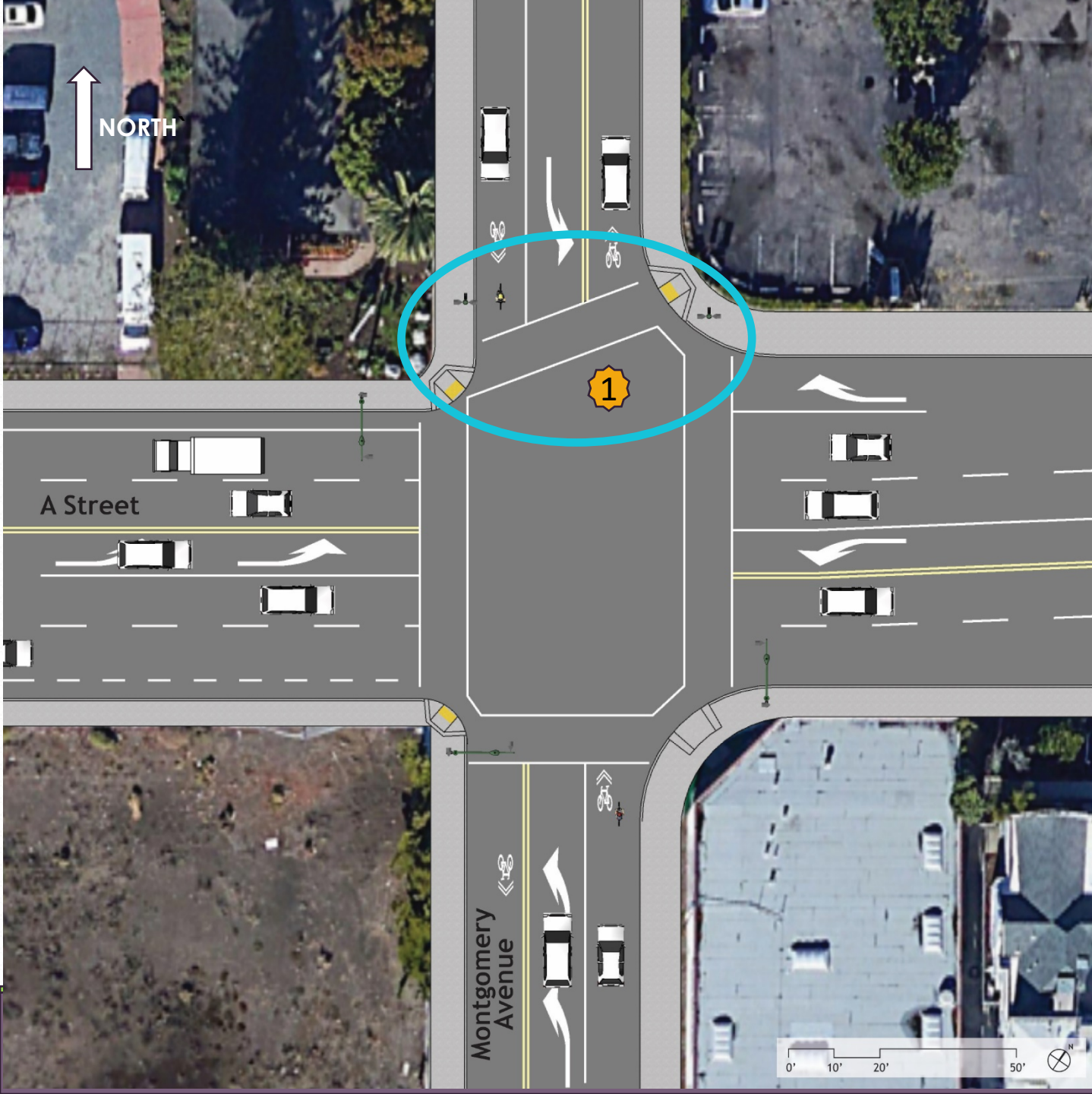
FOOTHILL BLVD. / CITY CENTER – HAZEL EXISTING

- 1 Very long crossing distances (>110 ft)
- 2 Low volume right-turn lanes
- 3 No left-turn conflicts with pedestrians



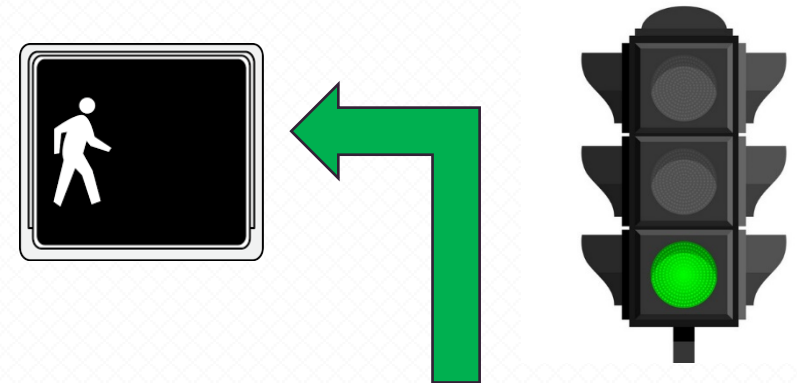
MONTGOMERY AVE / A STREET – EXISTING





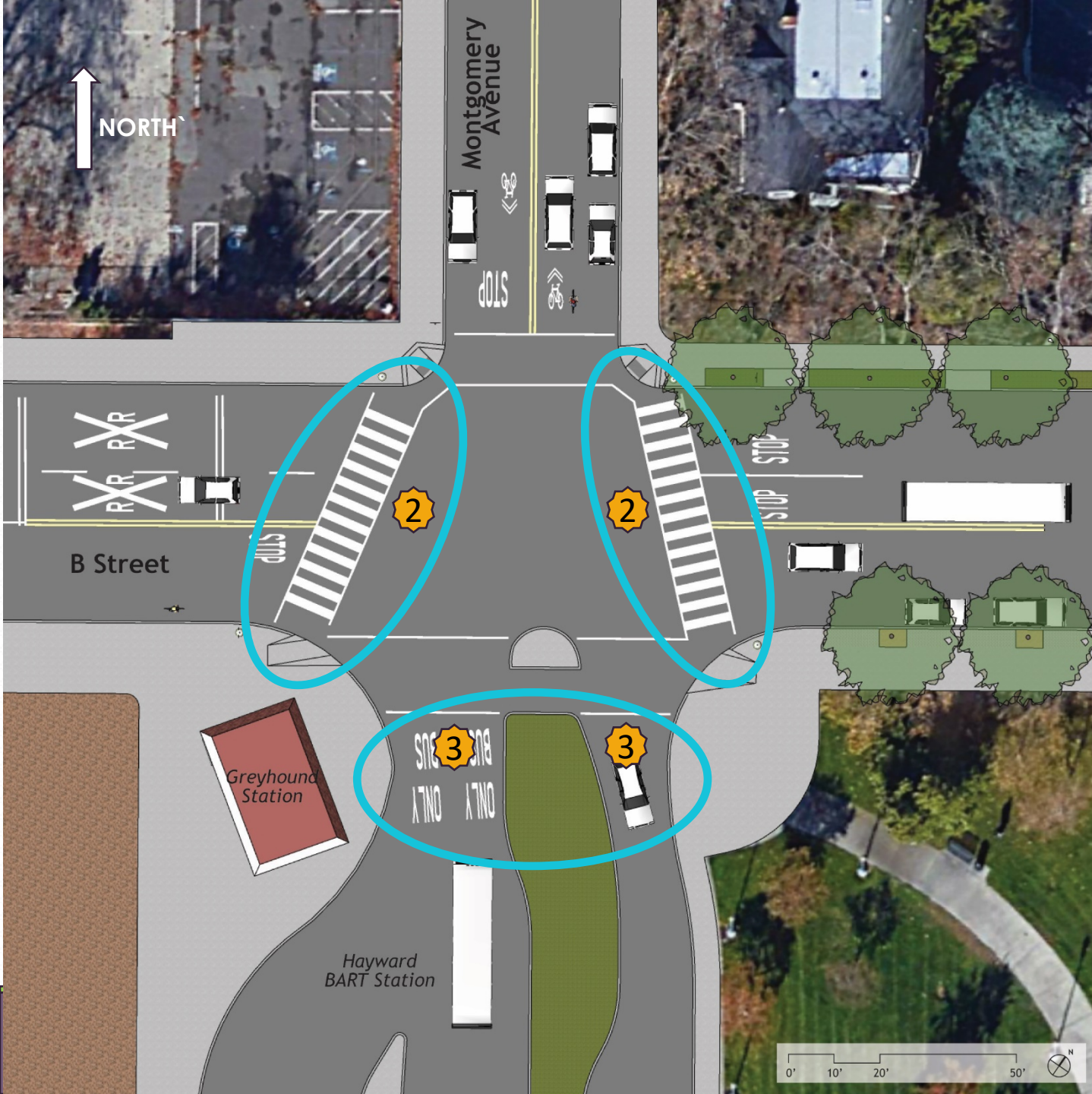
MONTGOMERY AVE / A STREET – EXISTING

- 1 Skewed crosswalk
- 2 Very little vehicle delay
- 3 Left-turn conflicts with pedestrians



MONTGOMERY AVE / B STREET – EXISTING





MONTGOMERY AVE / B STREET – EXISTING

① All-Way Stop



② Skewed crosswalks

③ One-way BART entry confusing to pedestrians

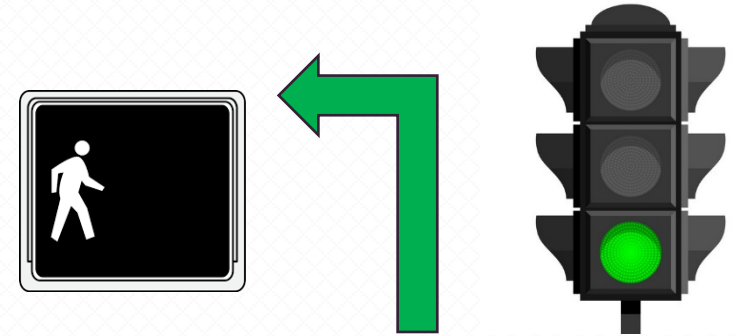
WATKINS STREET/ D STREET – *EXISTING*





WATKINS STREET/ D STREET – EXISTING

- 1 Left-turn conflicts with pedestrians (North-South)



- 2 Skewed crosswalk
- 3 Two to Three Lane Transition

RECOMMENDED MODIFICATIONS (FOR ALL INTERSECTIONS)

SAFETY MEASURES

- » Pedestrian Accessibility
- » Signal Operations & Timing
- » Geometric Changes and Striping
- » (Traffic Signal Equipment Upgrades)

PEDESTRIAN ACCESSIBILITY



Before
Watkins St/C St



After: Bi-Directional Ramps
Watkins St/C St

PEDESTRIAN ACCESSIBILITY



Before
Watkins St/C St



After: Bi-Directional Ramps
Watkins St/C St

SIGNAL OPERATIONS & TIMING

» Protected Left-turn Phasing



» No Right Turn on Red During Ped Crossing



SIGNAL OPERATIONS & TIMING

» Lead Pedestrian Interval



SIGNAL OPERATIONS & TIMING

» Lead Pedestrian Interval



SIGNAL OPERATIONS & TIMING

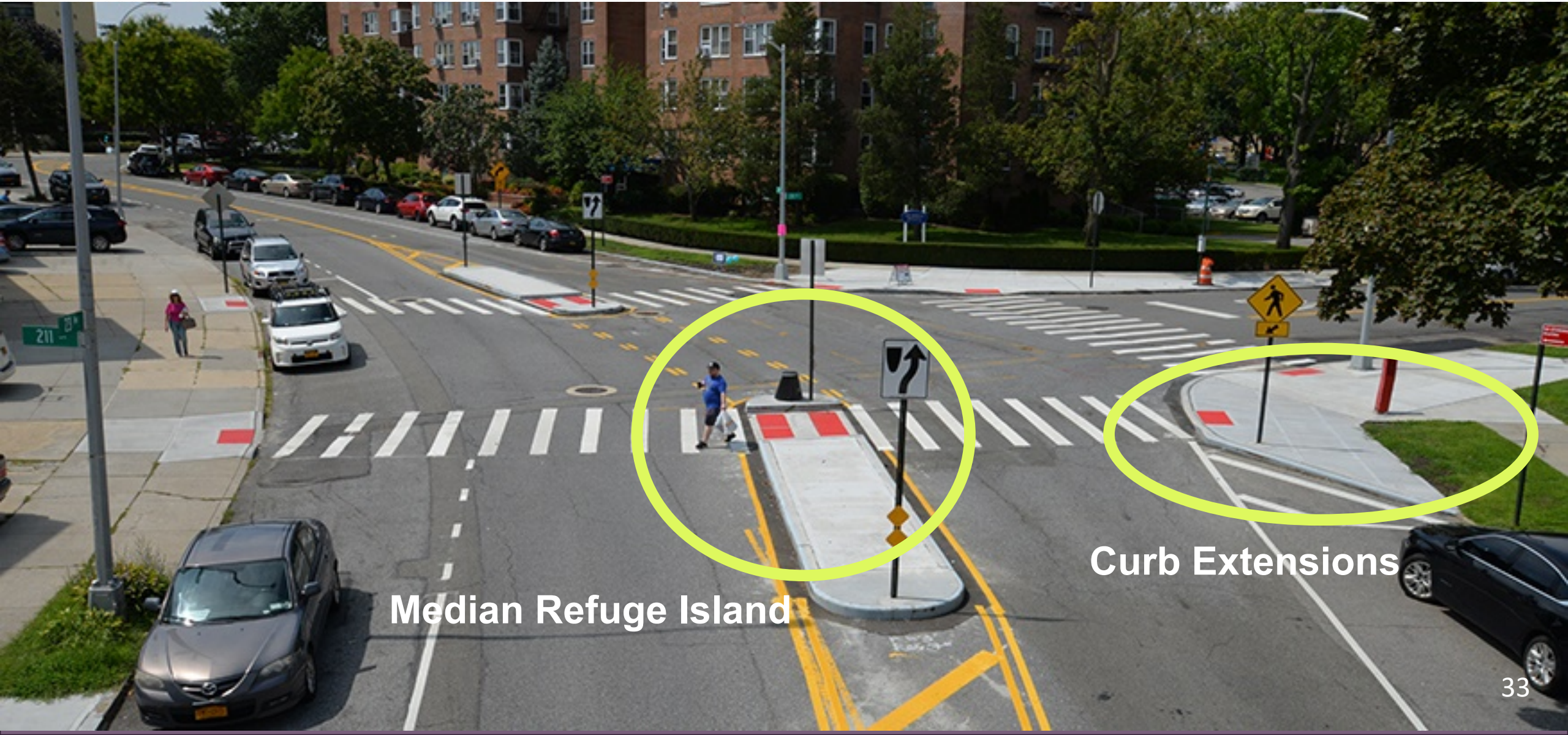
» Adequate Crossing Time for Seniors



GEOMETRIC CHANGES AND STRIPING

- Reduce Excess Pavement
- Eliminate Low Volume Right-Turn Lanes
- Simplify Intersection Geometry
- Perpendicular Crosswalks
- Increase Visibility of Pedestrians
- **Vehicle Speed Reduction**

GEOMETRIC CHANGES AND STRIPING



Median Refuge Island

Curb Extensions

DESIGN RENDERINGS



FOOTHILL BLVD. / CITY CENTER – HAZEL EXISTING



FOOTHILL BLVD. / CITY CENTER – HAZEL PROPOSED

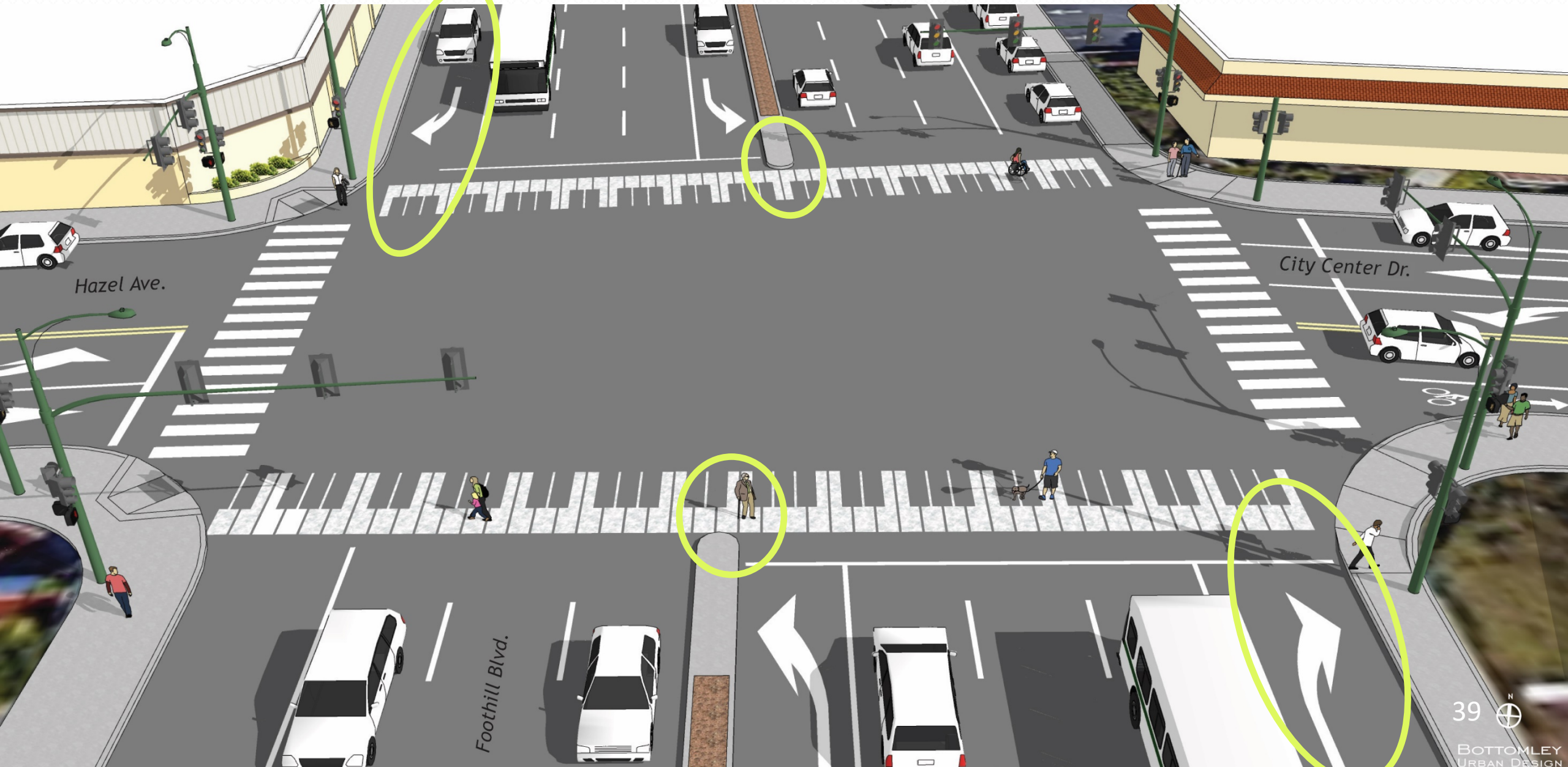
FOOTHILL BLVD. / CITY CENTER DR. – EXISTING



FOOTHILL BLVD. / CITY CENTER DR. – EXISTING



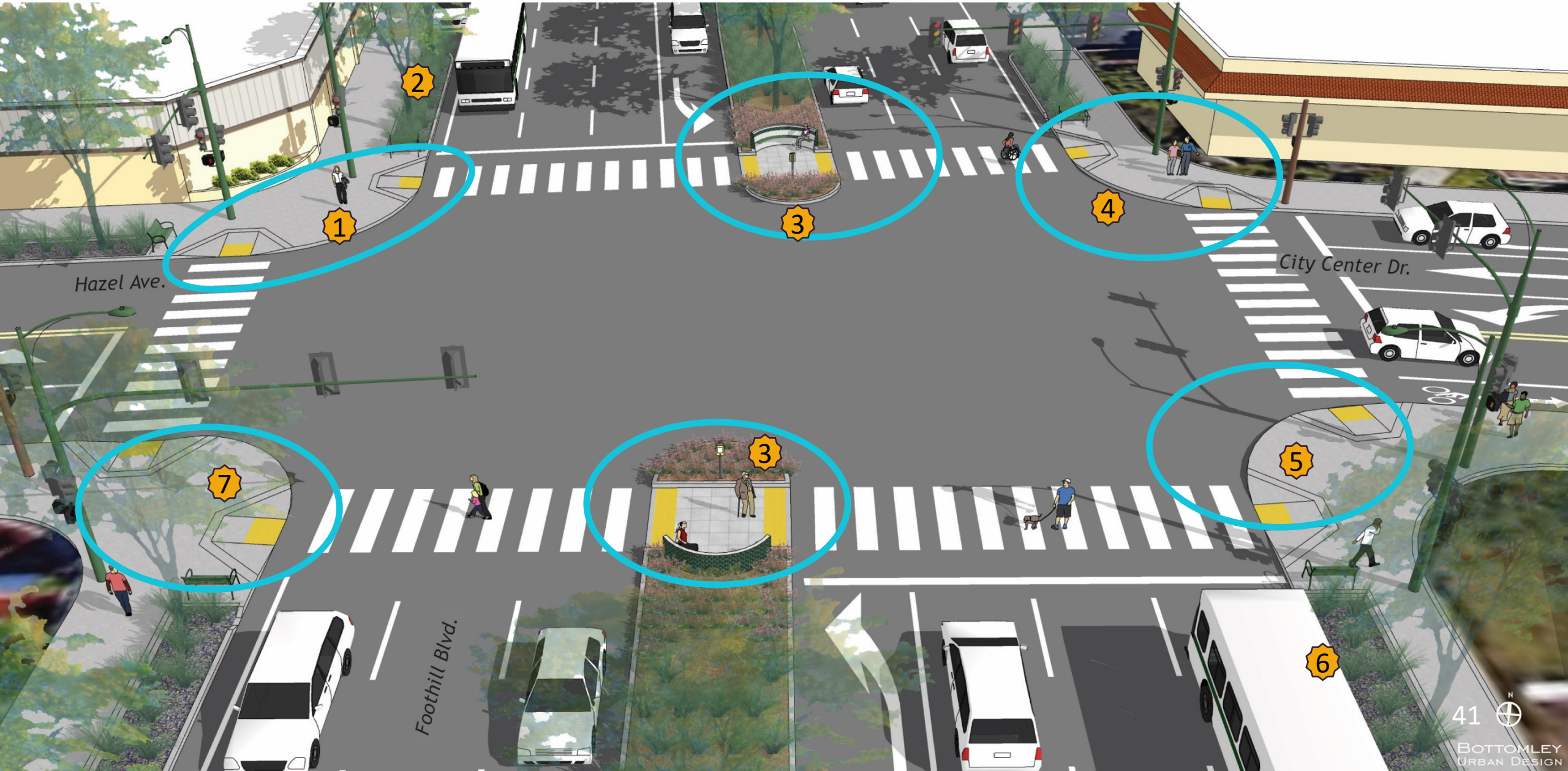
FOOTHILL BLVD. / CITY CENTER DR. – EXISTING



FOOTHILL BLVD. / CITY CENTER DR. – PROPOSED



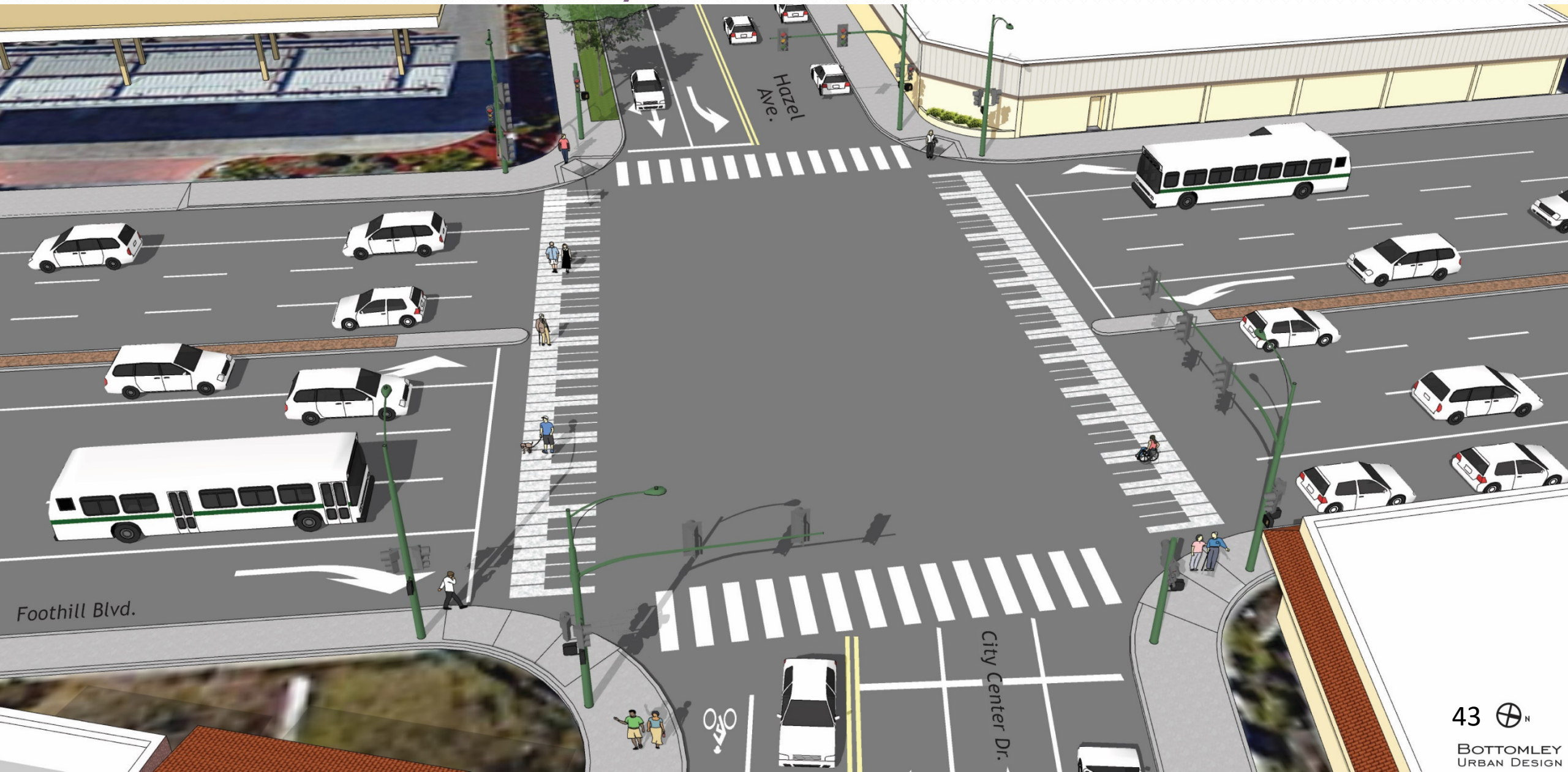
FOOTHILL BLVD. / CITY CENTER DR. – PROPOSED



FOOTHILL BLVD. / CITY CENTER DR. – EXISTING



FOOTHILL BLVD. / CITY CENTER DR. – EXISTING



FOOTHILL BLVD. / CITY CENTER DR. – PROPOSED



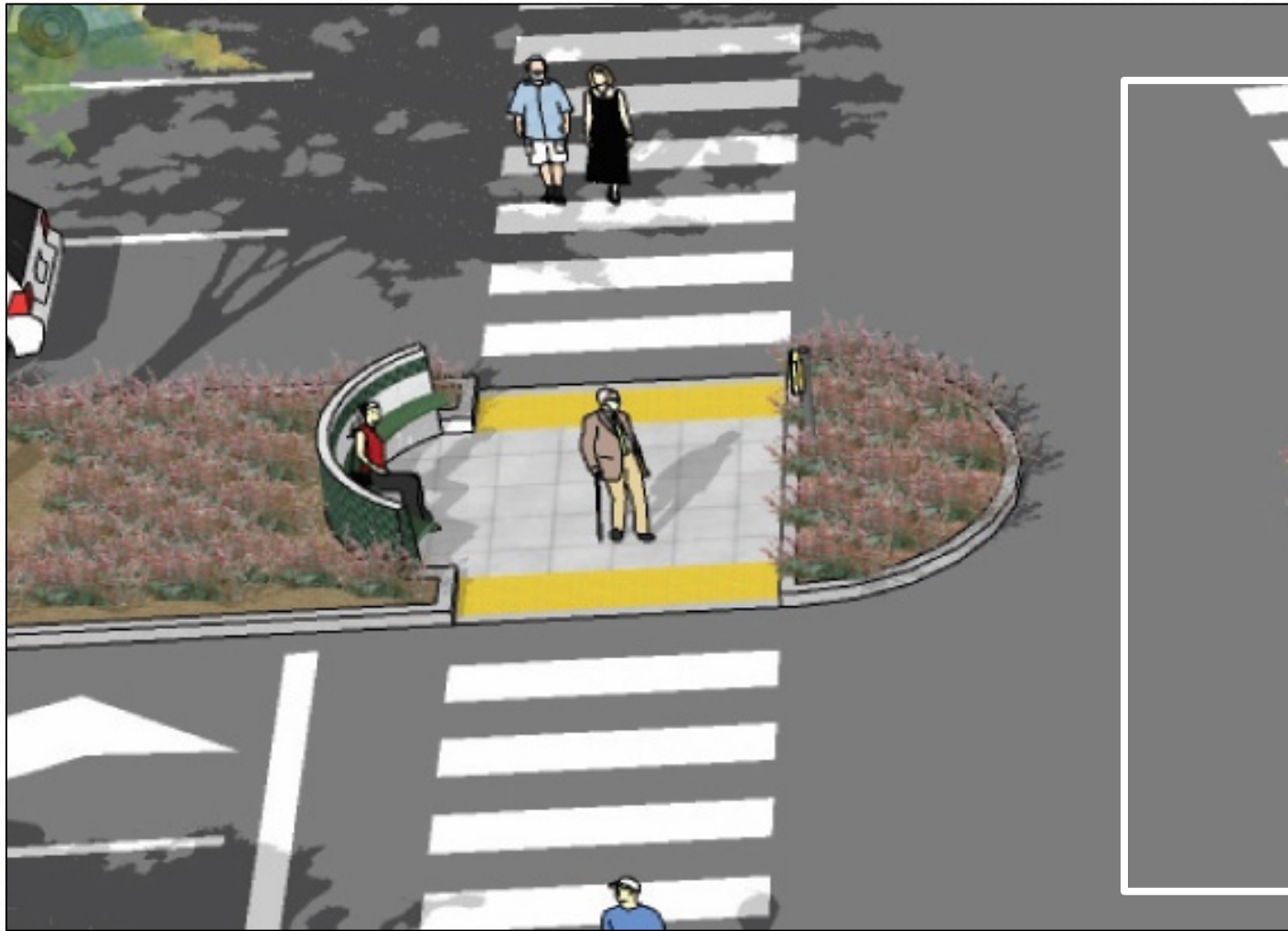
FOOTHILL BLVD. / CITY CENTER DR. – PROPOSED



45 ⊕ N

BOTTOMLEY
URBAN DESIGN

FOOTHILL BLVD. / CITY CENTER DR. – PROPOSED



SIGNAL OPERATIONS & TIMING

1. Protected Left-turn Phasing



2. No Right Turn on Red



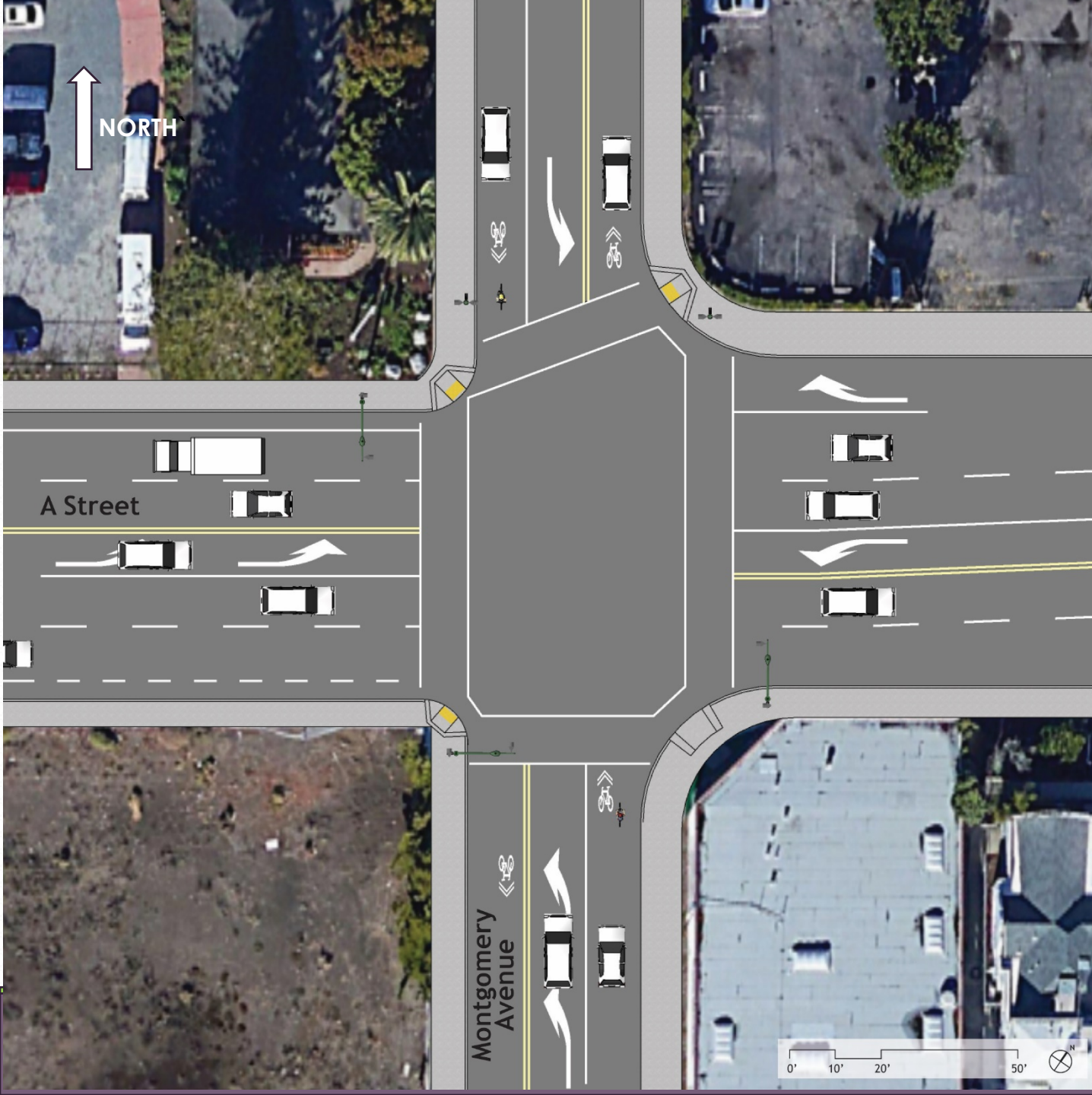
3. Lead Pedestrian Interval



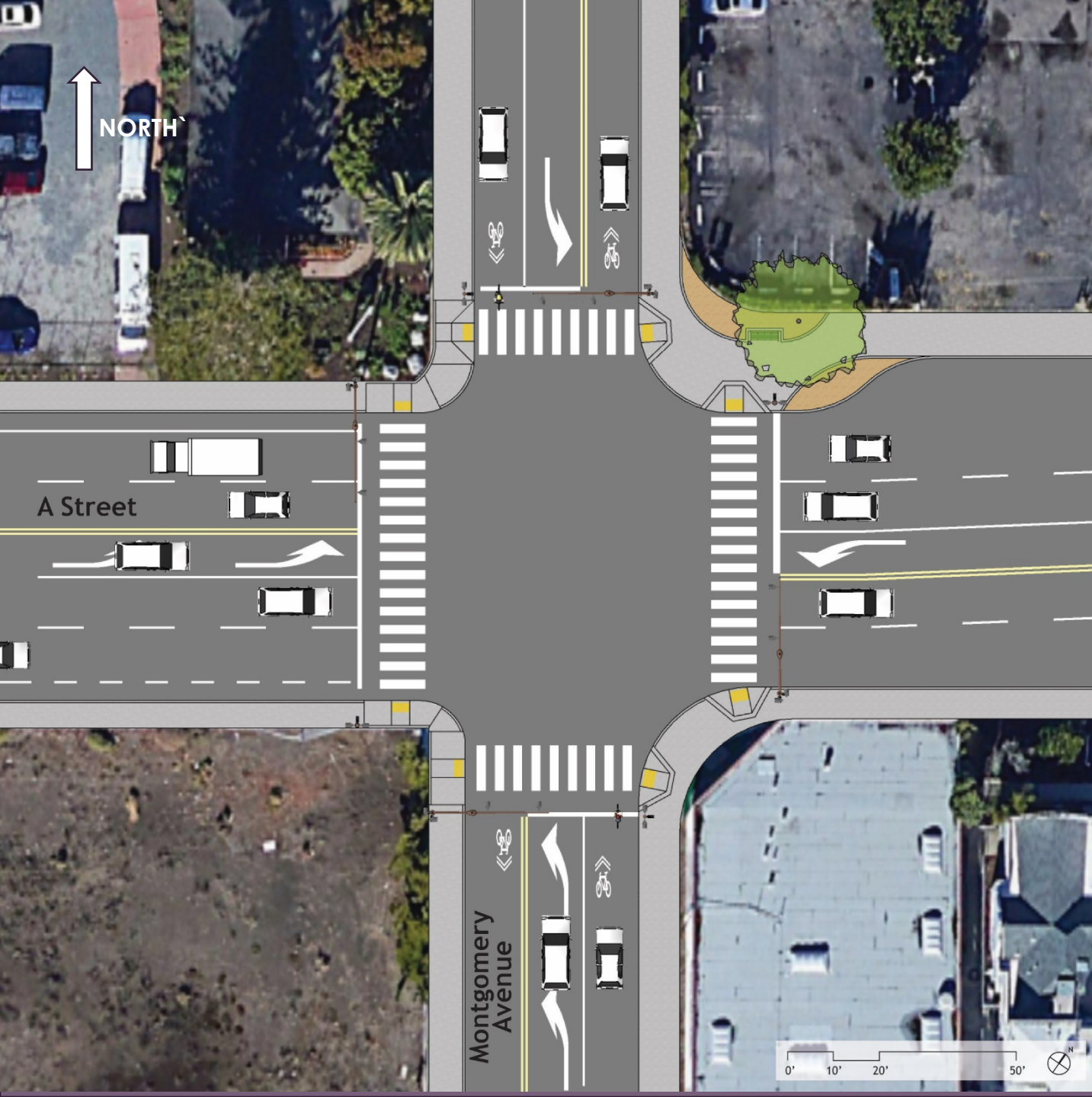
4. Adequate Crossing Time for Seniors



MONTGOMERY AVE / A STREET – EXISTING



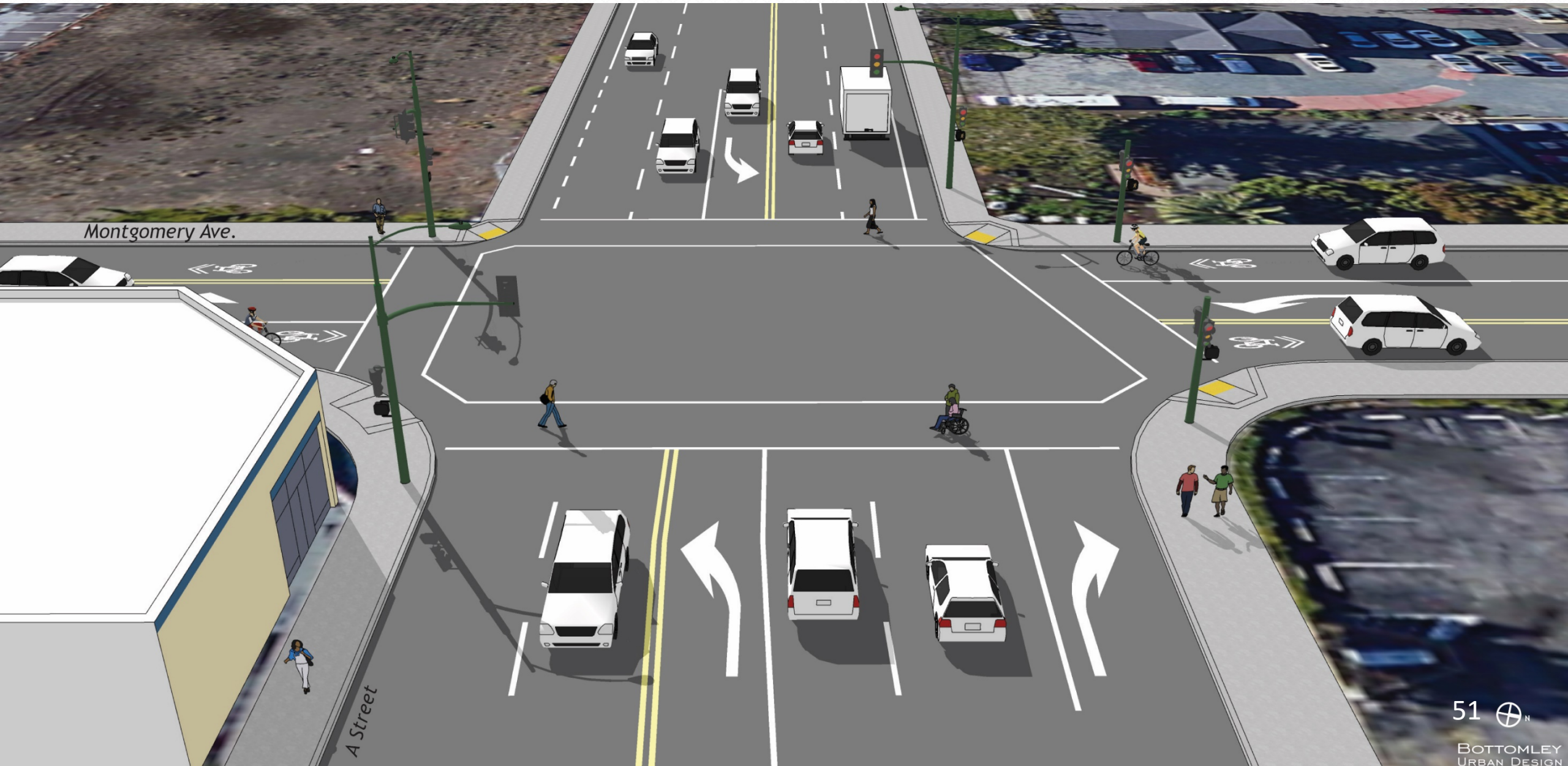
MONTGOMERY AVE / A STREET – PROPOSED



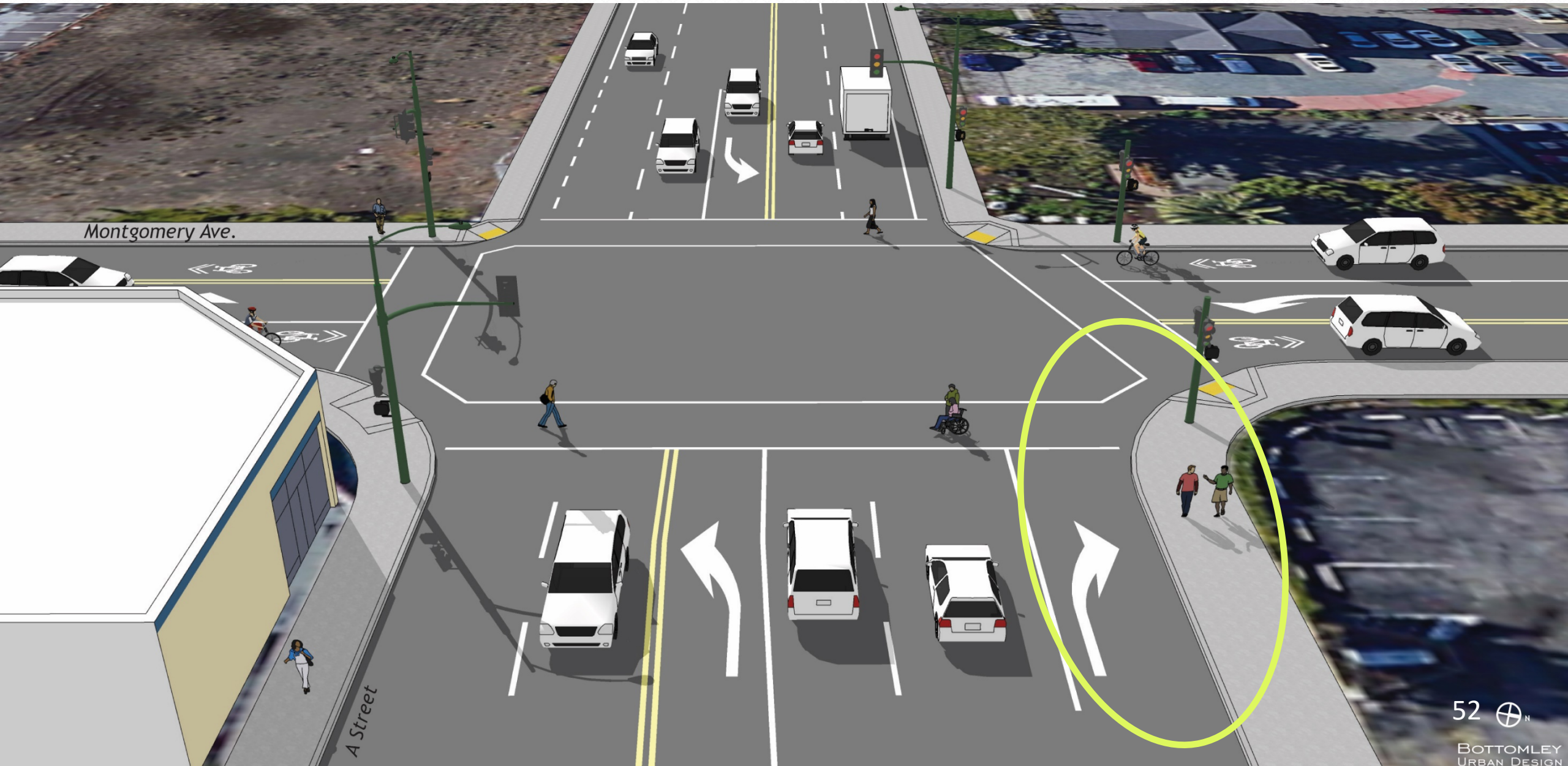
MONTGOMERY AVE / A STREET – EXISTING



MONTGOMERY AVE / A STREET – EXISTING



MONTGOMERY AVE / A STREET – EXISTING



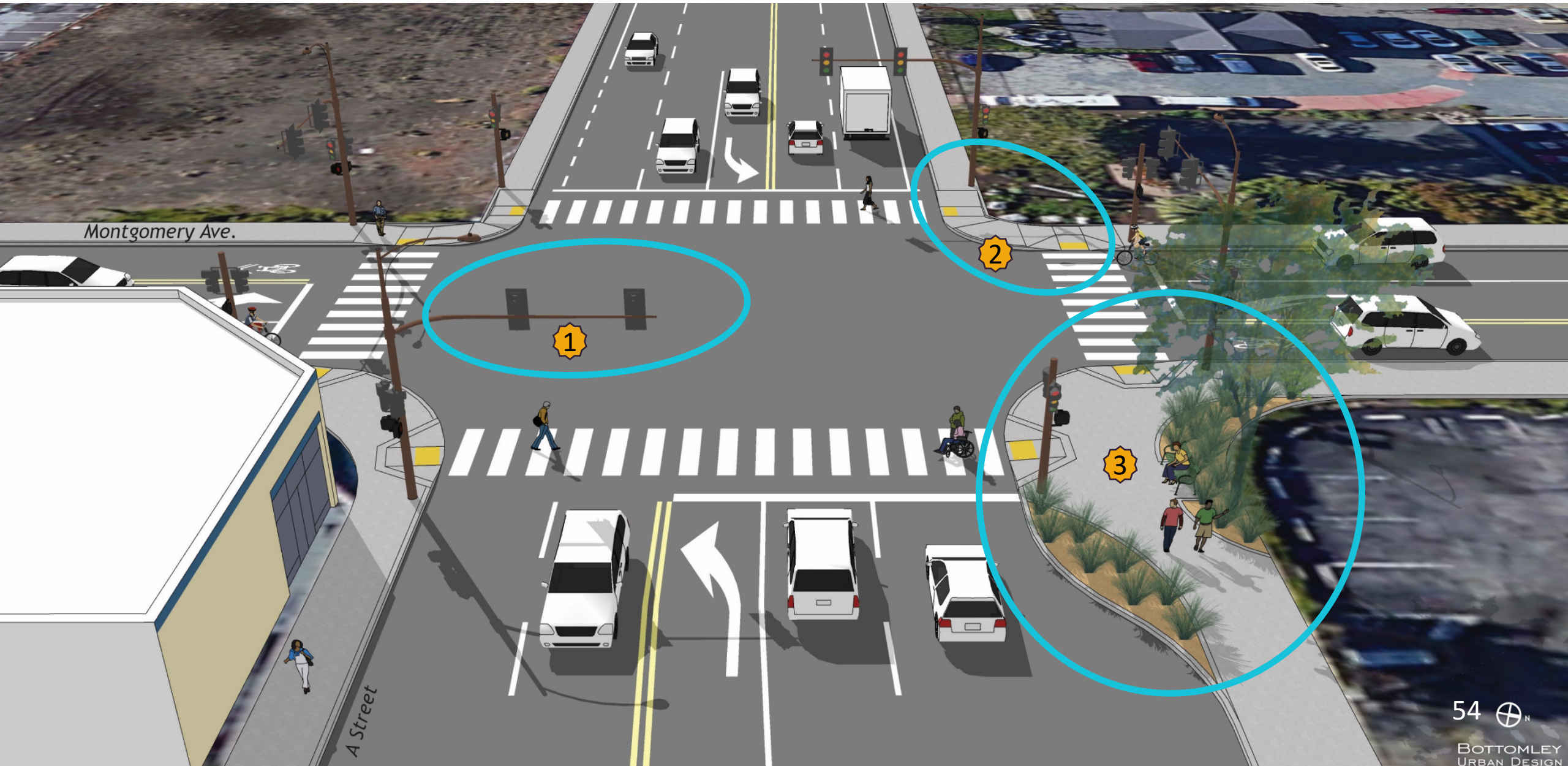
Montgomery Ave.

A Street

MONTGOMERY AVE / A STREET – PROPOSED



MONTGOMERY AVE / A STREET – PROPOSED



SIGNAL OPERATIONS & TIMING

1. Protected Left-turn Phasing



2. No Right Turn on Red



3. Lead Pedestrian Interval



4. Adequate Crossing Time for Seniors



MONTGOMERY AVE / B STREET – EXISTING



MONTGOMERY AVE / B STREET – PROPOSED



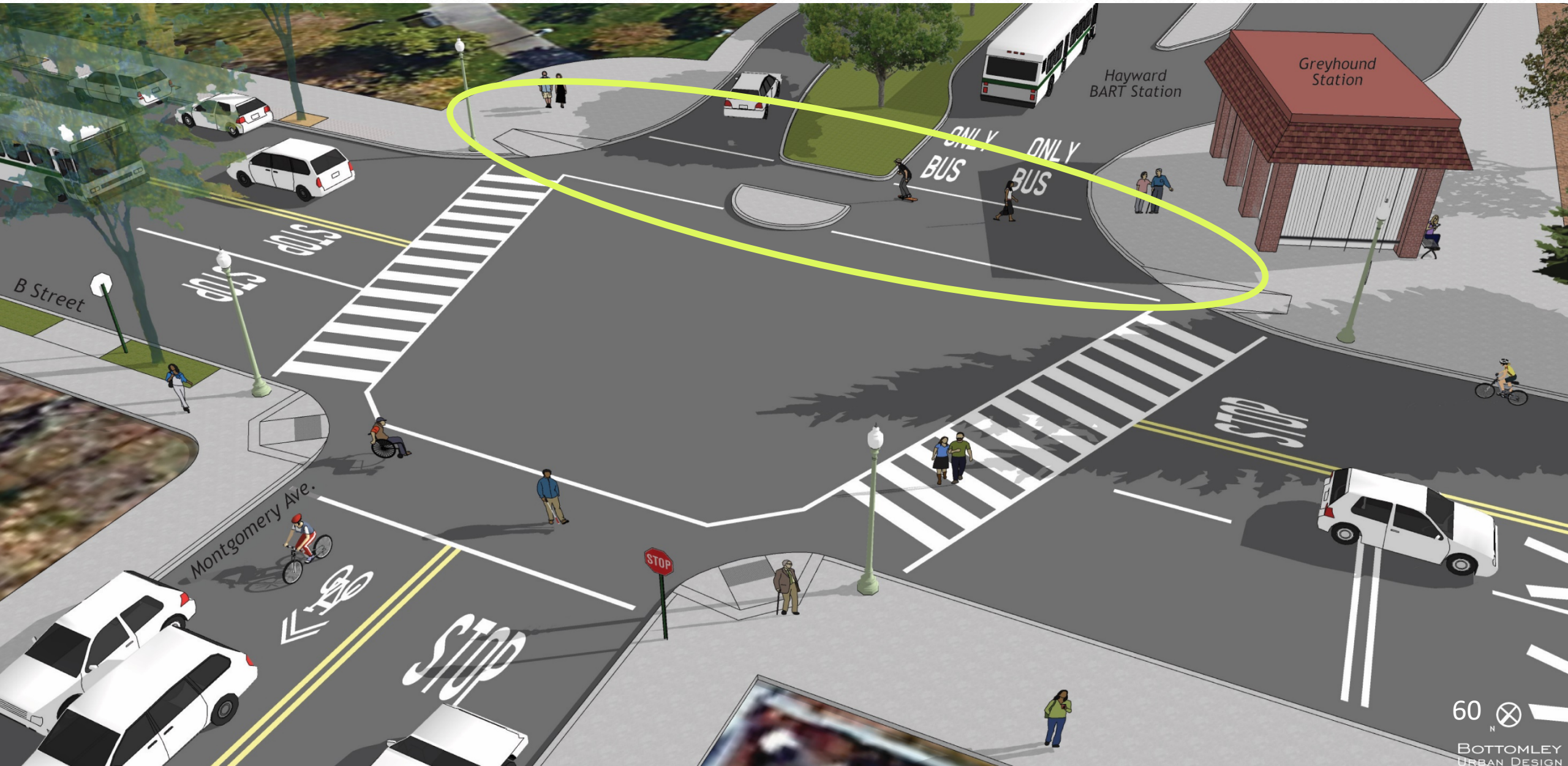
MONTGOMERY AVE / B STREET – EXISTING



MONTGOMERY AVE / B STREET – EXISTING



MONTGOMERY AVE / B STREET – EXISTING



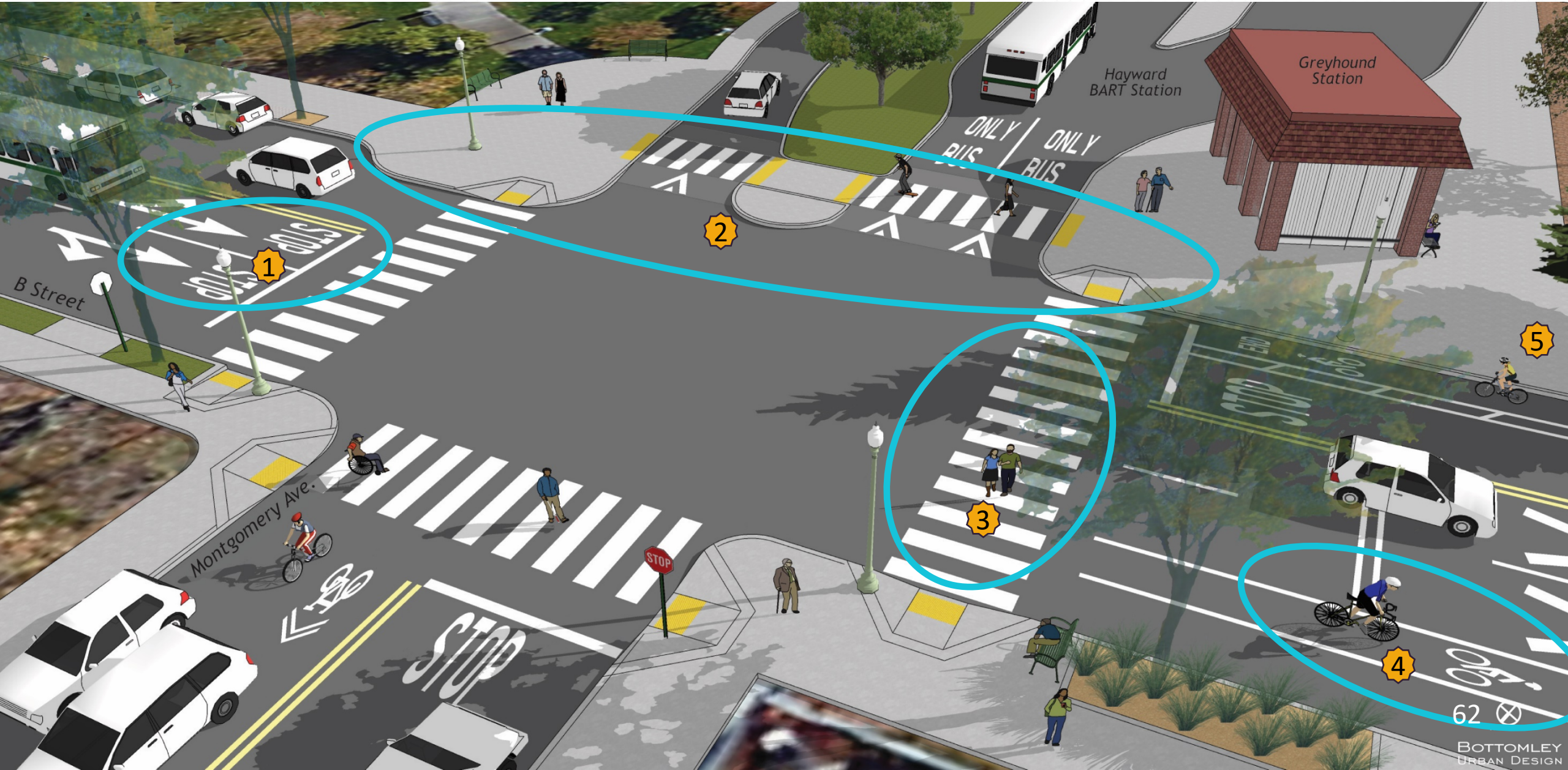
60 N

BOTTOMLEY URBAN DESIGN

MONTGOMERY AVE / B STREET – PROPOSED



MONTGOMERY AVE / B STREET – PROPOSED



62

WATKINS STREET/ D STREET – *EXISTING*



WATKINS STREET/ D STREET – PROPSOED



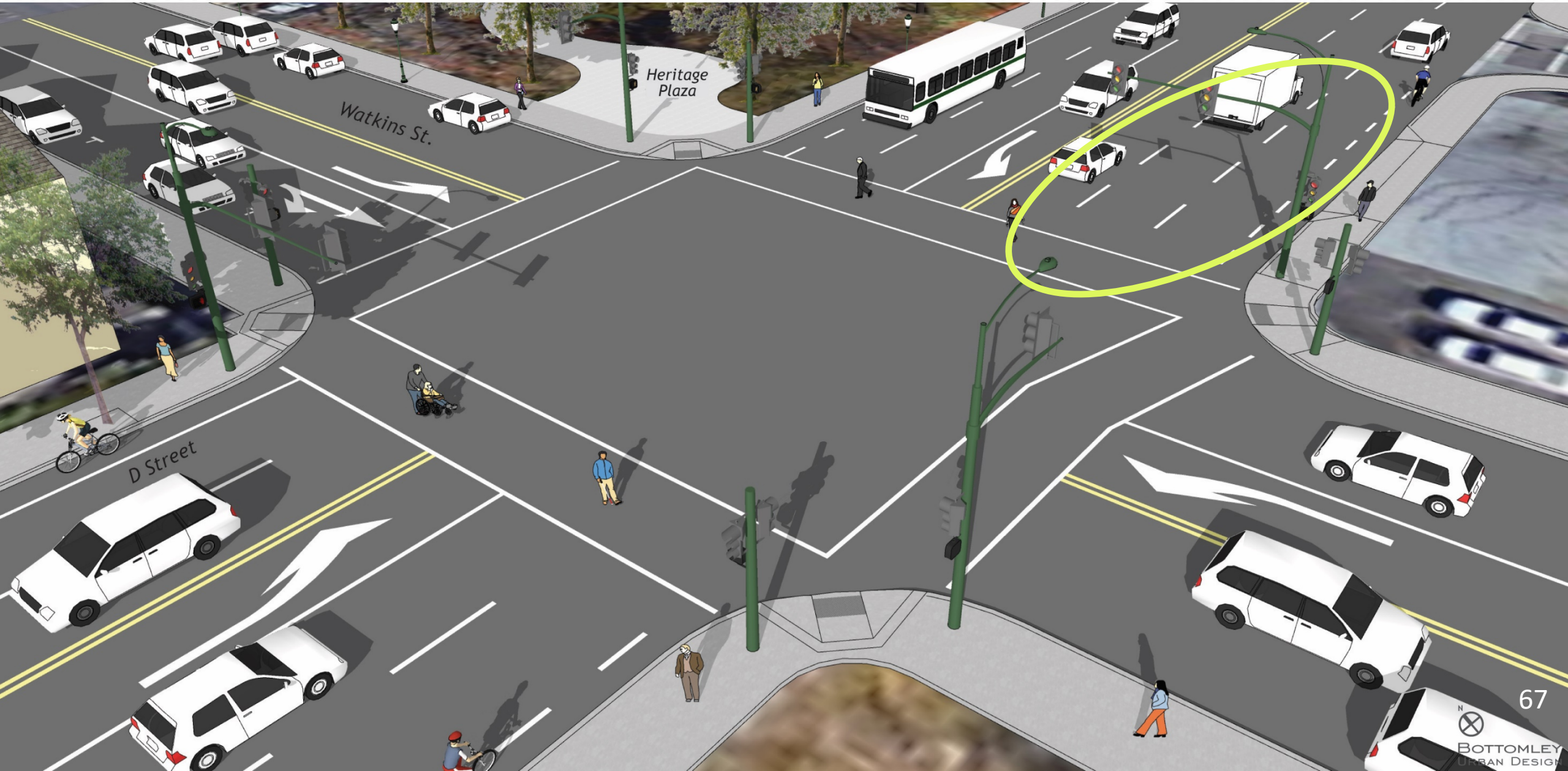
WATKINS STREET / D STREET – EXISTING



WATKINS STREET / D STREET – EXISTING



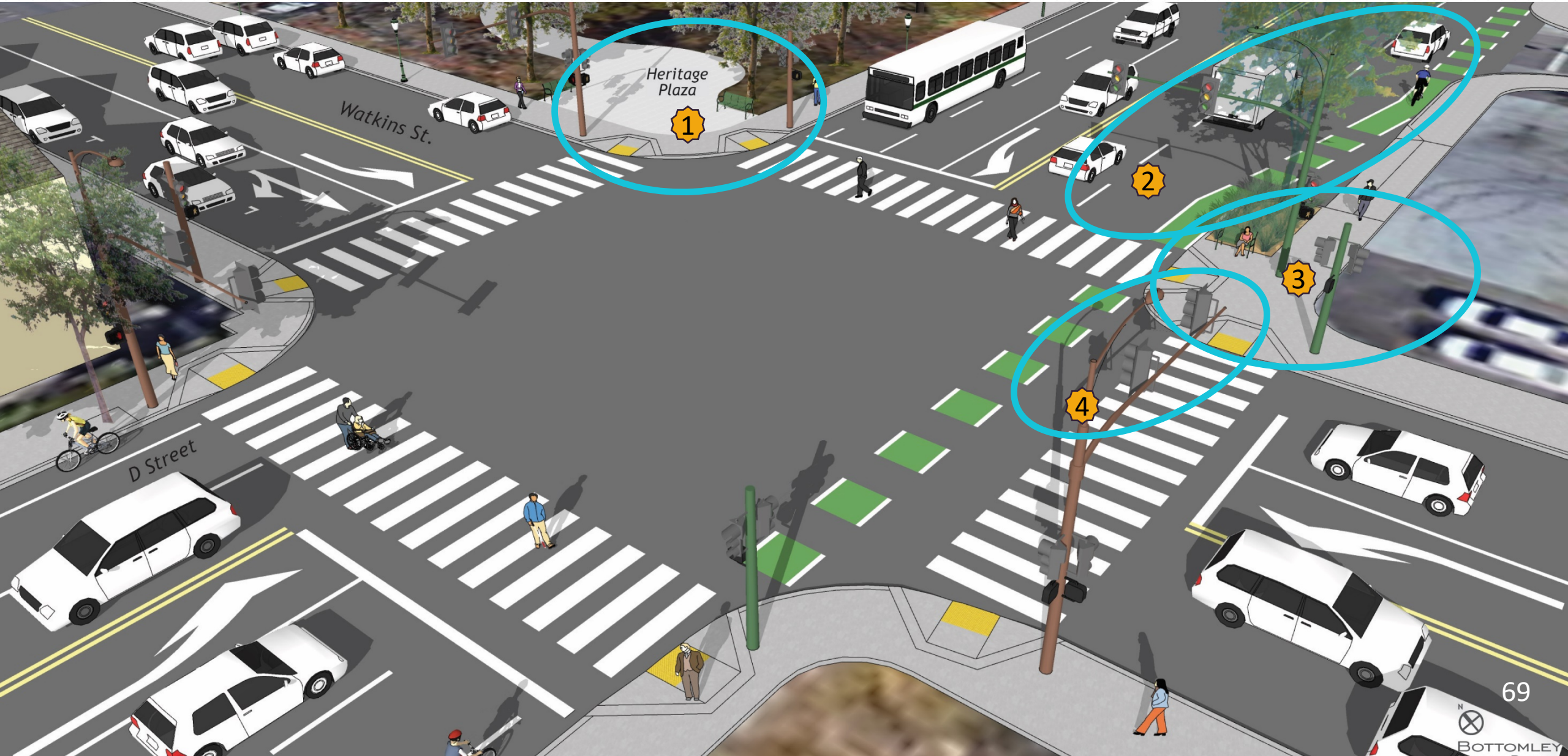
WATKINS STREET / D STREET – EXISTING



WATKINS STREET / D STREET – PROPOSED



WATKINS STREET / D STREET – PROPOSED



SIGNAL OPERATIONS & TIMING

1. Protected Left-turn Phasing



2. No Right Turn on Red



3. Lead Pedestrian Interval



4. Adequate Crossing Time for Seniors







WHAT'S NEXT/SCHEDULE

Compile workshop and survey comments

Council Infrastructure Committee – April

City Council – following Council Infrastructure Committee

Modify & Finalize Concept Plans – April

Final report - May

Construction Plans – April to June

Construction – Summer



PUBLIC INPUT

Community Workshop

Online Survey – see www.hayward-ca.gov/SR4S
Survey deadline of March 19th

City Council Meeting

Email comments and questions: SR4S@hayward-ca.gov

Open now for questions



SAFE ROUTES FOR SENIORS (SR4S) PROJECT

2ND COMMUNITY MEETING// MARCH 8, 2021

Downtown Hayward
March 8, 2021