



# CITY OF HAYWARD AGENDA REPORT

AGENDA DATE 02/10/98

AGENDA ITEM 8

WORK SESSION ITEM

TO: Mayor and City Council  
FROM: Director of Public Works  
SUBJECT: **SAFETY IMPROVEMENTS ON HESPERIAN BOULEVARD GENERALLY  
BETWEEN SLEEPY HOLLOW AVENUE AND TENNYSON ROAD**

## Recommendation

It is recommended that the City Council authorize:

1. Installation of a metal beam guardrail along Hesperian Boulevard, generally between Sleepy Hollow Avenue and Tennyson Road; and
2. Appropriate \$40,000 to the Quick Response Traffic Safety Project for 1997/98.

## Background/Discussion:

At the September 2, 1997, City Council meeting, residents of Lauderdale Avenue whose properties back up to Hesperian Boulevard submitted a petition requesting the installation of a protective block wall. In response, staff investigated several alternatives, including a metal beam guardrail, a block wall, and a concrete barrier. At the December 16, 1997, City Council meeting, staff presented its analysis of alternatives and made the above recommendations for a metal beam guardrail (see Exhibit A). Residents attending the City Council meeting indicated their preference for a block wall rather than a metal beam guardrail. Staff was directed to meet with the residents and return this matter to the City Council for further consideration at a later date.

Accordingly, Public Works staff members met on January 22, 1998, with approximately 23 interested residents. Several letters (see Exhibit B) and the remaining signatures from Lauderdale Avenue for the original petition were submitted at the meeting. The major themes raised at the meeting and in the various letters are as follows:

### Walls to attenuate sound

As previously noted, while walls are useful in attenuating sound (yet ineffective as a safety device), there has been no City program to install these along existing arterials since the late 70's and early 80's, when the program had to be discontinued due to lack of funds. Now, such a Citywide program is estimated to cost over \$2,000,000. At least one of the residents indicated that there had been a prior petition for a wall about the time the soundwall program was discontinued.

### Jumping from guardrails over fences

Metal beam guardrails would be installed 18 inches from the edge of the curb. Since existing fences are at the other end of the ten-foot parkway/sidewalk, it would be impossible for a person to jump from a guardrail eight feet across and up several feet to traverse a fence. See Exhibit C for location and details of proposed guardrail.

### Block wall partially filled with cement

A resident asked why this couldn't be done to address both safety and noise. However, since the flatness of a block wall is not designed to safely dissipate energy within the frame of a vehicle (as is the concrete barrier or "K-rail"), and since masonry is not designed to deflect impact energy (as is the metal beam guardrail), filling the lower part of a block wall with cement is not recommended for safety reasons. This is probably why staff knows of no such application in use elsewhere.

### Other wall/barrier combinations

The most common approaches to providing both energy and sound attenuation is to either install a soundwall on top of a concrete barrier ("K-rail") or to install a soundwall laterally separated from the protective device. The former is used along freeways where collisions are at small angles and there is no sidewalk; however, the collisions along Hesperian are at sharp angles and there is a sidewalk. The problem with sidewalks is that a pedestrian can get pinned between the vehicle and the wall. Hence, installation of guardrail near the curb and a soundwall along the property line on the other side of the sidewalk would be the preferred method of attenuating both energy and sound. Of course, the same citywide program cost implications would apply to soundwalls as mentioned above.

### Prohibition of left turns

The prohibition of westbound left turns from Aldengate Way onto southbound Hesperian Boulevard was suggested in correspondence and at the January 22, 1998, meeting as a way to correct collisions of vehicles with the fence, and to eliminate the need to signalize the intersection. Staff analysis indicates that the left turn prohibition could correct vehicular collisions with fences at this location, but may not remove the need for signalization, since there have been more southbound left turn collisions from Hesperian to Aldengate than left turns from Aldengate to Hesperian (see Exhibit D).

Much more significant are the access and traffic diversion impacts from such a turn prohibition. Most of the existing traffic making this movement comes from the Oliver Corners shopping center, the Mount Eden Post Office, residences, and other businesses in that vicinity. This traffic would be mainly diverted to Sleepy Hollow Avenue and cause a significant increase in the volume of traffic on that residential street, as well as increasing travel time and delays for the broader neighborhood. See area map at Exhibit E. It should be noted that these parties were not noticed about the previous meeting of residences, and hence, a separate meeting on turn restrictions would be advised prior to taking action on that matter.

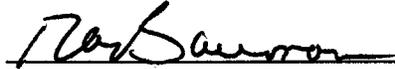
### Issue of signalizing the intersection of Aldengate/Hesperian

The current Five-Year Capital Improvement Program calls for signalizing this intersection in fiscal year 1998/99. This is due to the high volumes of traffic on these streets, excessive delays and resultant accidents. Traffic counts and other studies are now in progress to prepare a new citywide traffic signal priority list. The new priorities will be evaluated prior to establishing the new Five-Year Capital Improvement Program this June. Any new information that may significantly affect the prioritization of the Aldengate/Hesperian signal will be addressed in that process.

It should be noted that the fence collision problem is at least partially due to long delays and short gaps resulting in turning traffic speeding through the intersection and losing control. A traffic signal would help mitigate that problem by allocating right-of-way.

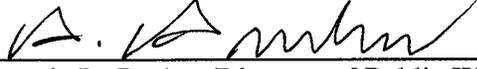
A wall at this location is estimated to cost \$210,000, the guardrail \$40,500, and signalization \$150,000. It has been suggested that the wall could be nearly funded by foregoing signalization and the guardrail. However, as pointed out above, there are separate traffic safety reasons for the signal and guardrail.

Prepared by:



Robert A. Bauman, Deputy Director of Public Works

Recommended by:

for 

Dennis L. Butler, Director of Public Works

Approved by:



Jesús Armas, City Manager

Attachments:    Exhibit A: Agenda Report 12/16/97  
                      Exhibit B: Correspondence  
                      Exhibit C: Guardrail Details  
                      Exhibit D: Accident Map  
                      Exhibit E: Area Map

*[ss\DC\fsr agenda98\transportation\collins\SleepyHollow safety improvement... #3 February 5, 1998]*



# CITY OF HAYWARD AGENDA REPORT

AGENDA DATE 12/16/97

AGENDA ITEM 15

WORK SESSION ITEM \_\_\_\_\_

To: Mayor and City Council  
From: Director of Public Works  
Subject: SAFETY IMPROVEMENT ON HESPERIAN BOULEVARD BETWEEN SLEEPY HOLLOW AVENUE AND THE OLIVER ESTATE

### Recommendation:

It is recommended that the City Council authorize:

1. Installation, by Purchase Order Contract, of a metal beam guardrail to address safety concerns along Hesperian Boulevard, between Sleepy Hollow Avenue and the Oliver Estate.
2. Transfer of \$40,000 from the General Fund to the Transportation System Improvement Fund, and appropriate the additional \$40,000 to the Quick Response Traffic Safety Project for 1997/98.

### Background/Discussion:

At the September 2, 1997, City Council meeting, most residents of Lauderdale Avenue whose properties back up to Hesperian Boulevard submitted a petition expressing concern about vehicular traffic from Hesperian Boulevard hitting their fences and entering their backyards. They requested a protective block wall along the west side of Hesperian Boulevard in order to prevent vehicles from entering into their homes. A map of the petitioners' area is attached as Exhibit A.

The petition states that since 1990, there have been 22 injury accidents and 17 property damage accidents on Hesperian Boulevard, from Sleepy Hollow Avenue to the Oliver Estate. The accident information had been extracted from a map in the Glen Eden Neighborhood Plan, which specifically indicated the total number of accidents at the intersection of Hesperian Boulevard and Aldengate Way during the period from January 1, 1990, to July 3, 1995. Since accident records are maintained for only a five-year period, our current accident records cover January 1, 1992, to the present. In order to better understand the residents' safety concerns, staff discussed individual accidents with Diana Bruzzone, the petition circulator. A description of each applicable accident was provided Ms. Bruzzone in order to compare them with the understanding and recollection of several of the other petitioners. Staff also looked at a larger area along Hesperian Boulevard beginning at the eastbound State Route 92 ramps and ending at Tennyson Road. According to City records, since 1992 there have been two fatalities, 109 injury accidents, and 111 property damage accidents along this length of Hesperian Boulevard a length of about .6 miles; however, only six accidents were a result of vehicles hitting either the fence or the curb in front of the fence and all six were within about 200 feet of the Aldengate intersection.

In response to the concerns of the citizens, staff investigated several alternatives to provide increased safety against accidents. However, only the construction of a metal beam guardrail was found to be appropriate in this case.

### Metal Beam Guardrail

A guardrail is usually installed to reduce the severity of run-off-the-road accidents. A metal beam guardrail is the standard for embankment and fixed object protection. It is made up of a "W" shaped metal beam, mounted on wood or galvanized steel posts and blocks. The guardrail may deflect up to two feet on impact and provide some dissipation of energy through the displacement of posts and flattening of rail elements.

Recently, the City has installed a guardrail on Second Street in a similar situation where there were correctable collisions. The subject segment of Hesperian Boulevard, from Sleepy Hollow Avenue to the Oliver Estate, meets the state criteria for guardrail installation. This excludes the section of Pacific Gas & Electric (PG&E) right-of-way, where there is an existing 4-foot-high chain link fence that has been installed recently. This section does not require a barricade since it is a vacant lot. A guardrail would be installed 18 inches from the edge of the curb.

Two other alternatives, which were studied but not recommended, include the petitioner's requested block wall and a concrete barrier, which are both described below.

Block Wall Alternative

A block wall would consist of a reinforced hollow-unit masonry block-wall six feet in height. There are various locations throughout the City with existing block walls, such as Tennyson Road from Industrial Boulevard to Bahama Avenue, Winton Avenue from the I-880 Freeway to Stonewall Avenue, and Hesperian Boulevard from Middle Lane to West Avenue. Most of these were installed in the late 70's and early 80's as part of an arterial improvement program, which was not continued due to lack of funds. Block walls were installed for sound attenuation and to mitigate the noise created by traffic on the roadway and not as a safety improvement. Staff researched transportation publications and found nothing about walls being used to protect against collision damage. Its sole purpose is to mitigate sound. There is no information available regarding the effectiveness of block walls in preventing property damage from accidents. Additionally, staff telephone-surveyed various cities (South San Francisco, Oakland, San Jose, and Fremont). Those cities do not use block walls as protective traffic control devices. Consequently, this alternative is not recommended.

Staff also considered the possible precedent-setting ramifications of installing soundwalls throughout the City where residential lots back up to arterials. A survey of such locations and a cost estimate for installation of soundwalls is provided in Exhibit B. The total cost to the City of such a program is estimated at over \$2,000,000.

Concrete Barrier Alternative

A concrete barrier poured in place may be used instead of a metal beam guardrail as a protective device. Concrete barriers are 2.7 feet in height. They are mainly used on the median rather than at the roadside. As rigid barriers they do not deflect upon impact, but dissipate impact energy within the vehicle suspension system at shallow angle impacts, and by displacement of vehicle sheet metal at severe angles. The severity of impact can be greater with a concrete barrier than with a guardrail at high angles. Accidents involving left turns tend to hit the roadside at a sharp angle. Because all six recorded accidents that hit the fence or curb during the past five years involved left-turning traffic, a concrete barrier would not be a good choice for this location. There are no applicable standards for the installation of concrete barriers where they would increase the severity of impact.

Project Cost:

A protective device from Sleepy Hollow Avenue to the Oliver Estate, excluding the PG&E right-of-way, would be a total of 926 feet in length. Staff has estimated the costs of the recommended guardrail and the two alternatives, as follows.

Recommended Guardrail

Installation .....	\$ 38,000
Inspection .....	2,500
	<u>          </u>
	\$ 40,500

Block Wall Alternative

Construction Total .....	\$168,000
Design & Preliminary Survey .....	25,000
Inspection & Construction Survey .....	<u>17,000</u>
Total Estimated Project Cost .....	\$210,000

Poured Concrete Barrier Alternative

Poured-in-Place Concrete Type 60 barrier .....	\$37,000
Inspection .....	<u>2,500</u>
Total Estimated Project Cost .....	\$39,500

Funding:

There is no specific funding program for this type of work, although the previous guardrail on Second Street was funded using approximately \$14,000 from this year's allocation of \$20,000 for transportation safety projects. Staff recommends that an additional \$40,000 be transferred from the General Fund in order to increase this year's appropriation for the Quick Response Traffic Safety Project to \$60,000.

Schedule:

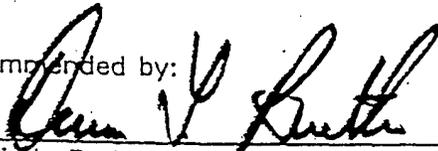
If Council approves staff's recommendation to proceed with a purchase order contract, the following schedule can be met:

Prepare bid package	February 6, 1998
Receive purchase order bids	March 13, 1998
Start construction	March 23, 1998
Complete Construction	April 20, 1998

Prepared by:

  
Robert A. Bauman, Deputy Director of Public Works

Recommended by:

  
Dennis L. Butler, Director of Public Works

Approved by:

  
Jesús Armas, City Manager

Exhibits: Exhibit A: Petitioners Map  
Exhibit B: City Wide Sound Wall Cost Estimate

[PW-E&T MH/fsr Agenda97/HespWall 12/10/97]



CITY WIDE SOUND WALL COST ESTIMATE

ITEM	LOCATION	QUANTITY	UNIT PRICE (LN.FT)	TOTAL
1	West side of Hesperian Blvd. between Sleepy Hollow and Oliver Estate	926	227	\$210,000
2	East side of Industrial Blvd. from 100' north of Cryer St. to 100' south of Cryer St.	200	227	\$45,400
3	East side of Industrial Blvd. from Hwy. 92 to 400' north of Arl Ave.	3000	227	\$681,000
4	East side of Hesperian Blvd. from 500' north of Cathy Way to 100' south of Cathy Way	600	227	\$136,200
5	East side of Hesperian Blvd. from Hwy. 92 to 200' north of Aldengate Way	340	227	\$77,180
6	East side of Hesperian Blvd. from 100' south of Bolero Ave. to Catalpa Way	1300	227	\$295,100
7	North side of Turner Ct. from 200' east of Hesperian Blvd. to Calaroga Ave.	1050	227	\$238,350
8	Both sides of Meek Ave. from Myrtle St. to C St.	1000	227	\$227,000
9	Northeast side Filbert St. from Meek Ave. to C St.	600	227	\$136,200
Total =				\$2,046,430

RECEIVED

SAHA

JAN 21 1998

SOUTHGATE AREA HOMEOWNERS ASSOCIATION  
DEPT. OF PUBLIC WORKS  
ENGINEERING AND TRANSPORTATION DIVISION  
729 POINCIANA STREET - HAYWARD CALIFORNIA 94545  
Phone [510] 782-2824 ~ Email ewbthwd@msn.com

CLK JAN20'98 PM12:14

January 18, 1998

Mr. Dennis Butler  
Public Works Director  
City of Hayward  
777 B Street  
Hayward, California 94541-5007

Re: Safety Improvements along Hesperian Blvd.

Dear Mr. Butler,

The members of the Southgate Area Homeowners Association met to discuss the choices available to the city for improving the conditions along Hesperian Blvd. near Aldengate. All the solutions that had been addressed in the Staff Report dated December 16, 1997 were discussed.

The association does not feel that any of the options listed in the report are the best choice for the area. Instead we suggest another option be explored. That the median within Hesperian Blvd. be redesigned to allow left turns from southbound Hesperian to eastbound Aldengate. No left turns from Aldengate to Southbound Hesperian would be allowed.

If the median was constructed in this way, Many If not all of the problems associated with this area would be solved. The vehicles that have broken through the rear fences of the homes on Lauderdale Avenue have been coming from Aldengate Way. Under this plan that movement would not be allowed. Those vehicles wishing to proceed south on Hesperian, If leaving the shopping center would use the driveway onto Tennyson Road, Homes in the area behind the center could use Sleepy Hollow to proceed south.

This intersection was of importance to both the Glen Eden and Southgate Neighborhood Task Forces. Glen Eden residents coming from Sleepy Hollow used this intersection to access the Oliver Corners Shopping Center, The new median design will still allow that movement and also allow the return trip to take place. The Southgate residents felt that a traffic signal was not needed at this location and if installed would hamper traffic on Hesperian Blvd. Due to the concentration of signals, Hesperian could not do it's job of moving traffic causing vehicles to take to the residential side streets. With the new median design the concerns of safety and access would be addressed. No traffic signal would be needed.

The concrete barrier and the soundwalls that have been considered would not provide the safety needed. In fact the concrete barrier, As we have seen with the recent accident on 880 could be fatal. The same is true with soundwalls. Soundwalls have not stopped automobiles in the past.

CITY OF HAYWARD



Public Works Department  
Engineering & Transportation Division



January 14, 1998

Robert Pitta  
2226 Sleepy Hollow Avenue  
Hayward CA 94545

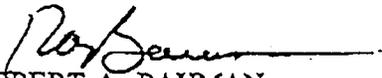
Dear Petitioner:

As those of you who attended the December 16, 1997, City Council may recall, safety improvements on Hesperian Boulevard between Sleepy Hollow and the Oliver Estate were considered. Options under consideration were a block wall, metal beam guardrail, or concrete barrier along the west side of this portion of Hesperian Boulevard. The City Council directed staff to meet with the residents and return this matter to the City Council for further consideration at a later date.

Accordingly, you are cordially invited to attend a meeting with city staff concerning this matter. In attendance from staff will be David Ferguson, Streets Maintenance Manager, Daniel Collins, Transportation/Development Manager, and myself. The meeting will be held at 7:00 p.m. on Thursday, January 25, 1998, at the City Council Work Session meeting room on the second floor of City Hall at 777 "B" Street. Visitor parking is available underneath the City Hall building with vehicular access off of "B" Street.

Please do not hesitate to contact Daniel Collins of my staff with any questions about this matter. His telephone number is (510) 583-4790.

Very truly yours,

  
TO: ROBERT A. BAUMAN  
Deputy Director of Public Works  
City Engineer

DC/db I will be unable to attend the meeting. However, I thought you might like to enter the attached letter I wrote to the Daily Review 2 weeks ago into the meeting record.

## Letter to the Editor

*What message does our city send?*

This past Saturday, the City of Hayward received the annual arrival of 430 selected Junior High School students and their families to attend the California Music Educators Association Winter Conference, hosted by Chabot College. This event brings together the top students in chorus, band, and orchestra from schools throughout Northern California to perform together in concert. These fine young people rehearsed together for several hours, from early morning, in preparation for their late afternoon public presentation. When released for a lunch break, many of these students began walking south on Hesperian Boulevard in groups to the several fast food restaurants in the vicinity of Tennyson Road. What started out to be a pleasant walking visit of our city soon turned into terror for some. When the students, in a group that included my 14-year old nephew, crossed Sleepy Hollow Avenue, they immediately noticed a white, dated cross affixed to a backyard fence bordering Hesperian. The students speculated to each other that someone must have died at that location. Soon the students encountered second and third crosses attached to the fences. At this point the students began conversing their concerns that they must be walking on a dangerous sidewalk. Several strides more, the students passed a fourth cross and encountered a large, brightly colored sign proclaiming "Don't Kill Our Kids". Stepping off the curb to observe the remainder of the fence line towards Tennyson, and realizing that many more crosses (11) were posted, a frightened student proclaimed that "someone has been running down kids here!". In terror, the group immediately bolted across the four lanes and center divider of Hesperian in search of safety, the slowest of the group narrowly avoiding being struck by a motorist. After returning to rehearsal, these students learned that numerous other students had encountered the crosses and experienced similar fears that they represented children killed.

Where did these crosses and signs originate? A woman who recently purchased a home on Lauderdale Avenue, which backs up to Hesperian, has been waging a campaign to get the taxpayers of Hayward to replace her backyard wooden fence with a concrete block wall. She espouses that this is a safety issue in that several motorists have crashed through these fences, endangering the residents and their children. To garner attention and sympathy for this issue, the 15 wooden crosses and various signs have been posted on the fences to draw the attention of all who pass the area. The crosses are dated, supposedly to indicate dates of vehicles into, and through the fences. However, this visual message is misleading, intentional or not. Although there have been in fact numerous accidents, as a 15 year resident of the neighborhood I happen to know that not all the fence damage indicated by the crosses were caused by vehicle transgressions.

If in fact this lady is truly focused on the issue of safety, why did she recently rebuke the City's suggestion that it install an engineered guardrail to prevent vehicle penetration into the yards? She claims that this is not sufficient, that a block wall is required. Yet, guardrails are commonly used, effectively, as freeway dividers and roadway edging on mountain cliffs. Could it be that there is a hidden agenda? Are taxpayers being asked to provide a sound-wall and no maintenance fencing for the personal convenience of this lady and her neighbors? As a resident of the neighborhood, I too would benefit from the quieting effect of a sound wall. However, I purchased my home realizing I would have to cope with the traffic noise. And, I certainly would not ask other residents of the City to fund the construction of sound-proofing fencing for my benefit.

Other than the negative appearance of death along Hesperian Boulevard, the crosses serve only to distract vehicle motorists, which in itself creates a safety liability. Why doesn't the City remove them as part of its graffiti removal and traffic safety programs?

*Bob*  
Bob Pitta  
783-6244 home  
885-3791 work

1/20/98

To: Mr. Don Butler, Director of Public Works, City of Hayward  
From: Robert & Susan Kallestad

Subject: Personal opinions Re: A solution to the Hesperian Blvd.--Aldengate Ave. traffic/accident problem.

(1) It is our feeling that an 8 foot reinforced concrete/cement block wall should be installed on Hesperian Blvd between Sleepy Hollow Ave. and the Oliver Estate property. This would consist of a 3 foot high solid concrete wall to prevent auto intrusions into property owners back yards and topped by a 5 foot cement block wall for sound suppression.

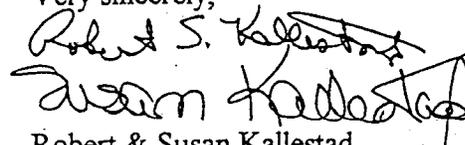
(2) That the planned traffic light at Hesperian Blvd. and Aldengate Ave. be eliminated from consideration. If this light was installed it still would not correct the problem of left turn red light runners loosing control and causing an incident. Also, if you installed the traffic light at Hesperian and Aldengate it would be the 5th traffic light in just slightly over 1/4 mile (starting from Depot Road).

(3) That "No Left Turn" signs be installed at Aldengate Ave. and Hesperian Blvd. This would do away with any Aldengate left turn out-of-control situations and would be a minimal inconvenience for drivers to proceed to Hesperian and Sleepy Hollow and make a controlled U-turn.

(4) We believe this would be a relatively cost conscious solution because with the \$120,000 saved by not installing an Aldengate Ave. traffic light and the \$40,000 transferred from the Public Works Dept. recommended barrier, most of the monies are available for the above project.

(5) The pedestrian walkway on the Westside of Hesperian Blvd. between Sleepy Hollow Ave. and Tennyson Ave. is presently an asphalt sidewalk. This is the only section of walkway between the City of San Lorenzo and the Western Garden Nursery that is not standard concrete sidewalk. We feel this would be the perfect time to correct that situation and at the same time provide an attractive looking, intrusion protecting, sound suppressing wall in a cost effective manner which, in conjunction with the "No Left Turn" signs, would eliminate the cause of these accidents as evidenced by the police investigation reports.

Very sincerely,



Robert & Susan Kallestad  
(510) 782-8249

January 22, 1998

To: City of Hayward

Attn. Mr. Robert Bauman and Staff,

As homeowners living on Lauderdale Avenue, and with our backyard facing Hesperian Blvd. feel we should have a cement block wall because it will prevent cars from coming/crashing into our backyards. We have not had that experience yet, but we are always thinking if it will be our backyard the next time. We know some of our neighbors have not been that lucky.

We thank you for the attention you give to this problem.

Yours truly.....

ED & Neri Collazo  
26910 Lauderdale Ave.  
Hayward, Ca. 94545

A handwritten signature in cursive script that reads "Ed & Neri Collazo". The signature is written in dark ink and is positioned below the typed name and address.

January 19, 1998

Nicholas & Debra Miscione  
26966 Lauderdale Ave.  
Hayward, CA. 94545  
(510) 887-6252

Dear Hayward City Council Members,

*We have lived in our house since 1986. When we first moved into this neighborhood it was a much quieter, safer area. There was traffic noise to contend with and a few automobile accidents to deal with but nothing like it has become.....A NIGHTMARE!*

*If we could afford it we would definitely move out of this area, leaving behind many friends we have become close to. Last summer WE actually had a car come thru our neighbors back fence (from Hesperian) bounce off the back of their house, come thru our community fence and hit our deck in our backyard. We think if it hadn't been for our deck with a spa (filled with water) who knows WHERE the car may have ended up OR how much more damage would have been done.*

*As it was, we had to have our entire side fence replaced, our deck totally re-built (which required the spa to be emptied and moved) and several plants replaced. Our neighbors had to have both side fences replaced plus the back fence. There was extensive structural damage to their home also.*

*It is very fortunate that we were not using our deck or spa at the time of this accident. Who knows what may have happened if that were the case.*

*Many of our other neighbors have told us of similar property damage and the uneasy feeling it gives all of us to be in our backyards or sometimes in our homes and hear the loud screeching of tires and wonder whose yard may be invaded next.*

*Our neighborhood meetings have told us one thing for sure, we all agree we need a solution to this problem. We feel the best solution is a combination of a wall, a barrier and the addition of a NO LEFT TURN sign from Aldengate onto southbound Hesperian. We have been told by our block captain Diane Bruzzone that there is no such barrier/wall combination that is available on a city street.*

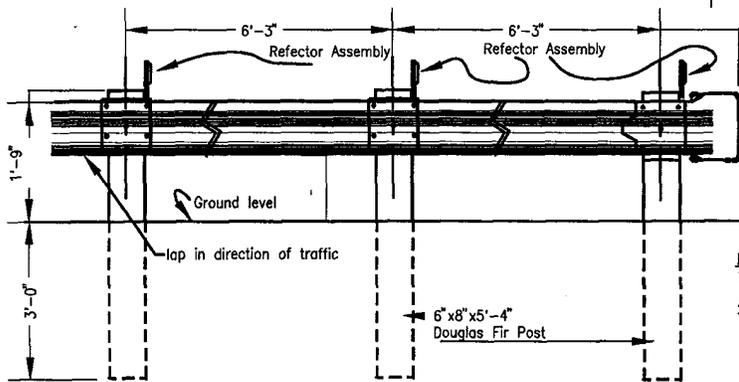
*We do not feel a metal barrier is the solution for our neighborhood. This would create yet another problem: people standing on the barrier either to look into our backyards and homes or possibly even assisting them in jumping the fences and gaining access to our properties.*

*Please consider our side of this. We are the property owners, the people who live with this situation day and night and would appreciate your further consideration as to the best solution to all of these problems.*

*Thank you for your time.*

*Nicholas & Debra Miscione*

*Concerned Citizens of Hayward*

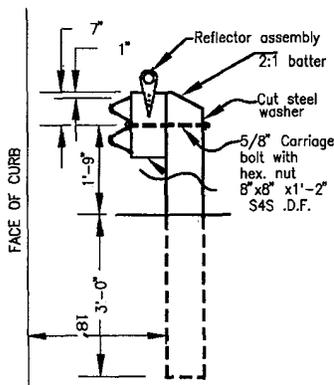


**NOTES:**

1. Guard rail posts shall be construction grade Douglas Fir. Douglas Fir shall be pressure treated.
2. The guard rail shall be galvanized. See Standard Specifications.

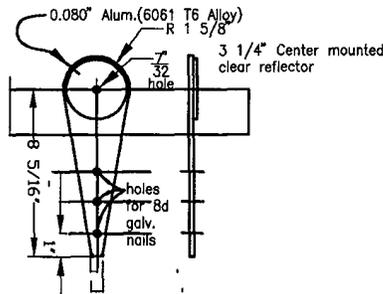
**STEEL BEAM GUARD RAILING**

NO TO SCALE



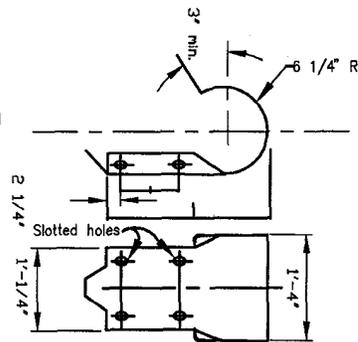
**SIDE VIEW**

NOT TO SCALE



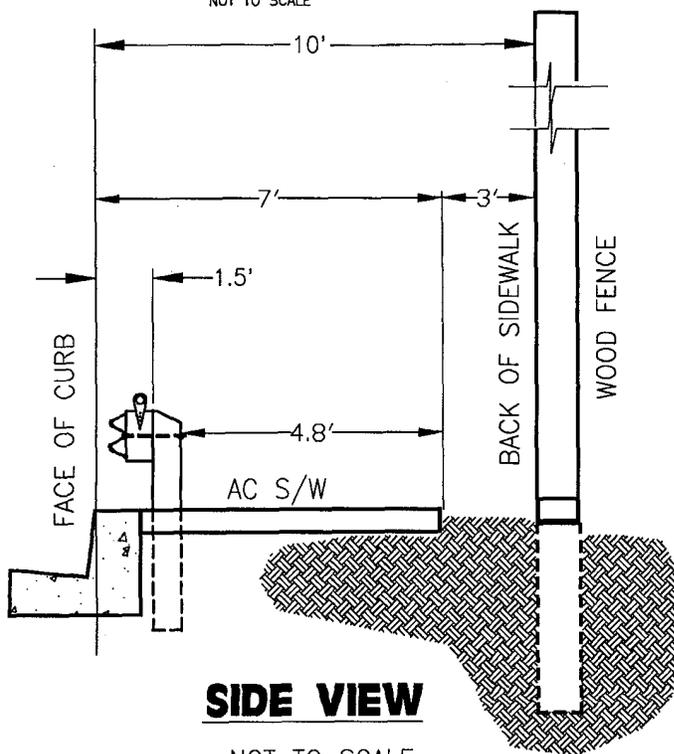
**REFLECTOR ASSEMBLY**

NOT TO SCALE



**TERMINAL SECTION**

NOT TO SCALE



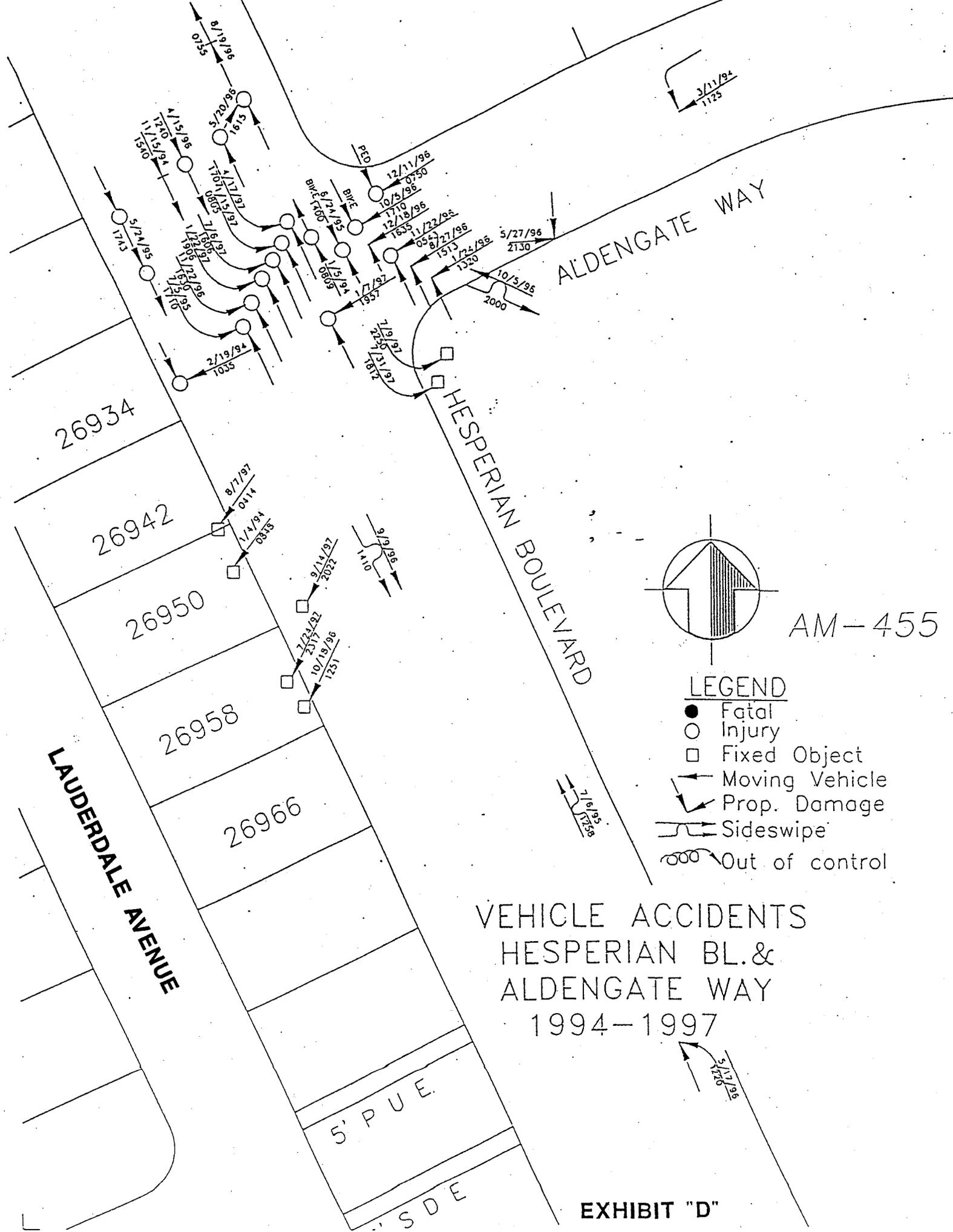
**SIDE VIEW**

NOT TO SCALE

ROBERT A. BAUMAN  
 CITY ENGINEER, CITY OF HAYWARD  
 R.C.E. No. 48140  
 REGISTRATION EXPIRES 6-30-00

CITY OF HAYWARD ENGINEERING DIVISION		HESPERIAN BLVD GUARD RAIL INSTALLATION BETWEEN SLEEPY HOLLOW AVE. AND TENNYSON ROAD	
DESIGNED BY ROBERT A. BAUMAN	CHECKED BY [Signature]	DATE OCT, 1997	SCALE 1"=100'
PROJECT NO. [Blank]	FILE NO. [Blank]	DATE [Blank]	SCALE [Blank]

**EXHIBIT C**



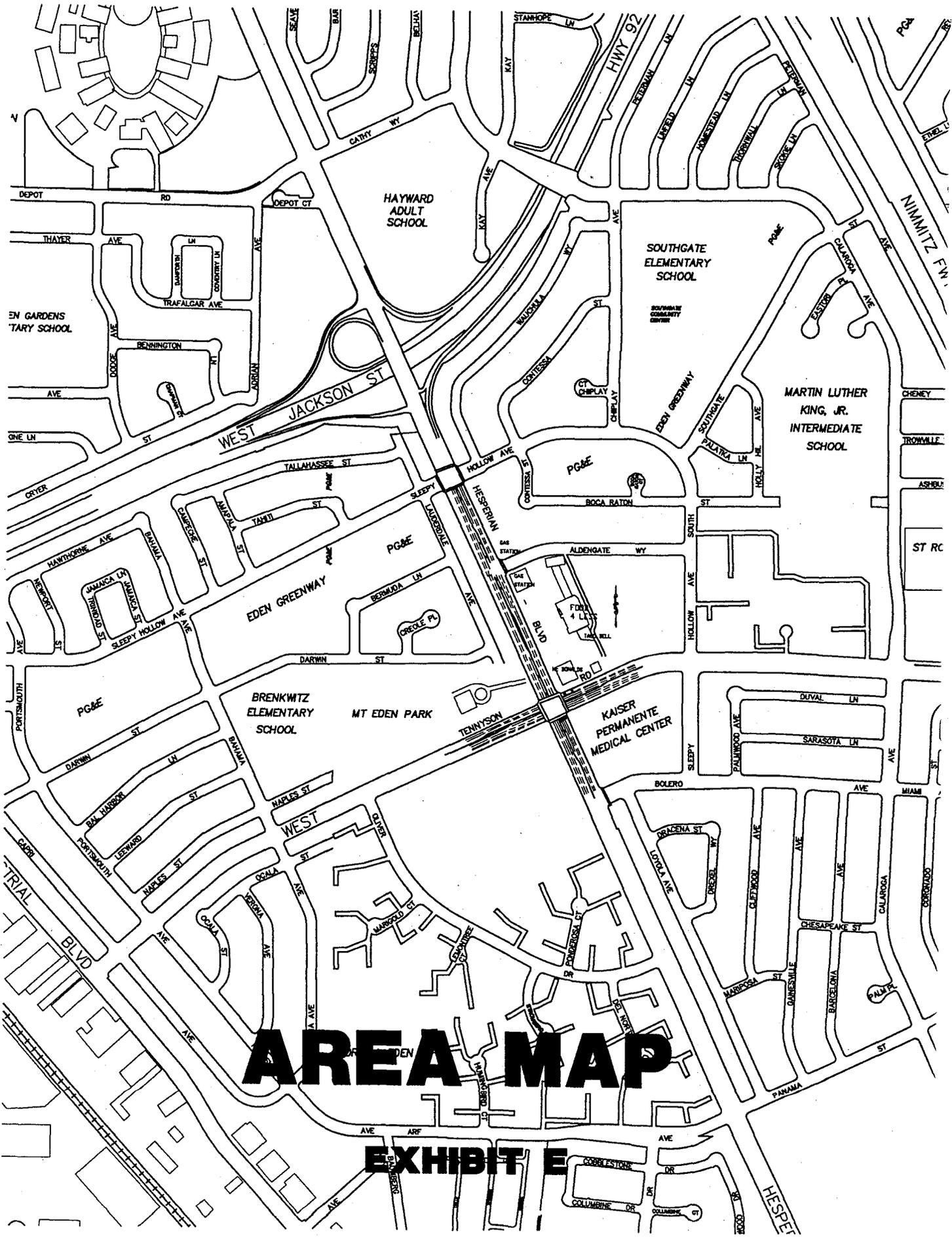
VEHICLE ACCIDENTS  
 HESPERIAN BL. &  
 ALDENGATE WAY  
 1994-1997

AM-455

**LEGEND**

- Fatal
- Injury
- Fixed Object
- Moving Vehicle
- ↪ Prop. Damage
- ~ Sideswipe
- ∞ Out of control

EXHIBIT "D"



# AREA MAP

## EXHIBIT E

HAYWARD CITY COUNCIL 

RESOLUTION NO. \_\_\_\_\_

Introduced by Council Member \_\_\_\_\_

**RESOLUTION AUTHORIZING THE CITY MANAGER OR  
HIS DESIGNEE TO PROCEED BY PURCHASE ORDER  
CONTRACT TO INSTALL A METAL BEAM  
GUARDRAIL ON HESPERIAN BOULEVARD IN THE AREA  
BETWEEN SLEEPY HOLLOW AVENUE AND THE OLIVER  
ESTATE**

BE IT RESOLVED by the City Council of the City of Hayward that the City Manager or his designee is hereby authorized and directed to proceed with a Purchase Order Contract, to install a metal beam guardrail along Hesperian Boulevard in the area between Sleepy Hollow Avenue and Tennyson Road, in an amount not to exceed \$40,500.

IN COUNCIL, HAYWARD, CALIFORNIA \_\_\_\_\_, 1998

ADOPTED BY THE FOLLOWING VOTE:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST: \_\_\_\_\_  
City Clerk of the City of Hayward

APPROVED AS TO FORM:

\_\_\_\_\_  
City Attorney of the City of Hayward

HAYWARD CITY COUNCIL

RESOLUTION NO. \_\_\_\_\_

Introduced by Council Member \_\_\_\_\_

RESOLUTION AMENDING RESOLUTION 97-098, AS  
AMENDED, THE BUDGET RESOLUTION FOR FISCAL  
YEAR 1997-98, RELATING TO A TRANSFER OF  
FUNDS FROM THE GENERAL FUND TO THE  
TRANSPORTATION SYSTEM IMPROVEMENT FUND  
QUICK RESPONSE TRAFFIC SAFETY PROJECT

BE IT RESOLVED by the City Council of the City of Hayward that Resolution No. 97-098, as amended, the Budget Resolution for fiscal year 1997-98, is hereby amended by approving a transfer of \$40,000 from the General Fund to the Transportation System Improvement Fund, Fund 420, for the Quick Response Traffic Safety Project for installation of a guardrail along Hesperian Boulevard in the area between Sleepy Hollow Avenue and Tennyson Road.

IN COUNCIL, HAYWARD, CALIFORNIA \_\_\_\_\_, 1998

ADOPTED BY THE FOLLOWING VOTE:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST: \_\_\_\_\_  
City Clerk of the City of Hayward

APPROVED AS TO FORM:

\_\_\_\_\_  
City Attorney of the City of Hayward

HAYWARD CITY COUNCIL

RESOLUTION NO. \_\_\_\_\_

Introduced by Council Member \_\_\_\_\_

RESOLUTION AMENDING RESOLUTION 97-100, AS AMENDED, THE BUDGET RESOLUTION FOR CAPITAL PROJECTS FOR FISCAL YEAR 1997-98, RELATING TO AN APPROPRIATION OF FUNDS TO THE QUICK RESPONSE TRAFFIC SAFETY PROJECT

BE IT RESOLVED by the City Council of the City of Hayward that Resolution No. 97-100, as amended, the Budget Resolution for Capital Projects for fiscal year 1997-98, is hereby amended by approving an appropriation of \$40,000 from the Transportation System Improvement Fund, Fund 420, for the Quick Response Traffic Safety Project, Project 5893 for installation of a guardrail along Hesperian Boulevard in the area between Sleepy Hollow Avenue and Tennyson Road.

IN COUNCIL, HAYWARD, CALIFORNIA \_\_\_\_\_, 1998

ADOPTED BY THE FOLLOWING VOTE:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST: \_\_\_\_\_  
City Clerk of the City of Hayward

APPROVED AS TO FORM:

\_\_\_\_\_  
City Attorney of the City of Hayward