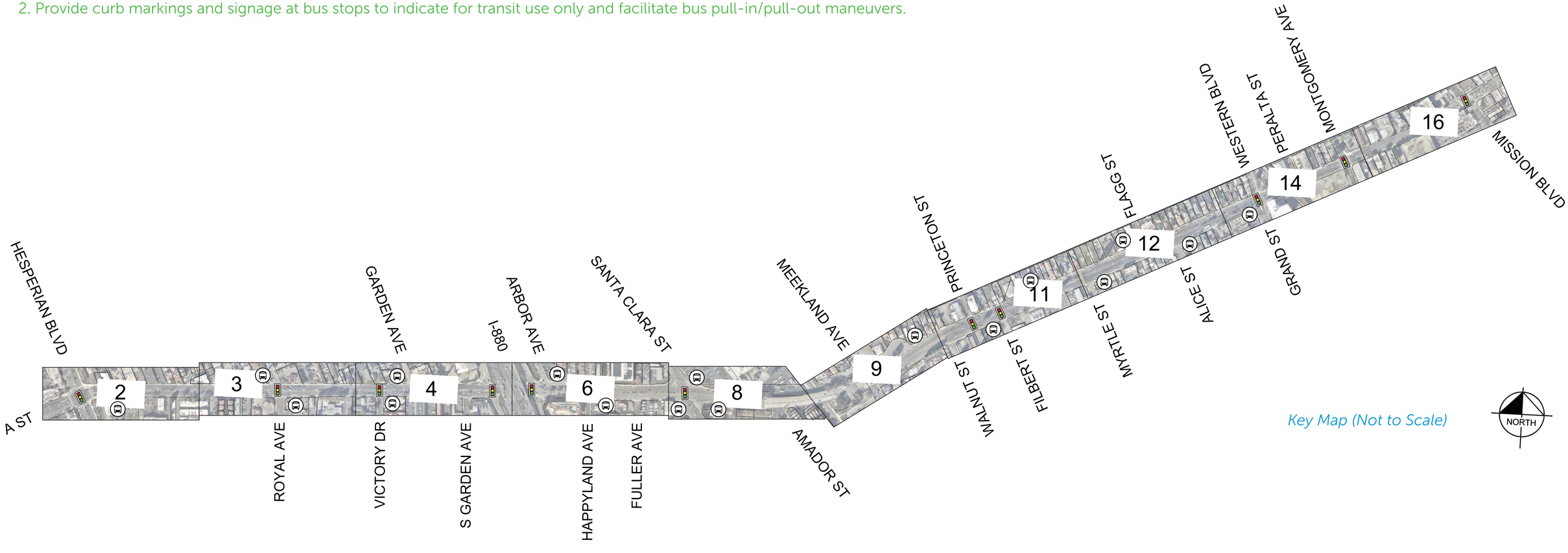
A Street Illustrative Concepts

CORRIDOR-WIDE RECOMMENDATIONS

Traffic Calming Recommendations
1. Coordinate traffic signals to align with City goals (improve traffic operational performance, limit traffic speeds, etc.).
2. Install retroreflective backplates on all traffic signals.
3. Refresh or add roadway markings, including crosswalks and bicycle lane markings, using thermoplastic.
4. Add advanced stop bars at all intersections.

Pedestrian Recommendations
1. Install pedestrian-scale lighting throughout the entire corridor.
2. Upgrade curb ramps to comply with current ADA standards.
3. Modify median noses that intrude into marked crosswalks.
4. Add red curb for daylighting in accordance with AB 413.

Bicycle/Transit Recommendations
1. Avoid bicycle/transit conflicts at bus stops by implementing transit islands, shared cycle track stops, or other treatments.
2. Provide curb markings and signage at bus stops to indicate for transit use only and facilitate bus pull-in/pull-out maneuvers.



Key Map (Not to Scale)

Segment 1 — Hesperian Boulevard to I-880 Interchange

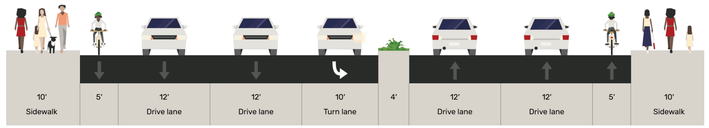
SHEET 1

Legend

- Cross Section Location (#)
- Railroad
- Signalized Intersection

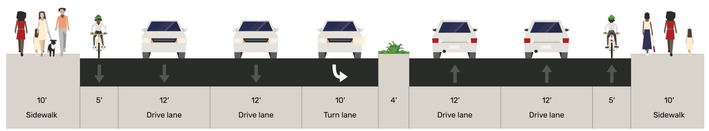
EXISTING CONDITIONS

Class II bike lanes in both directions.



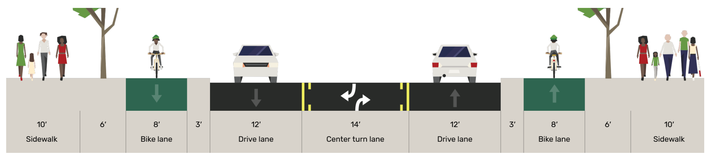
LOW IMPACT OPTION:
Existing Conditions with Spot Improvements

Existing conditions with spot improvements such as pedestrian scale lighting, protected traffic signal phasing, RRFBs, etc.



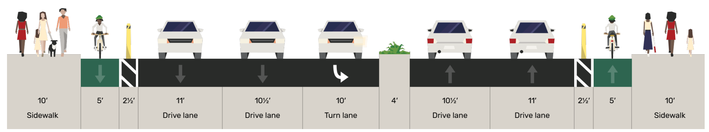
HIGH INVESTMENT OPTION 1:
Road Diet and Raised Separated Bike Facility

Implement a road diet to upgrade bike lanes to sidewalk level Class IV separated bike lanes in both directions.



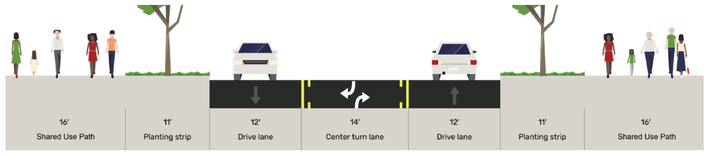
CONTINUOUS BIKE FACILITY:
Lane Narrowing and Flex Post Separated Bike Facility

Narrow travel lanes to upgrade bike lanes to Class IV separated bike lanes in both directions.



HIGH INVESTMENT OPTION 2:
Road Diet and Shared Use Paths

Implement a road diet to create Class I shared use paths in both directions.



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Segment 1 — Hesperian Boulevard to I-880 Interchange

SHEET 2

Typical Cross Sections

See **SHEET 1** for existing cross section and proposed alternatives.

Legend

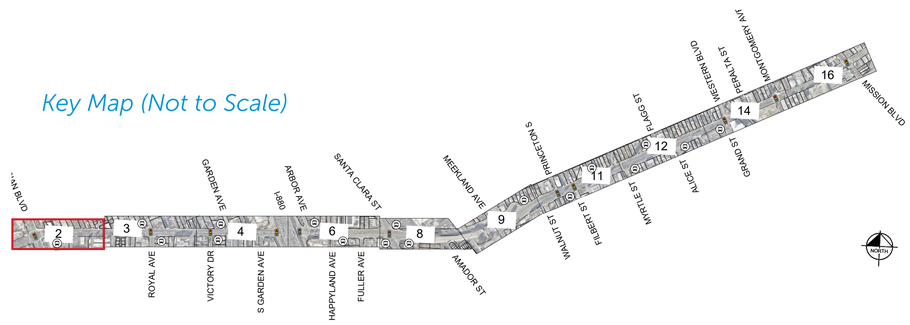
SPOT IMPROVEMENT

- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\Corner Bulb-Out
- Add High Visibility Crosswalk
- Add Rectangular Rapid Flashing Beacons (RRFB)
- Add Right-Turn Only Signage
- Add Other Signage
- Add Pedestrian Refuge Island
- Implement Protected Intersection
- Upgrade Curb Ramp to meet ADA standards

EXISTING

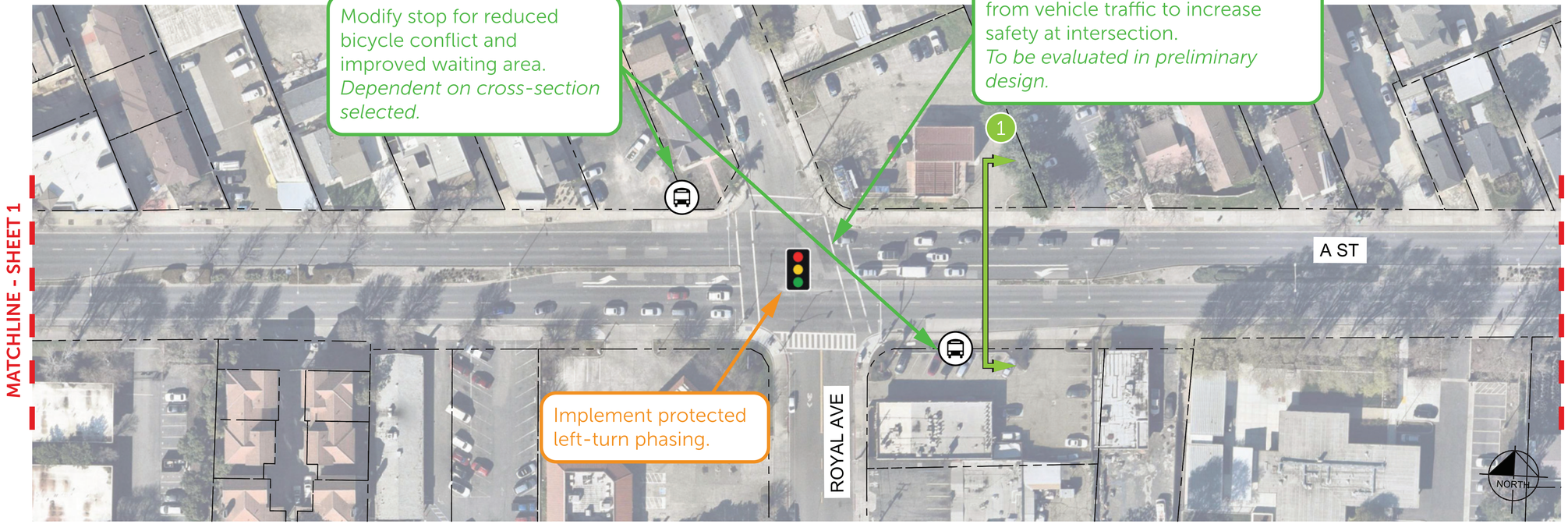
- Bus Stop
- Parcel Line
- Signalized Intersection

Key Map (Not to Scale)



Segment 1 — Hesperian Boulevard to I-880 Interchange

SHEET 3



Typical Cross Sections

See **SHEET 1** for existing cross section and proposed alternatives.

Legend

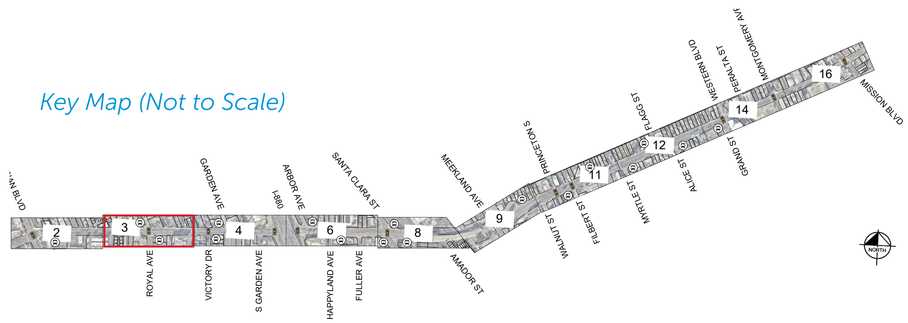
SPOT IMPROVEMENT

- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\Corner Bulb-Out
- Add High Visibility Crosswalk
- Add Rectangular Rapid Flashing Beacons (RRFB)
- Add Right-Turn Only Signage
- Add Other Signage
- Add Pedestrian Refuge Island
- Implement Protected Intersection
- Upgrade Curb Ramp to meet ADA standards

EXISTING

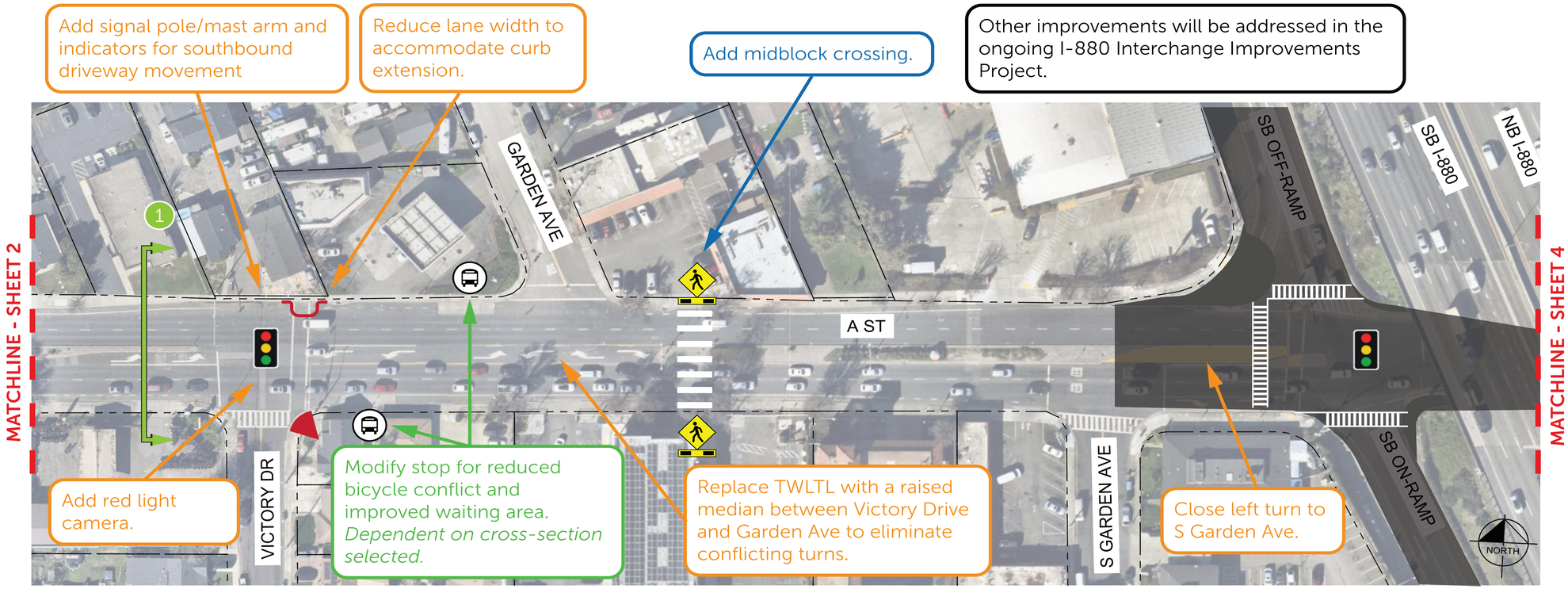
- Bus Stop
- Parcel Line
- Signalized Intersection

Key Map (Not to Scale)



Segment 1 — Hesperian Boulevard to I-880 Interchange

SHEET 4



Typical Cross Sections

See **SHEET 1** for existing cross section and proposed alternatives.

Legend

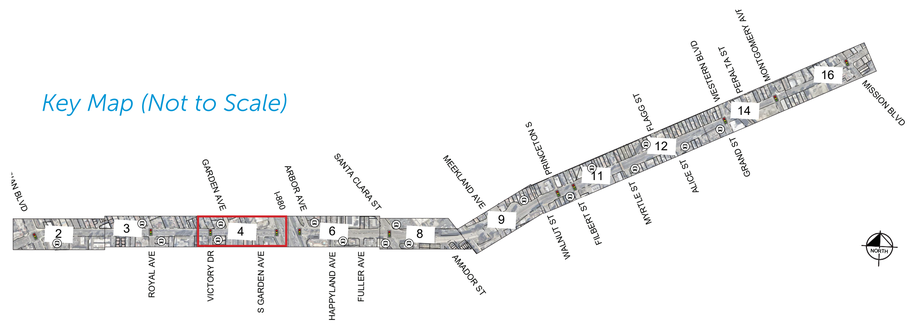
SPOT IMPROVEMENT

- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\Corner Bulb-Out
- Add High Visibility Crosswalk
- Add Rectangular Rapid Flashing Beacons (RRFB)
- Add Right-Turn Only Signage
- Add Other Signage
- Add Pedestrian Refuge Island
- Implement Protected Intersection
- Upgrade Curb Ramp to meet ADA standards

EXISTING

- Bus Stop
- Parcel Line
- Signalized Intersection

Key Map (Not to Scale)



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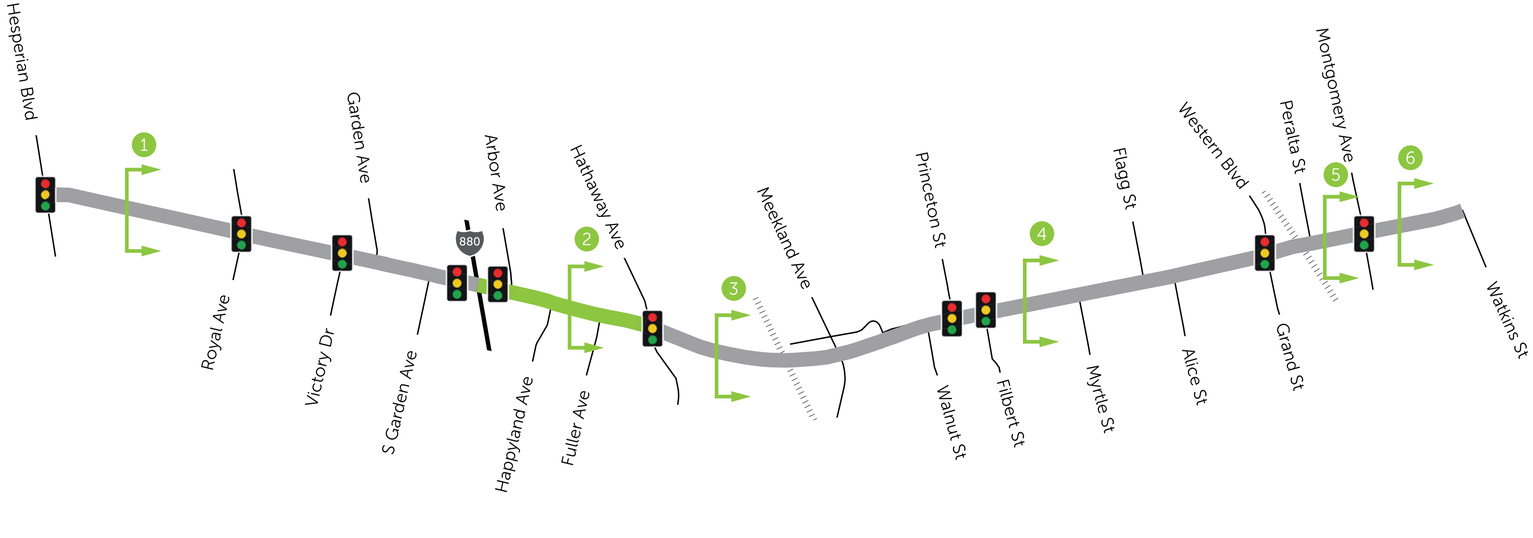
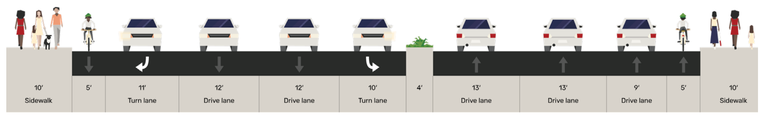
Segment 2 — I-880 Interchange to Hathaway Avenue

SHEET 5



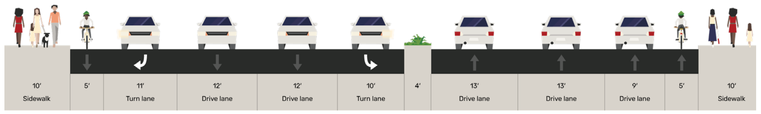
EXISTING CONDITIONS

Class II bike lanes in both directions.



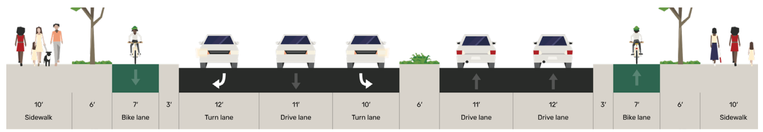
LOW IMPACT OPTION:
Existing Conditions with Spot Improvements

Existing conditions with spot improvements such as improved roadway markings, a median refuge island, etc.



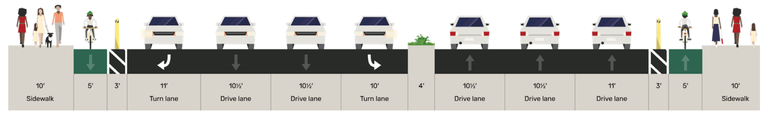
HIGH INVESTMENT OPTION 1:
Road Diet and Raised Separated Bike Facility

Implement a road diet to upgrade bike lanes to sidewalk level Class IV separated bike lanes in both directions.



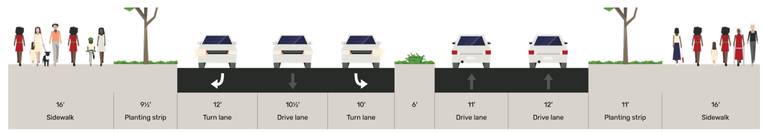
CONTINUOUS BIKE FACILITY:
Lane Narrowing and Separated Bike Facility

Narrow travel lanes to upgrade bike lanes to Class IV separated bike lanes in both directions.



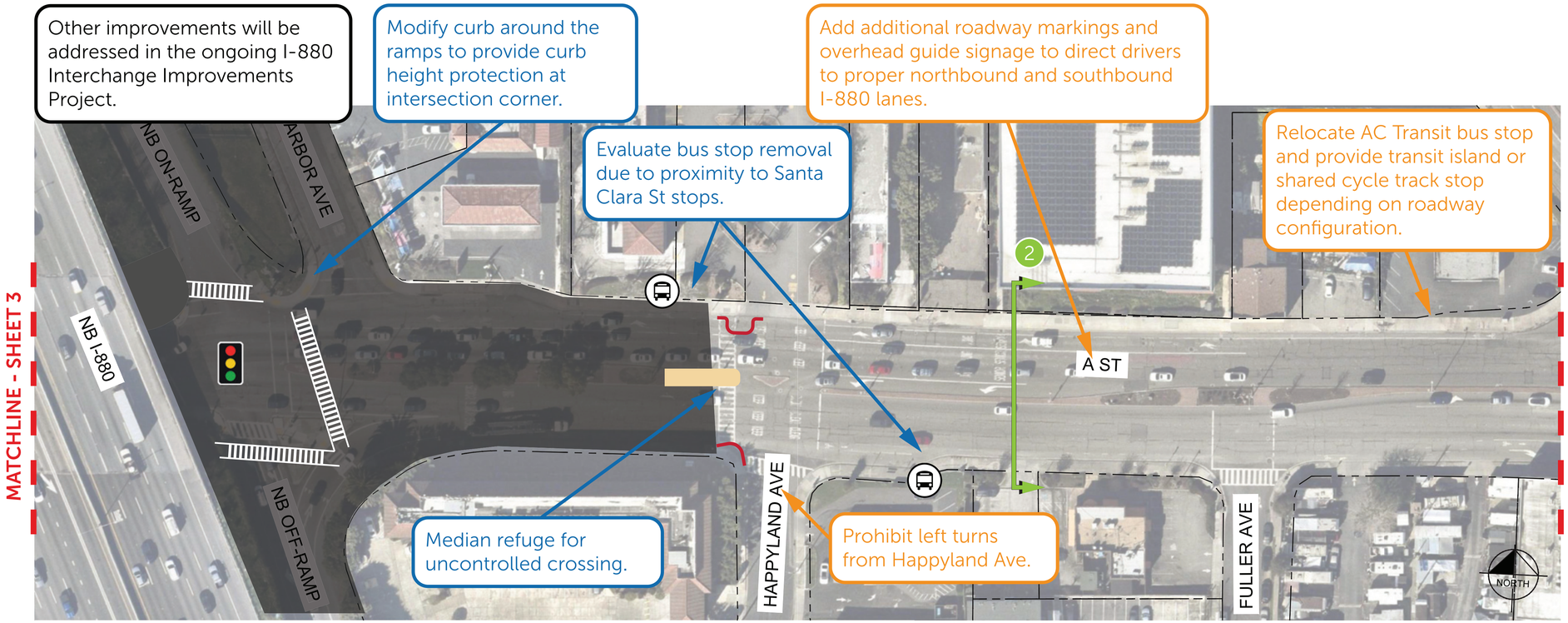
HIGH INVESTMENT OPTION 2:
Road Diet and Shared Use Paths

Implement a road diet to create Class I shared use paths in both directions.



Segment 2 — I-880 Interchange to Hathaway Avenue

SHEET 6



Typical Cross Sections

See **SHEET 5** for existing cross section and proposed alternatives.

Legend

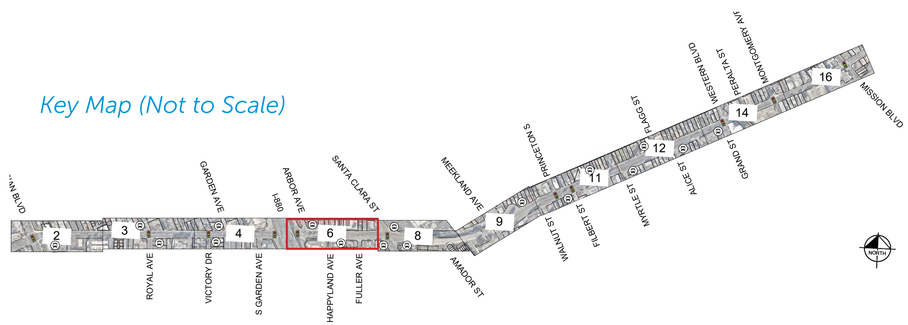
SPOT IMPROVEMENT

- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\Corner Bulb-Out
- Add High Visibility Crosswalk
- Add Rectangular Rapid Flashing Beacons (RRFB)
- Add Right-Turn Only Signage
- Add Other Signage
- Add Pedestrian Refuge Island
- Implement Protected Intersection
- Upgrade Curb Ramp to meet ADA standards

EXISTING

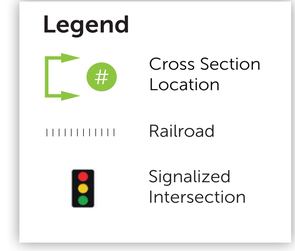
- Bus Stop
- Parcel Line
- Signalized Intersection

Key Map (Not to Scale)



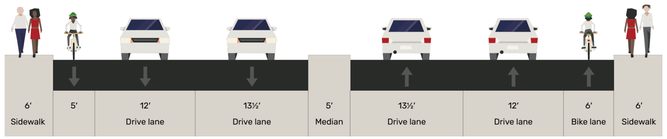
Segment 3 — Hathaway Avenue to Meekland Avenue

SHEET 7



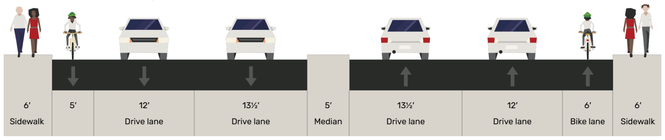
EXISTING CONDITIONS

Class II bike lanes in both directions.



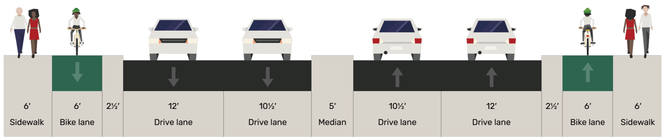
LOW IMPACT OPTION:
Existing Conditions with Spot Improvements

Existing conditions with spot improvements such as pedestrian scale lighting, speed feedback signs, etc.



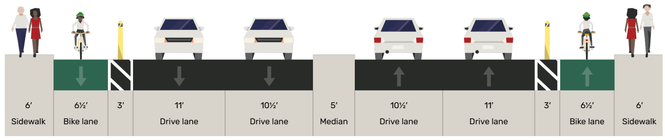
HIGH INVESTMENT OPTION:
Lane Narrowing and Raised Separated Bike Facility

Narrow travel lanes to upgrade bike lanes to sidewalk level Class IV separated bike lanes in both directions.



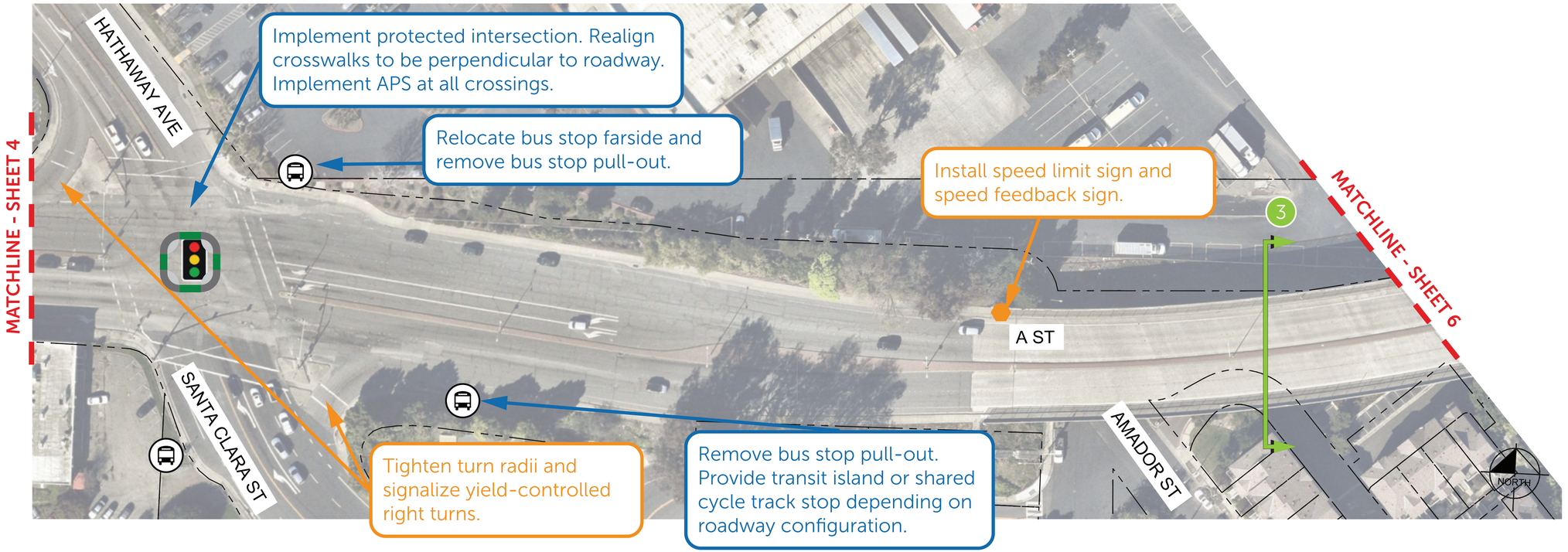
CONTINUOUS BIKE FACILITY:
Lane Narrowing and Separated Bike Facility

Narrow travel lanes to upgrade bike lanes to Class IV separated bike lanes in both directions.



Segment 3 — Hathaway Avenue to Meekland Avenue

SHEET 8



Legend

SPOT IMPROVEMENT

- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\Corner Bulb-Out
- Add High Visibility Crosswalk
- Add Rectangular Rapid Flashing Beacons (RRFB)
- Add Right-Turn Only Signage
- Add Other Signage
- Add Pedestrian Refuge Island
- Implement Protected Intersection
- Upgrade Curb Ramp to meet ADA standards

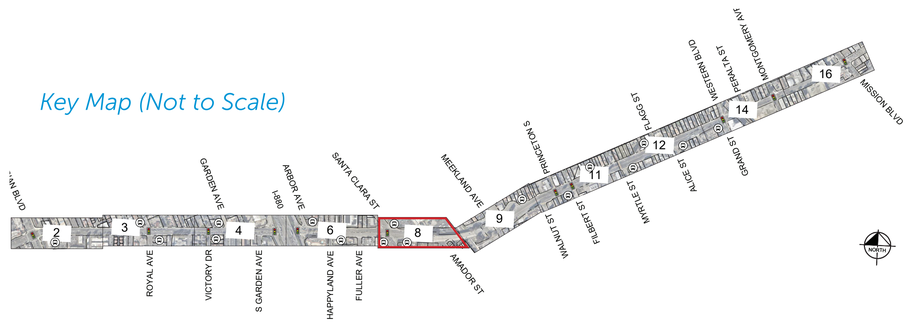
EXISTING

- Bus Stop
- Parcel Line
- Signalized Intersection

Typical Cross Sections

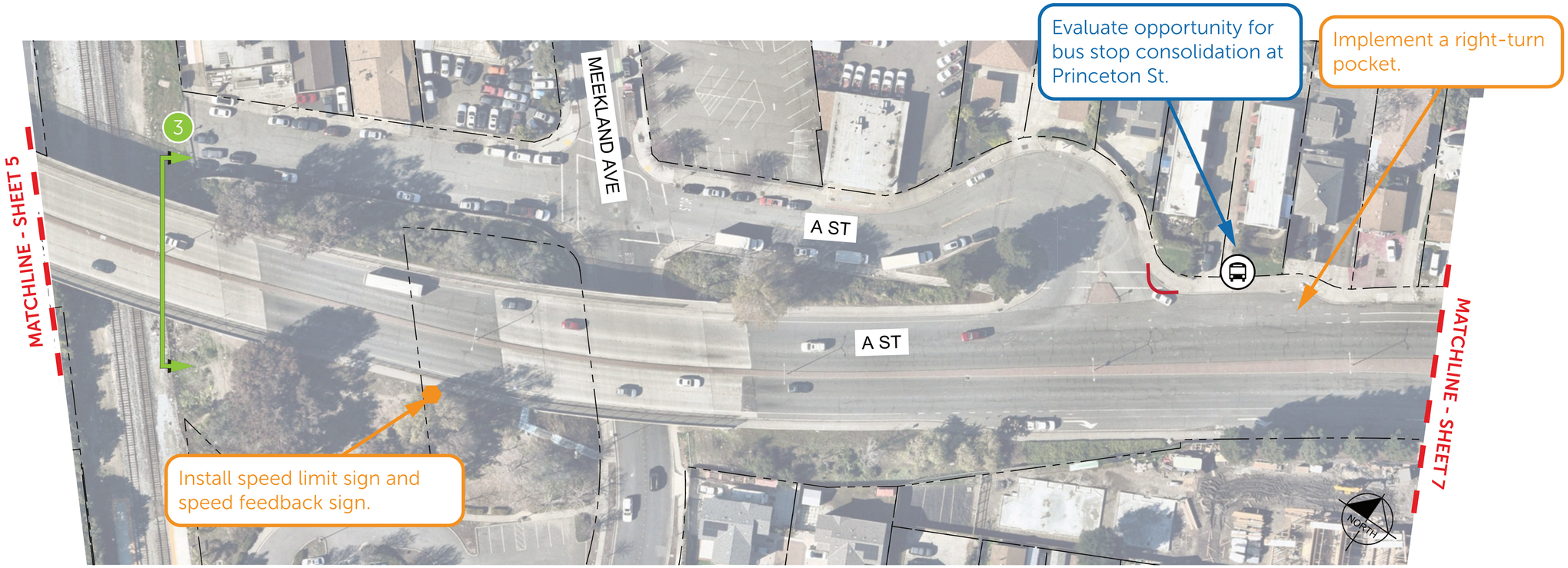
See **SHEET 7** for existing cross section and proposed alternatives.

Key Map (Not to Scale)



Segment 3 — Hathaway Avenue to Meekland Avenue

SHEET 9



Legend

SPOT IMPROVEMENT

- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\Corner Bulb-Out
- Add High Visibility Crosswalk
- Add Rectangular Rapid Flashing Beacons (RRFB)
- Add Right-Turn Only Signage
- Add Other Signage
- Add Pedestrian Refuge Island
- Implement Protected Intersection
- Upgrade Curb Ramp to meet ADA standards

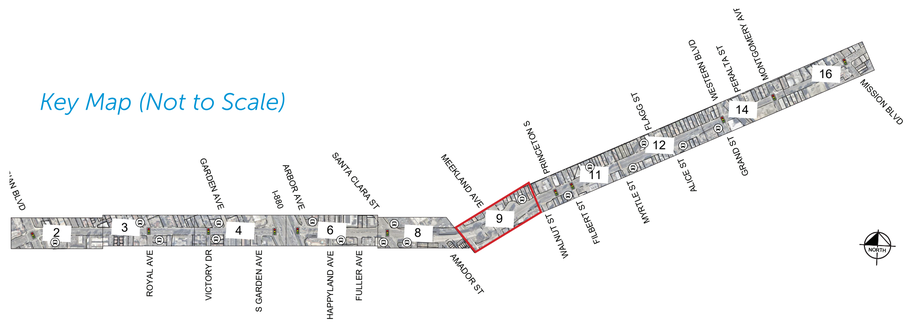
EXISTING

- Bus Stop
- Parcel Line
- Signalized Intersection

Typical Cross Sections

See **SHEET 7** for existing cross section and proposed alternatives.

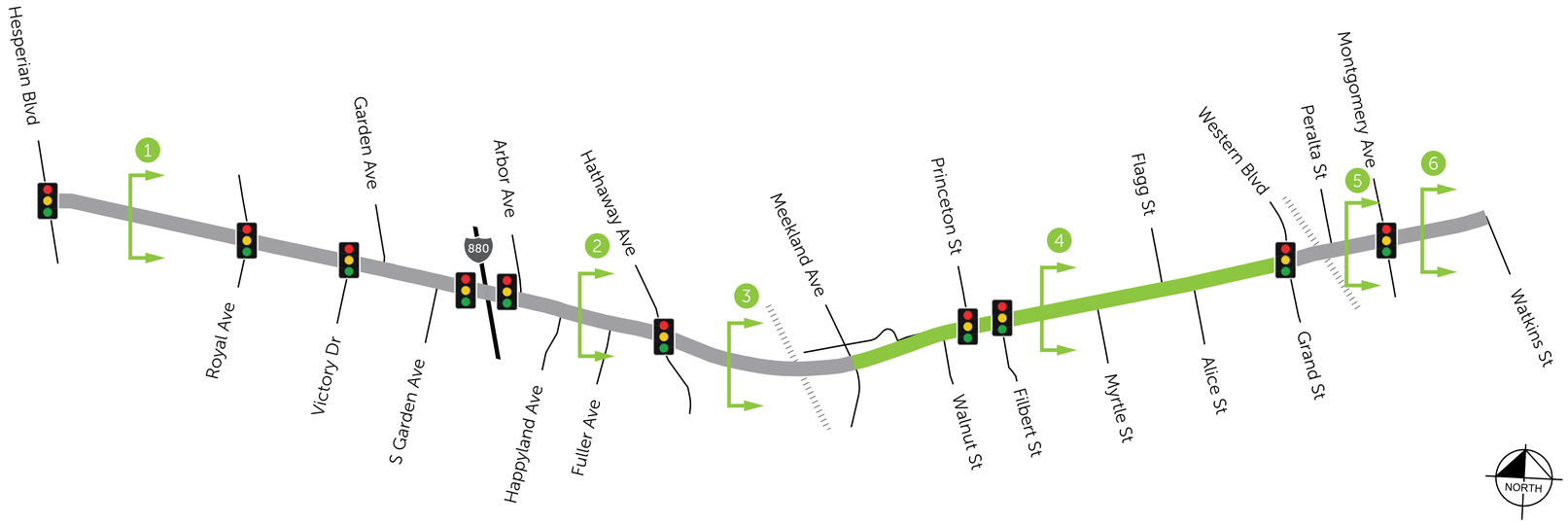
Key Map (Not to Scale)



November 2025

Segment 4 — Meekland Avenue to Grand Street

SHEET 10

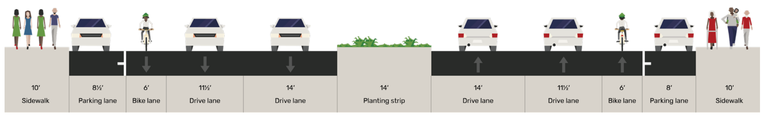


Legend

- # — Cross Section Location
- Railroad
- Signalized Intersection

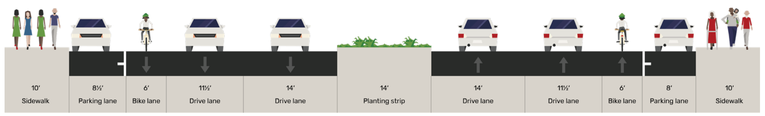
EXISTING CONDITIONS

Class II bike lanes in both directions.



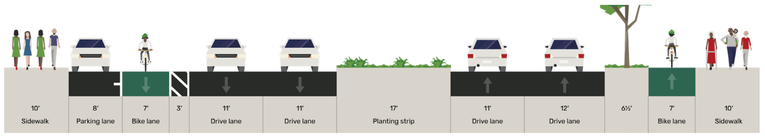
LOW IMPACT OPTION:
Existing Conditions with Spot Improvements

Existing conditions with spot improvements such as pedestrian scale lighting, protected signal phasing, RRFBs, etc.



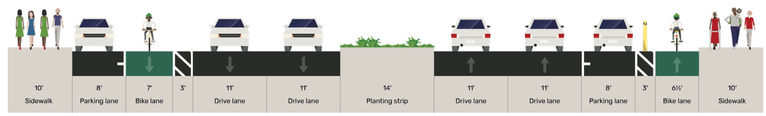
HIGH INVESTMENT OPTION 1:
Lane Narrowing, Targeted Parking Removal and Partially Raised Bike Facility

Remove parking on the south side of the street and narrow travel lanes to upgrade bike lanes to a sidewalk level Class IV separated bike lane in the eastbound direction and a Class IIB buffered bike lane in the westbound direction.



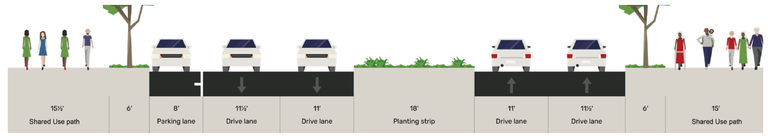
CONTINUOUS BIKE FACILITIES:
Lane Narrowing and Separated Bike Facility

Narrow travel lanes to upgrade bike lanes to a Class IV parking protected bike lane in eastbound direction and a Class IIB buffered bike lane in westbound direction.



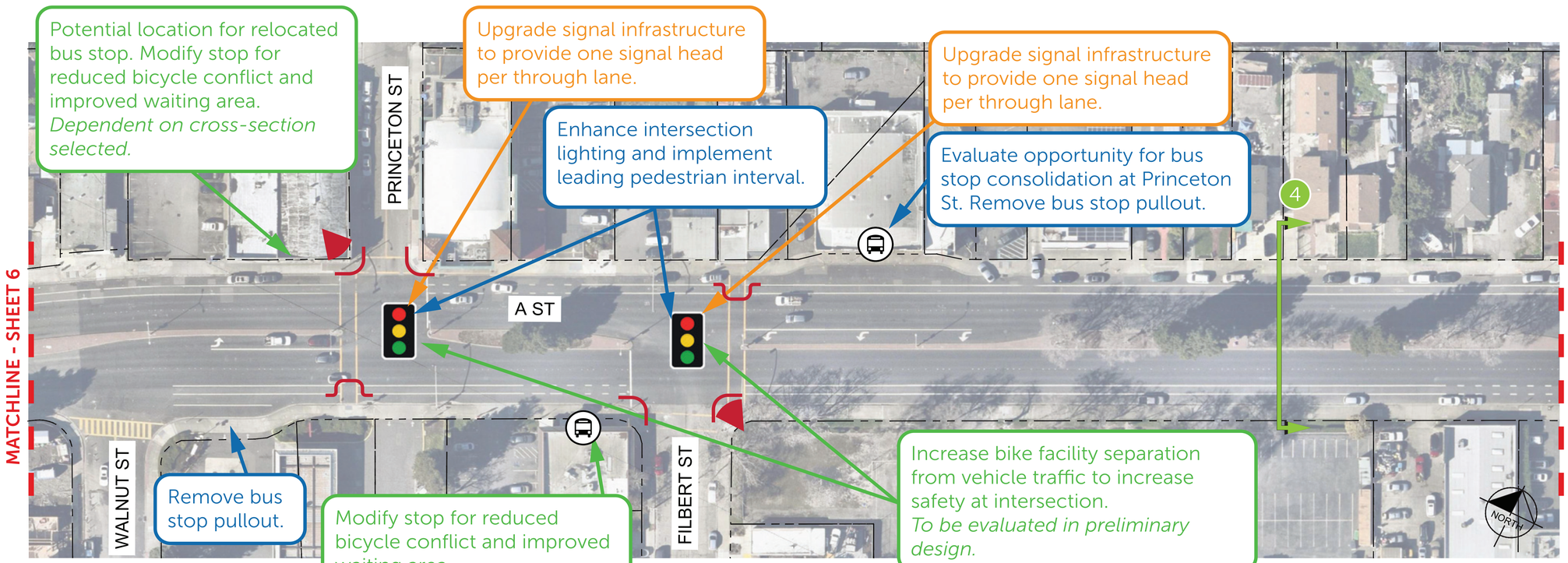
HIGH INVESTMENT OPTION 2:
Lane Narrowing, Targeted Parking Removal, and Shared Use Paths

Remove parking on the south side of the street and narrow travel lanes to create Class I shared use paths on both sides of the street.



Segment 4 — Meekland Avenue to Grand Street

SHEET 11



Typical Cross Sections

See **SHEET 10** for existing cross section and proposed alternatives.

Legend

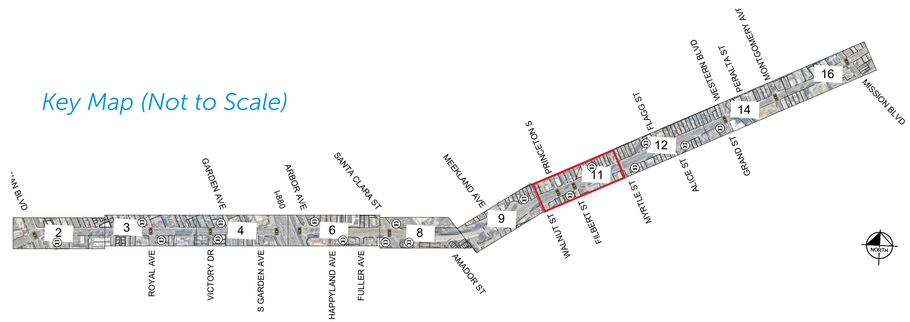
SPOT IMPROVEMENT

- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\Corner Bulb-Out
- Add High Visibility Crosswalk
- Add Rectangular Rapid Flashing Beacons (RRFB)
- Add Right-Turn Only Signage
- Add Other Signage
- Add Pedestrian Refuge Island
- Implement Protected Intersection
- Upgrade Curb Ramp to meet ADA standards

EXISTING

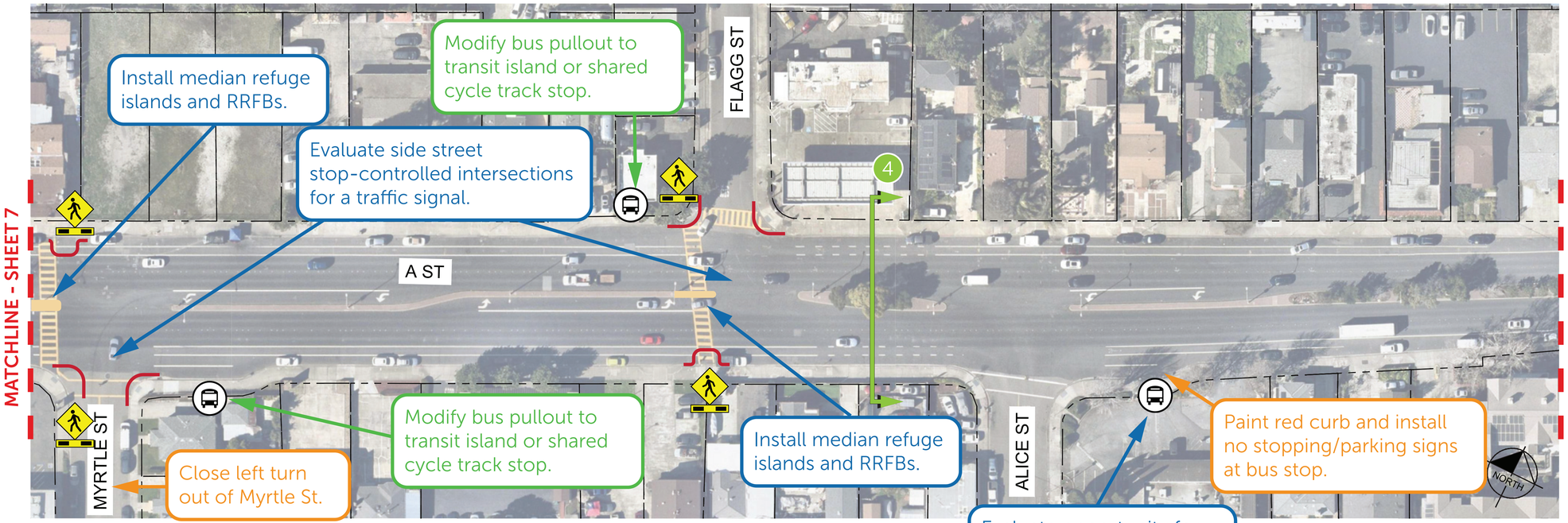
- Bus Stop
- Parcel Line
- Signalized Intersection

Key Map (Not to Scale)



Segment 4 — Meekland Avenue to Grand Street

SHEET 12



Typical Cross Sections

See **SHEET 10** for existing cross section and proposed alternatives.

Legend

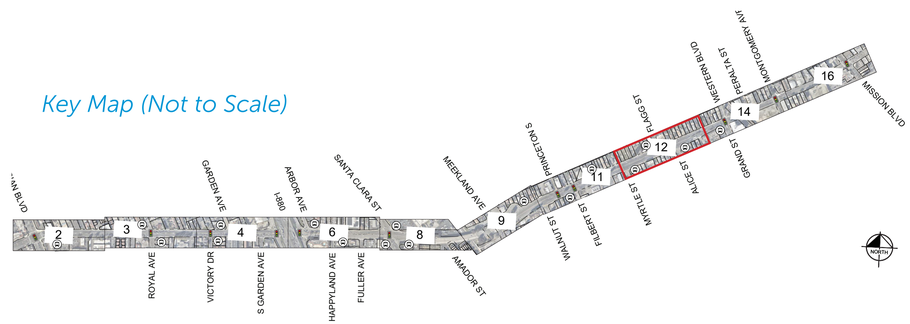
SPOT IMPROVEMENT

- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\Corner Bulb-Out
- Add High Visibility Crosswalk
- Add Rectangular Rapid Flashing Beacons (RRFB)
- Add Right-Turn Only Signage
- Add Other Signage
- Add Pedestrian Refuge Island
- Implement Protected Intersection
- Upgrade Curb Ramp to meet ADA standards

EXISTING

- Bus Stop
- Parcel Line
- Signalized Intersection

Key Map (Not to Scale)



Hayward HIN Safety Plan

A STREET

Segment 5 — Grand Street to Montgomery Avenue

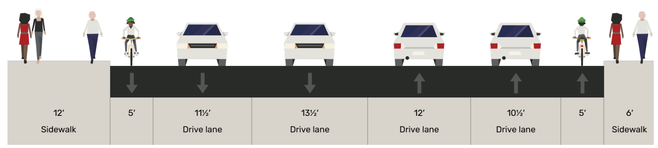
SHEET 13

Legend

- # — Cross Section Location
- Railroad
- Signalized Intersection

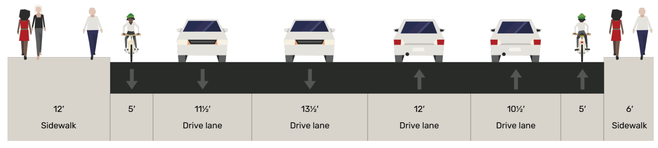
EXISTING CONDITIONS

Class II bike lanes in both directions.



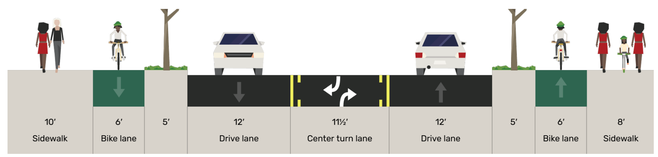
LOW IMPACT OPTION:
Existing Conditions with Spot Improvements

Existing conditions with spot improvements such as pedestrian scale lighting, protected signal phasing, etc.



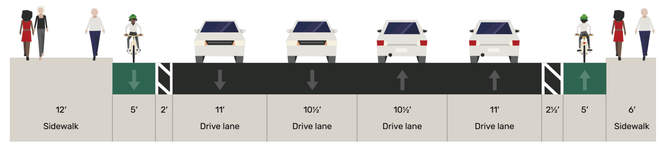
HIGH INVESTMENT OPTION 1:
Road Diet and Raised Separated Bike Facility

Implement a road diet to provide sidewalk level Class IV separated bike lanes and landscaping in both directions. The sidewalk on the south side of the street is widened and a center turn lane is provided.



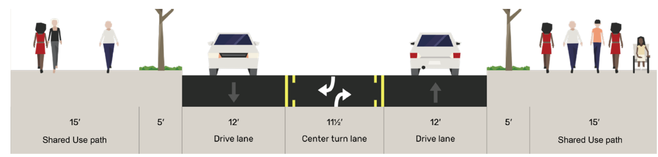
CONTINUOUS BIKE FACILITIES:
Lane Narrowing and Buffered Bike Lanes

Narrow travel lanes to upgrade bike lanes to Class IIB buffered bike lanes in both directions.



HIGH INVESTMENT OPTION 2:
Road Diet and Shared Use Paths

Implement a road diet to create Class I shared use paths and landscaping on both sides of the street. A center turn lane is also provided.



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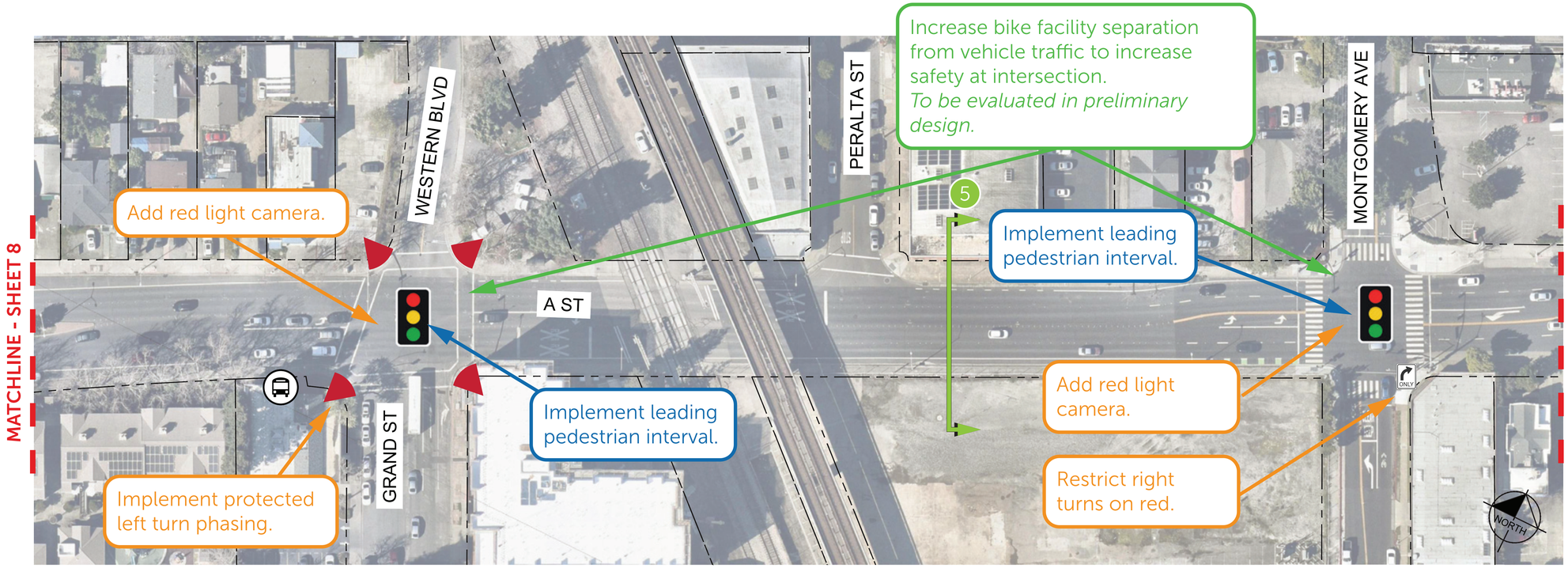
Segment 5 — Grand Street to Montgomery Avenue

SHEET 14



Typical Cross Sections

See **SHEET 13** for existing cross section and proposed alternatives.

Legend

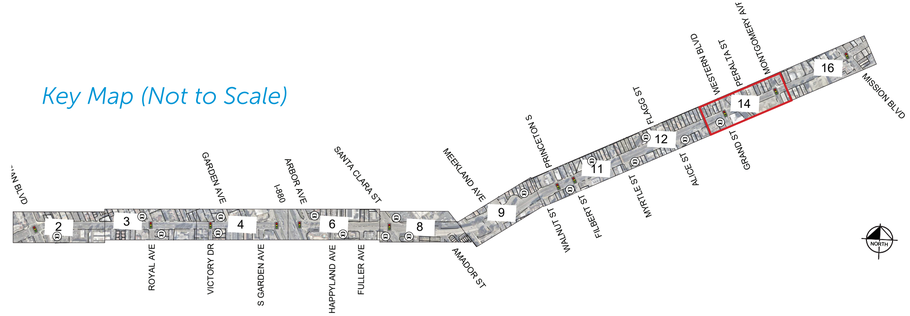
SPOT IMPROVEMENT

- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\Corner Bulb-Out
- Add High Visibility Crosswalk
- Add Rectangular Rapid Flashing Beacons (RRFB)
- Add Right-Turn Only Signage
- Add Other Signage
- Add Pedestrian Refuge Island
- Implement Protected Intersection
- Upgrade Curb Ramp to meet ADA standards

EXISTING

- Bus Stop
- Parcel Line
- Signalized Intersection

Key Map (Not to Scale)



Hayward HIN Safety Plan

A STREET

Segment 6 — Montgomery Avenue to Watkins Street

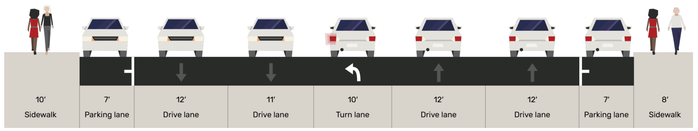
SHEET 15

Legend

- # — Cross Section Location
- Railroad
- Signalized Intersection

EXISTING CONDITIONS

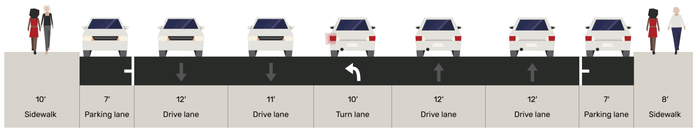
No existing bike facilities.



LOW IMPACT OPTION:

Existing Conditions with Spot Improvements

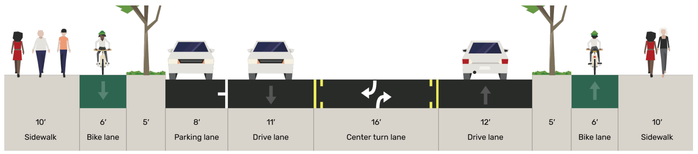
Existing conditions with spot improvements such as pedestrian scale lighting and crosswalk improvements



HIGH INVESTMENT OPTION 1:

Road Diet, Targeted Parking Removal, and Separated Bike Facility

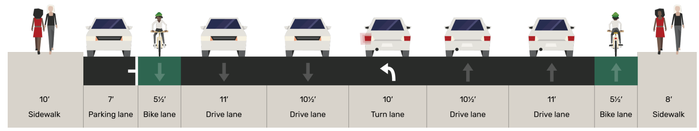
Implement a road diet to provide sidewalk level Class IV separated bike lanes and landscaping in both directions. The sidewalk on the south side of the street is widened, and a center turn lane is provided.



CONTINUOUS BIKE FACILITIES:

Lane Narrowing, Targeted Parking Removal, and Bike Lanes

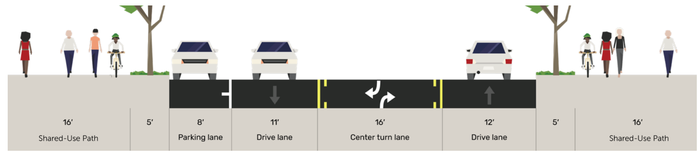
Remove parking on the south side of the street and narrow travel lanes to implement Class II bike lanes.



HIGH INVESTMENT OPTION 2:

Road Diet, Targeted Parking Removal, and Shared-Use Paths

Implement a road diet to provide Class I shared use paths and landscaping on both sides of the street. A center turn lane is provided.



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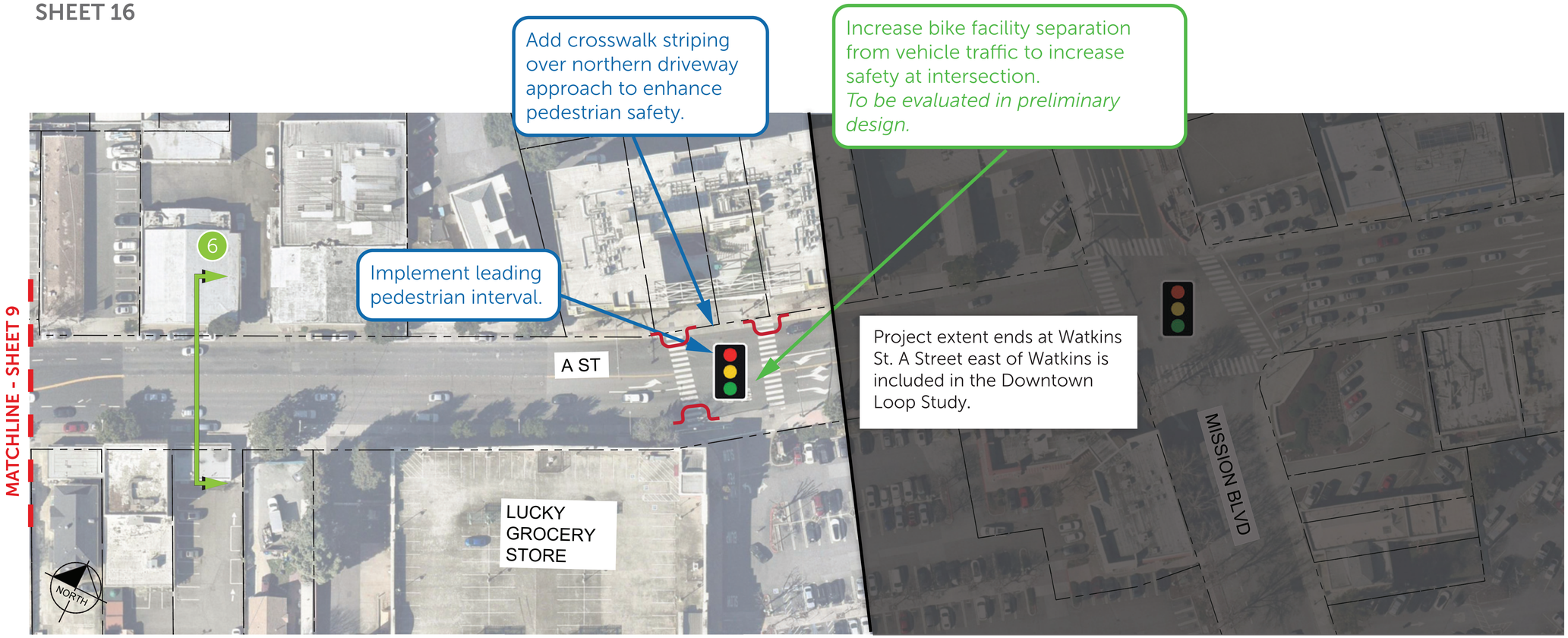
Segment 6 — Montgomery Avenue to Watkins Street

SHEET 16



Typical Cross Sections

See **SHEET 15** for existing cross section and proposed alternatives.

Legend

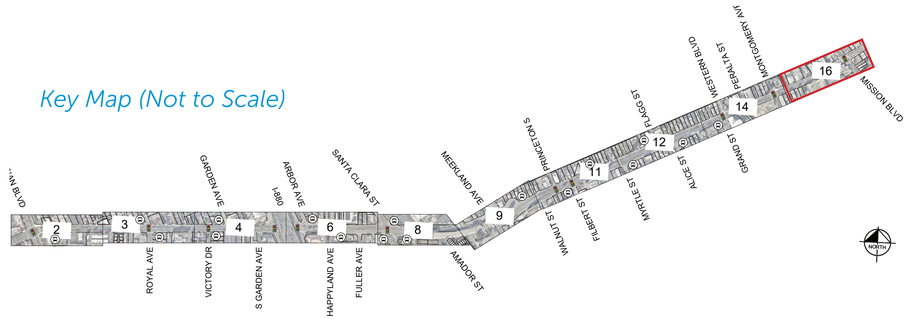
SPOT IMPROVEMENT

- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\Corner Bulb-Out
- Add High Visibility Crosswalk
- Add Rectangular Rapid Flashing Beacons (RRFB)
- Add Right-Turn Only Signage
- Add Other Signage
- Add Pedestrian Refuge Island
- Implement Protected Intersection
- Upgrade Curb Ramp to meet ADA standards

EXISTING

- Bus Stop
- Parcel Line
- Signalized Intersection

Key Map (Not to Scale)



B Street Illustrative Concepts

CORRIDOR-WIDE RECOMMENDATIONS

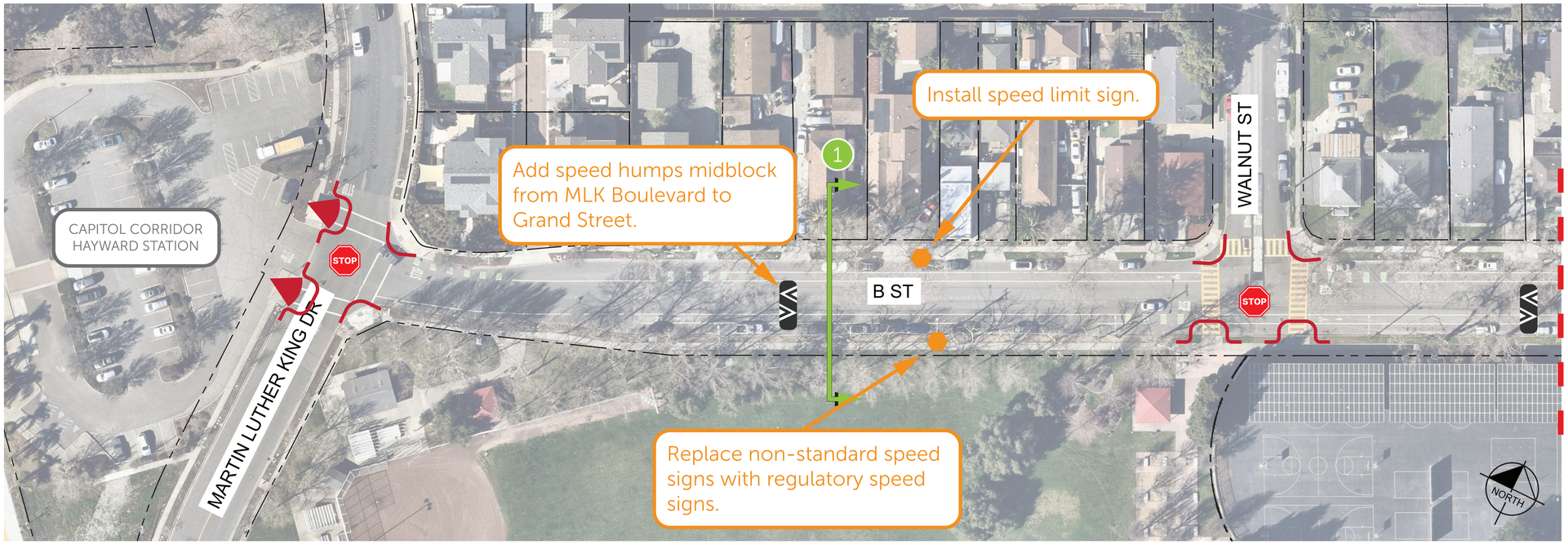
Traffic Calming Recommendations
1. Install retroreflective backplates on all traffic signals.
2. Add reflective striping to stop sign posts.
3. Add the “all way” placard below all stop signs.

Pedestrian Recommendations
1. Upgrade curb ramps to comply with current ADA standards.
2. Install pedestrian scale lighitng throughout the corridor.
3. Add red curb for daylighting in accordance with AB 413.

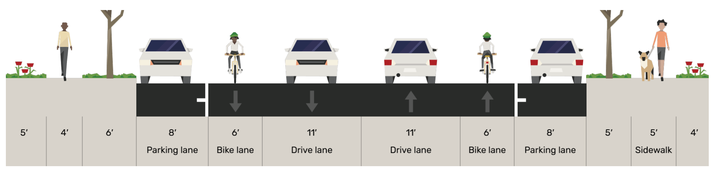
Key Map (Not to Scale)

Segment 1 — Martin Luther King Drive to Myrtle Street

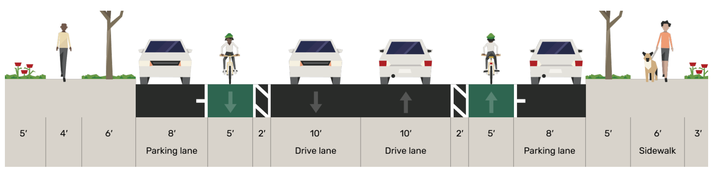
SHEET 1



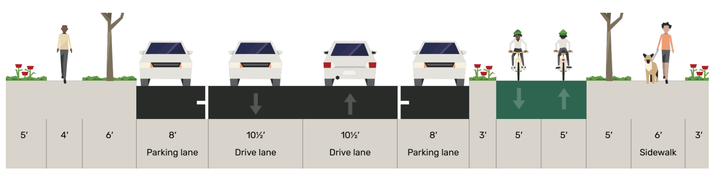
1 *Typical Cross Sections*



EXISTING CONDITIONS / *LOW IMPACT OPTION*
Class II bike lanes in both directions.
Option to add spot improvements such as traffic circles, speed humps, and curb bulb outs.



CONTINUOUS BIKE FACILITY
Narrow travel lanes to implement Class IIB buffered bike lanes. *Option to assess feasibility of traffic diverters.*



HIGH INVESTMENT OPTION
Narrow travel lanes to implement a two-way cycle track on the south side of the corridor.

Legend

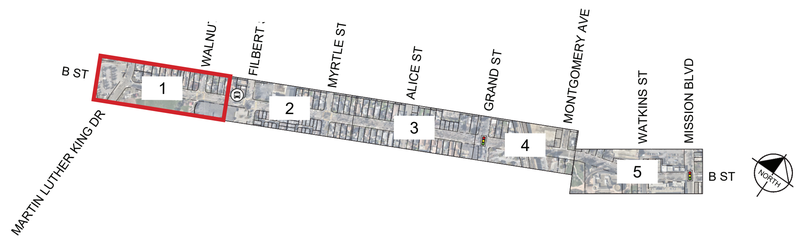
SPOT IMPROVEMENT

- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\Corner Bulb-Out
- Add Other Signage
- Add High Visibility Crosswalk
- Add Speed Hump
- Implement Neighborhood Traffic Circle or Diverters
- Upgrade Curb Ramp to meet ADA standards

EXISTING

- All-Way Stop Controlled Intersection
- Bus Stop
- Parcel Line
- Signalized Intersection

Key Map (Not to Scale)

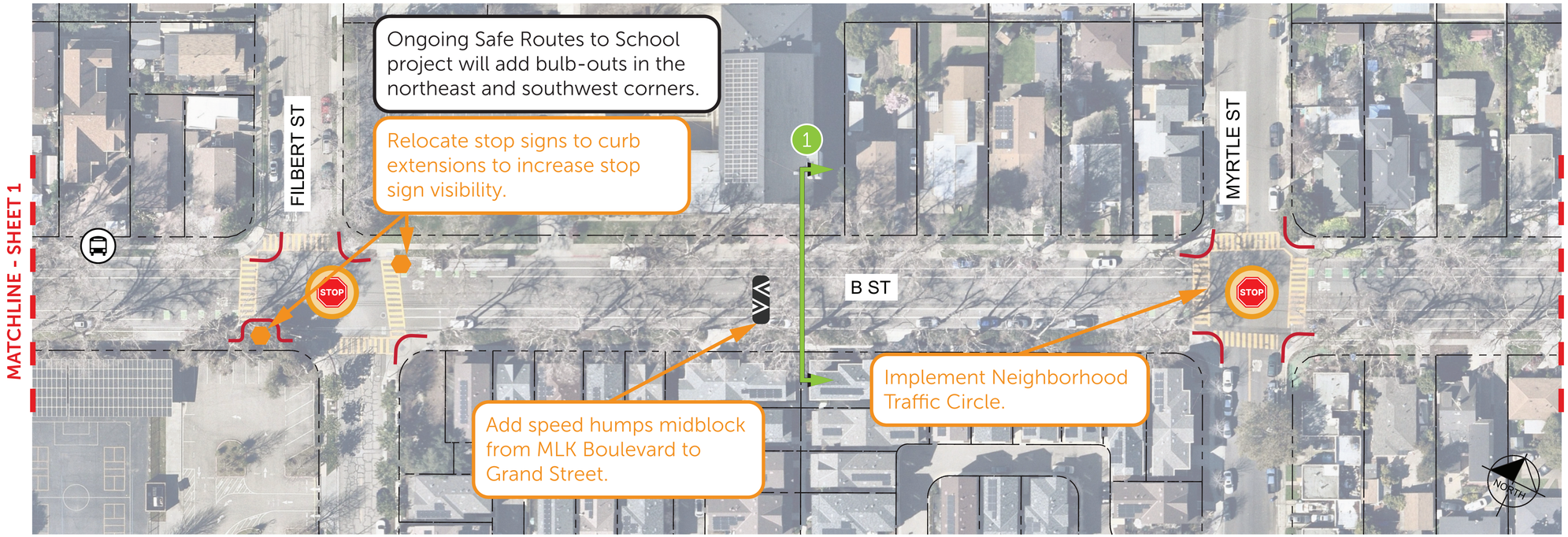


Hayward HIN Safety Plan

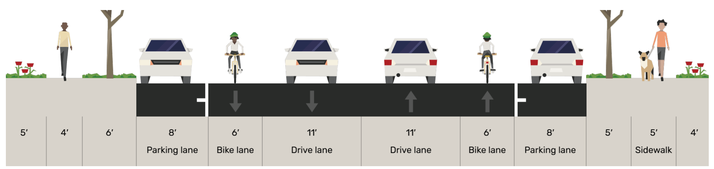
B STREET

Segment 1 — Martin Luther King Drive to Myrtle Street

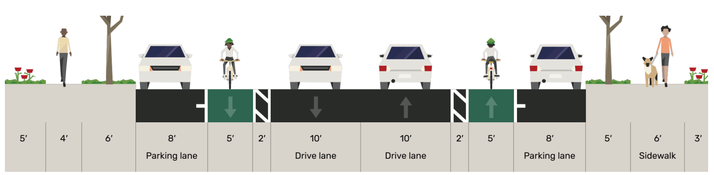
SHEET 2



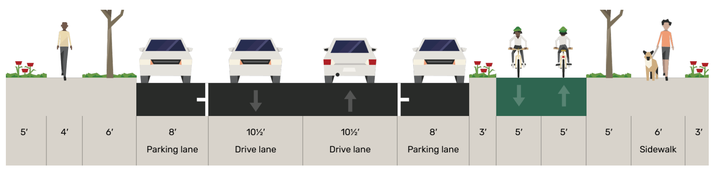
1 *Typical Cross Sections*



EXISTING CONDITIONS / *LOW IMPACT OPTION*
Class II bike lanes in both directions.
Option to add spot improvements such as traffic circles, speed humps, and curb bulb outs.



CONTINUOUS BIKE FACILITY
Narrow travel lanes to implement Class IIB buffered bike lanes. *Option to assess feasibility of traffic diverters.*



HIGH INVESTMENT OPTION
Narrow travel lanes to implement a two-way cycle track on the south side of the corridor.

Legend

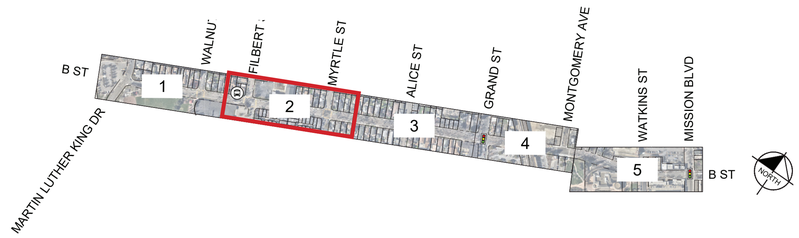
SPOT IMPROVEMENT

- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\Corner Bulb-Out
- Add Other Signage
- Add High Visibility Crosswalk
- Add Speed Hump
- Implement Neighborhood Traffic Circle or Diverters
- Upgrade Curb Ramp to meet ADA standards

EXISTING

- All-Way Stop Controlled Intersection
- Bus Stop
- Parcel Line
- Signalized Intersection

Key Map (Not to Scale)



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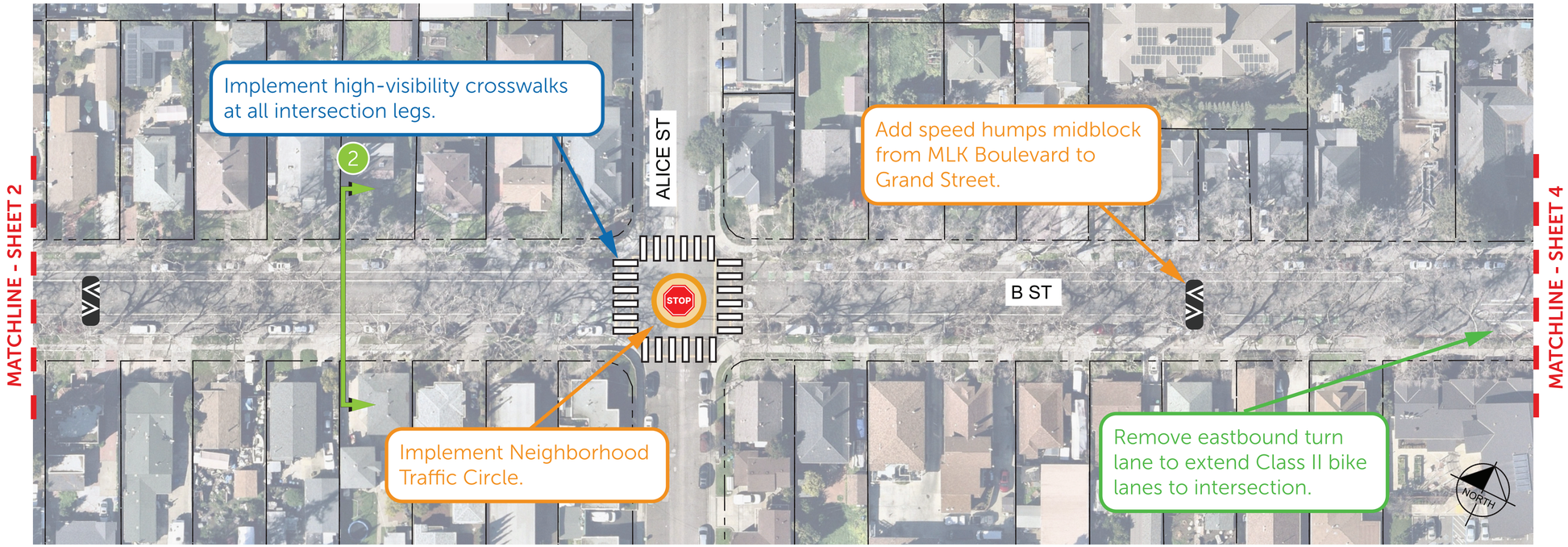
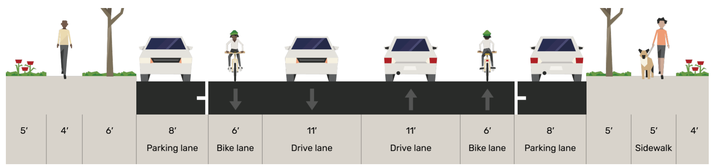
Segment 2 — Myrtle Street to Grand Street

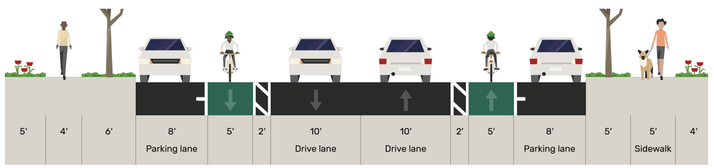
SHEET 3



2 *Typical Cross Sections*



EXISTING CONDITIONS / *LOW IMPACT OPTION*
Class II bike lanes in both directions.
Option to add spot improvements such as traffic circles, speed humps, and curb bulb outs.



CONTINUOUS BIKE FACILITY
Narrow travel lanes to implement Class IIB buffered bike lanes. *Option to assess feasibility of traffic diverters.*

Legend

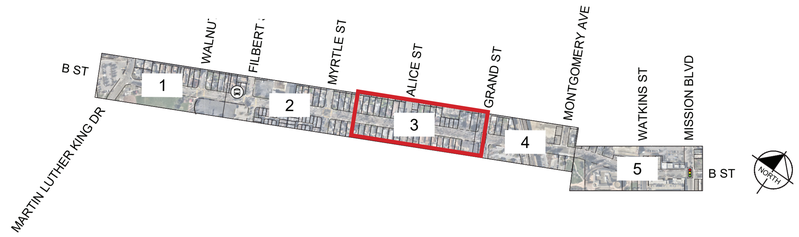
SPOT IMPROVEMENT

- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\Corner Bulb-Out
- Add Other Signage
- Add High Visibility Crosswalk
- Add Speed Hump
- Implement Neighborhood Traffic Circle or Diverters
- Upgrade Curb Ramp to meet ADA standards

EXISTING

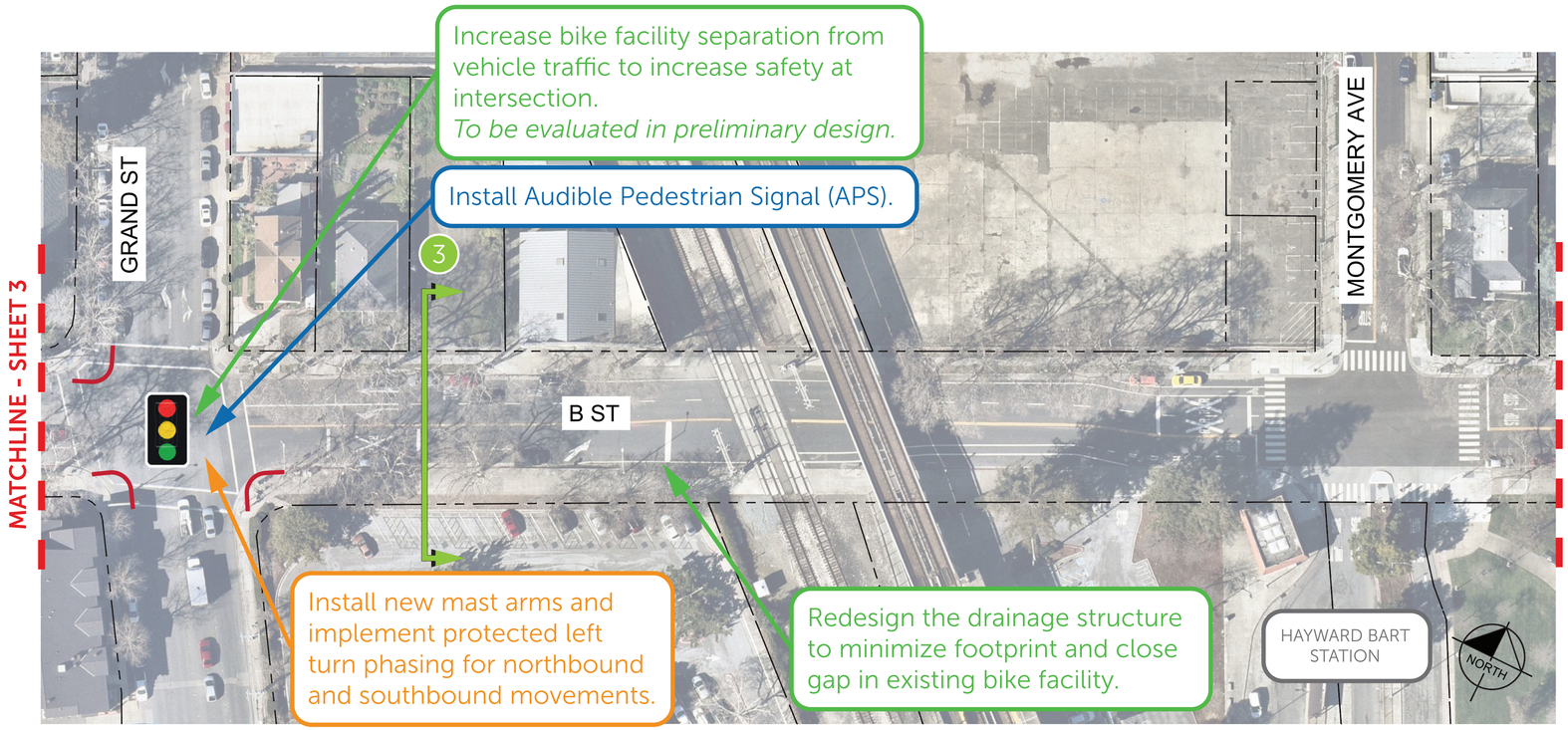
- All-Way Stop Controlled Intersection
- Bus Stop
- Parcel Line
- Signalized Intersection

Key Map (Not to Scale)

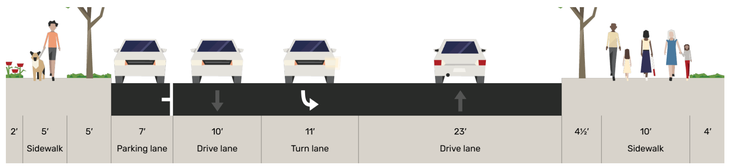


Segment 3 — Grand Street to Montgomery Avenue

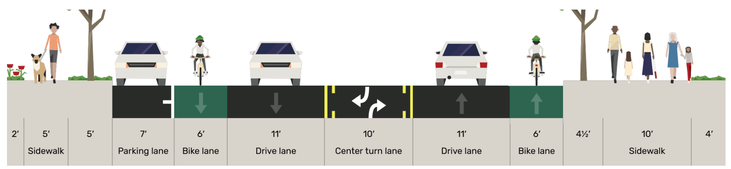
SHEET 4



3 *Typical Cross Sections*



EXISTING CONDITIONS / *LOW IMPACT OPTION*
No existing bikeways.
Option to add spot improvements such as curb bulb outs and protected signal phasing.



CONTINUOUS BIKE FACILITY
Narrow eastbound travel lane to provide center turn lane and Class II bike lanes in both directions.

Legend

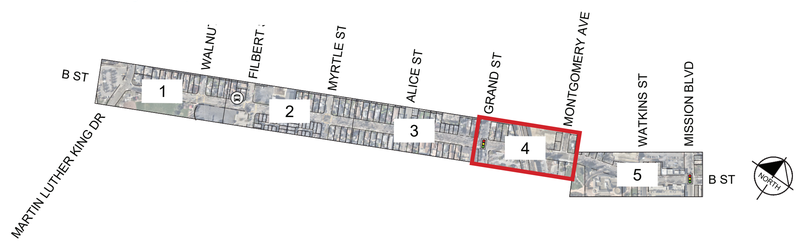
SPOT IMPROVEMENT

- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\Corner Bulb-Out
- Add Other Signage
- Add High Visibility Crosswalk
- Add Speed Hump
- Implement Neighborhood Traffic Circle or Diverters
- Upgrade Curb Ramp to meet ADA standards

EXISTING

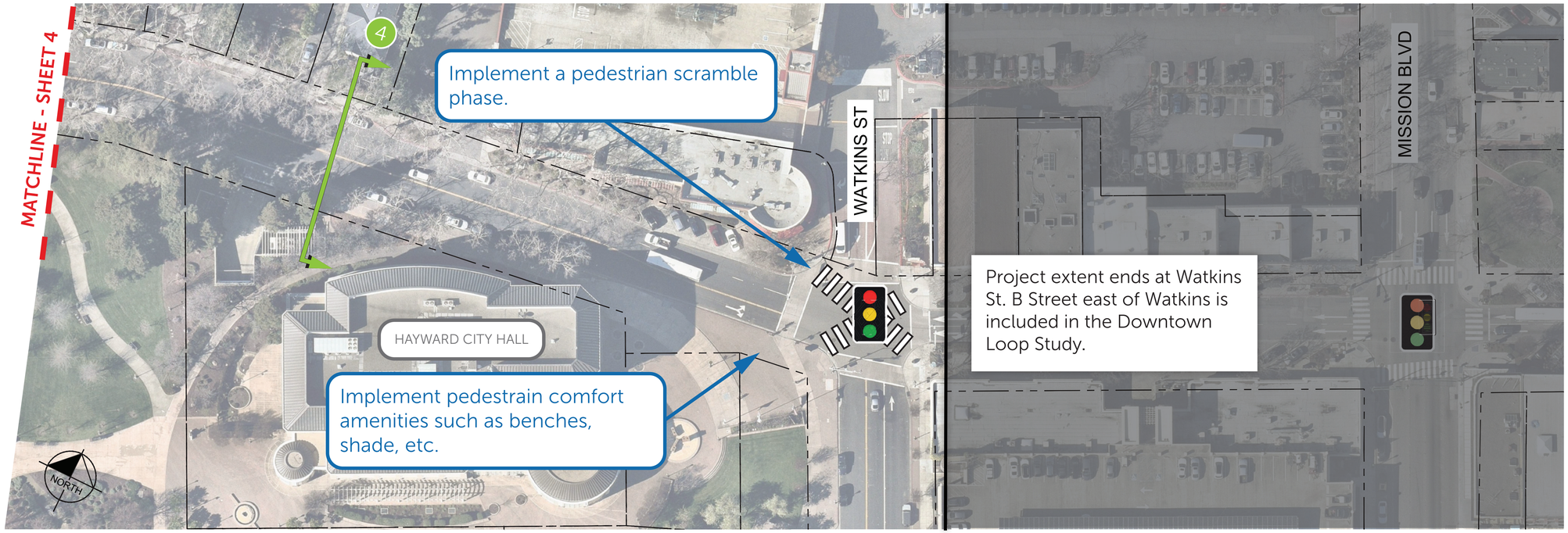
- All-Way Stop Controlled Intersection
- Bus Stop
- Parcel Line
- Signalized Intersection

Key Map (Not to Scale)



Segment 4 — Montgomery Avenue to Watkins Street

SHEET 5



Legend

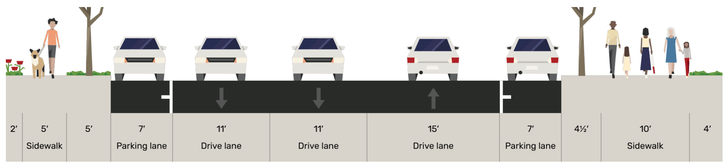
SPOT IMPROVEMENT

- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\Corner Bulb-Out
- Add Other Signage
- Add High Visibility Crosswalk
- Add Speed Hump
- Implement Neighborhood Traffic Circle or Diverters
- Upgrade Curb Ramp to meet ADA standards

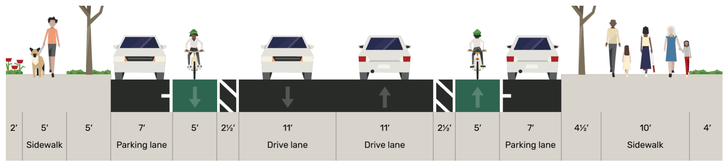
EXISTING

- All-Way Stop Controlled Intersection
- Bus Stop
- Parcel Line
- Signalized Intersection

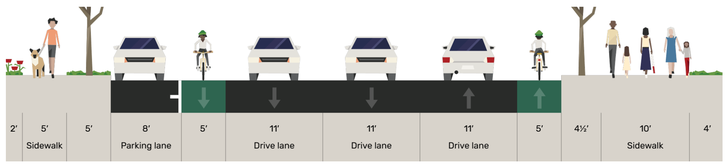
4 *Typical Cross Sections*



EXISTING CONDITIONS / *LOW IMPACT OPTION*
Class II bike lanes in both directions.
Option to add spot improvements such as a pedestrian scramble and pedestrian comfort amenities.

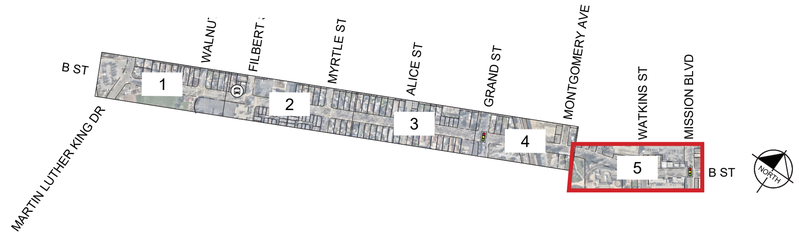


CONTINUOUS BIKE FACILITY OPTION 1
Implement a road diet to install Class IIB buffered bike lanes.



CONTINUOUS BIKE FACILITY OPTION 2
Remove parking on the south side of the corridor to install Class II bike lanes.

Key Map (Not to Scale)



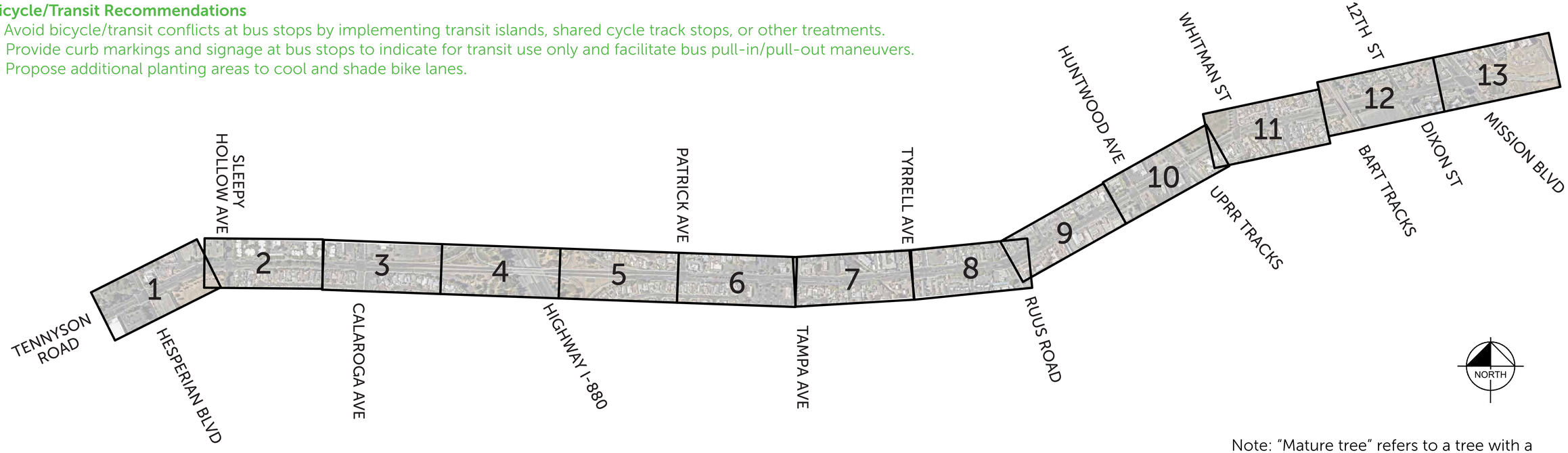
Tennyson Road Illustrative Concepts

CORRIDOR-WIDE RECOMMENDATIONS

Traffic Calming Recommendations
1. Coordinate traffic signals to align with City goals (improve traffic operational performance, limit traffic speeds, etc.).
2. Install retroreflective backplates on all traffic signals.
3. Refresh or add roadway markings, including crosswalks and bicycle lane markings, using thermoplastic.
4. Add advanced stop bars at all intersections.
5. Narrow travel lanes to 11 feet wide.

Pedestrian Recommendations
1. Install pedestrian-scale lighting throughout the entire corridor.
2. Upgrade curb ramps to comply with current ADA standards.
3. Install truncated domes where missing.
4. Modify median noses that intrude into marked crosswalks.
5. Implement Leading Pedestrian Intervals (LPIs) at top conflict intersections.
6. Maintain mature trees for shade, especially alongside sidewalks.
7. Propose additional planting areas to cool and shade sidewalks.

Bicycle/Transit Recommendations
1. Avoid bicycle/transit conflicts at bus stops by implementing transit islands, shared cycle track stops, or other treatments.
2. Provide curb markings and signage at bus stops to indicate for transit use only and facilitate bus pull-in/pull-out maneuvers.
3. Propose additional planting areas to cool and shade bike lanes.



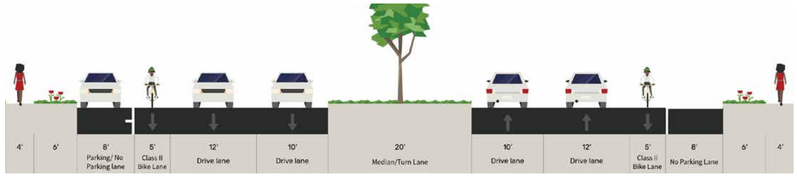
Note: "Mature tree" refers to a tree with a Diameter at Breast Height (DBH) of 24" or more.

Segment 1 — Hesperian Boulevard to Calaroga Avenue

SHEET 1

EXISTING CONDITIONS

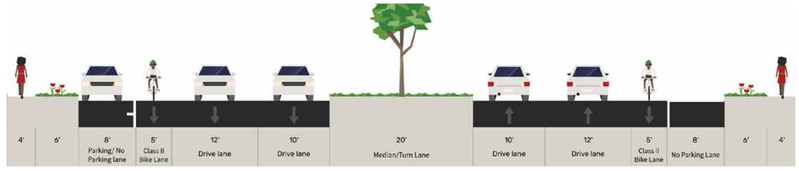
Class II bike lanes in both directions



LOW IMPACT OPTION

Existing Conditions + Spot Improvements

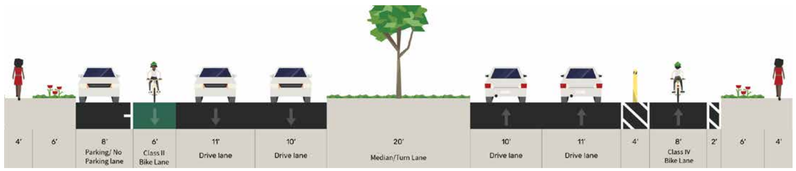
Existing conditions with spot improvements such as pedestrian scale lighting, bulb outs, protected signal phasing, etc.



CONTINUOUS BIKE FACILITY

Lane Narrowing + Flex Posts

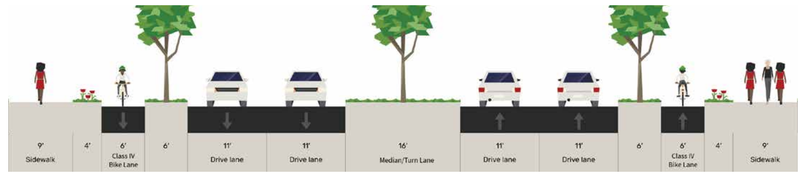
Upgrade bike lanes to Class IV separated bikeways where “no parking” lane exists; narrow travel lanes to provide wider bike lane where street parking exists



HIGH INVESTMENT OPTION

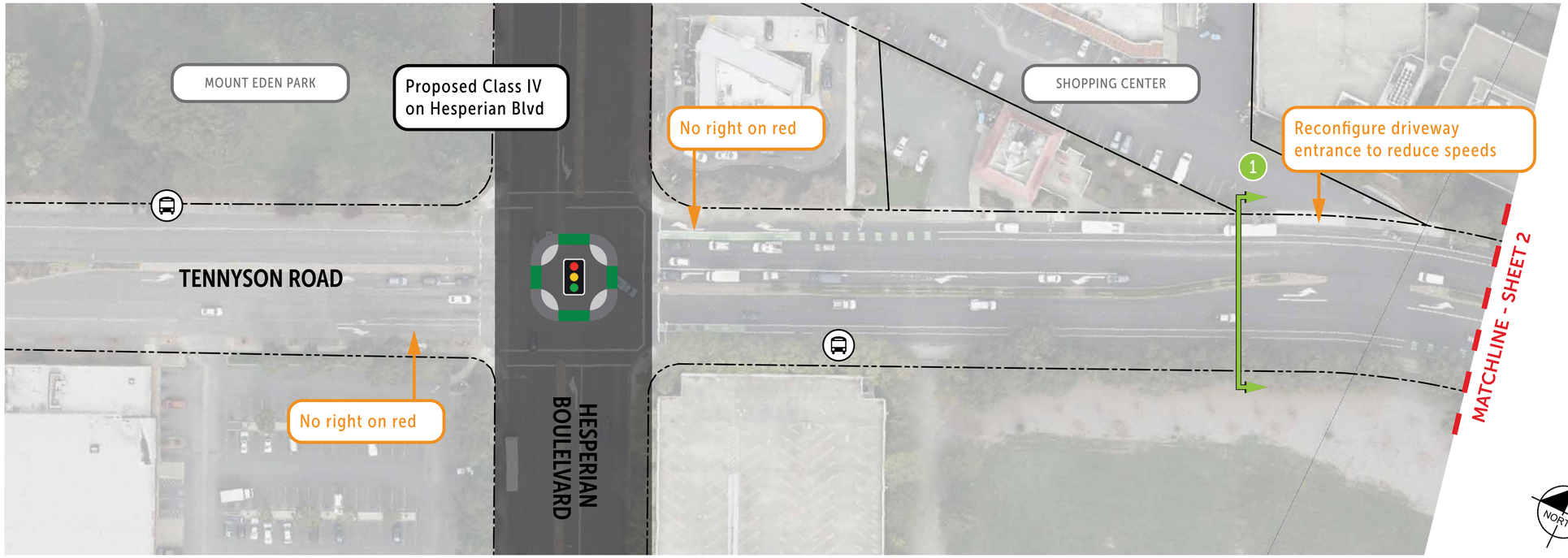
Separated Bikeways + Wider Sidewalks

Implement Class IV separated bikeways + wider sidewalks on both sides of the street by modifying the median and removing street parking on the north side of the street



Segment 1 — Hesperian Boulevard to Calaroga Avenue

SHEET 2



Legend

SPOT IMPROVEMENT

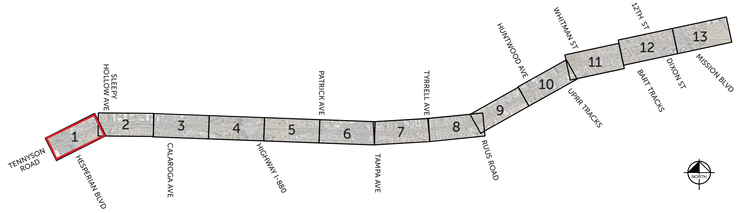
- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\ Corner Bulb-Out
- Add High Visibility Crosswalk
- Add Rectangular Rapid Flashing Beacons (RRFB)
- Add Right-Turn Only Signage
- Add Other Signage
- Pedestrian Refuge Island
- Implement Protected Intersection
- Upgrade Curb Ramp to meet ADA standards
- East Bay Greenway alignment

EXISTING

- Bus Stop
- Signalized Intersection
- Right of Way (ROW)

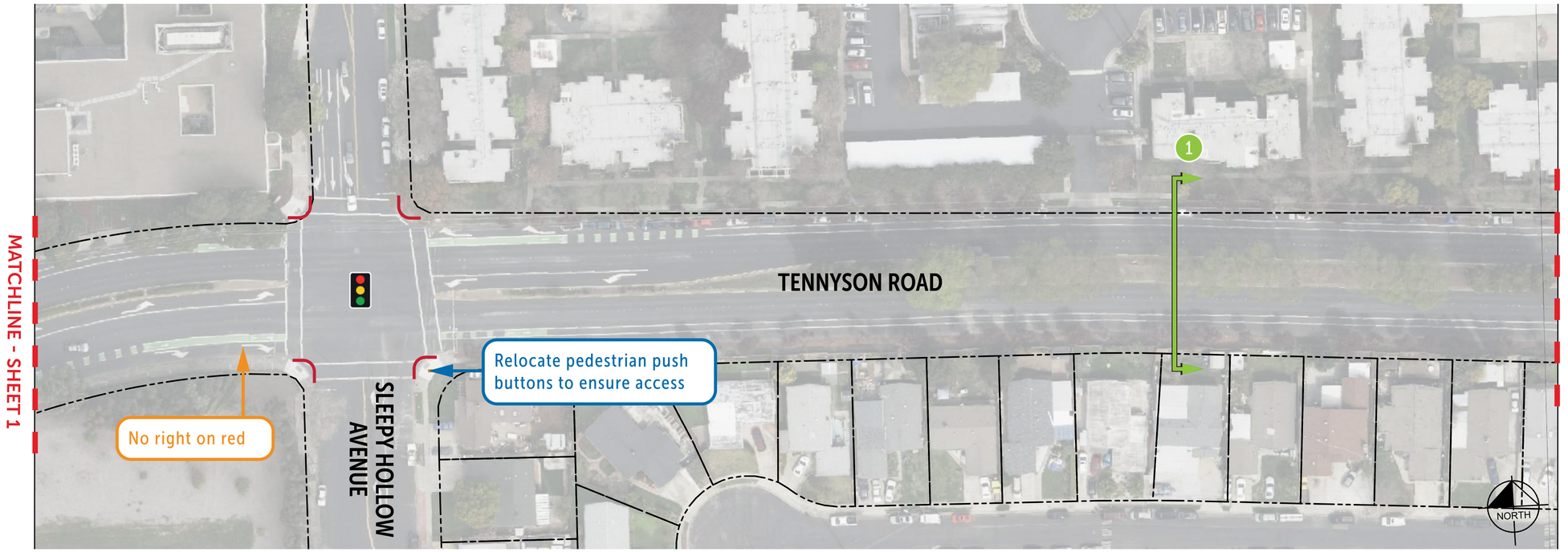
Typical Cross Sections

See **SHEET 1** for existing cross section and proposed alternatives.



Segment 1 — Hesperian Boulevard to Calaroga Avenue

SHEET 3



Legend

SPOT IMPROVEMENT

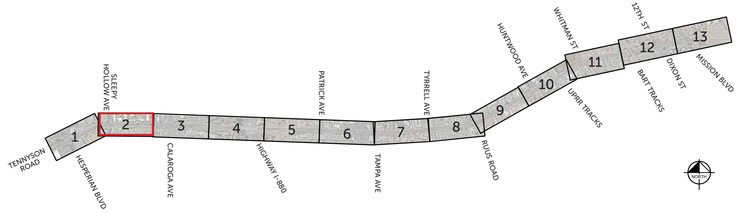
- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\ Corner Bulb-Out
- Add High Visibility Crosswalk
- Add Rectangular Rapid Flashing Beacons (RRFB)
- Add Right-Turn Only Signage
- Add Other Signage
- Pedestrian Refuge Island
- Implement Protected Intersection
- Upgrade Curb Ramp to meet ADA standards
- East Bay Greenway alignment

EXISTING

- Bus Stop
- Signalized Intersection
- Right of Way (ROW)

Typical Cross Sections

See **SHEET 1** for existing cross section and proposed alternatives.

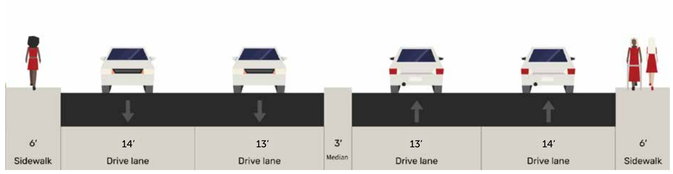


Segment 2 — Calaroga Avenue to Patrick Avenue

SHEET 4

EXISTING CONDITIONS

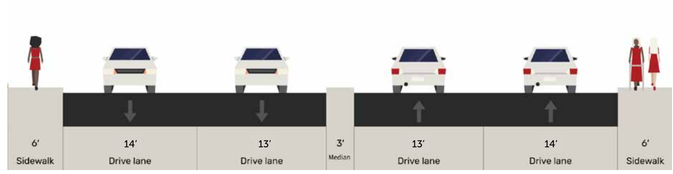
Sidewalks in both directions



LOW IMPACT OPTION

Existing Conditions + Spot Improvements

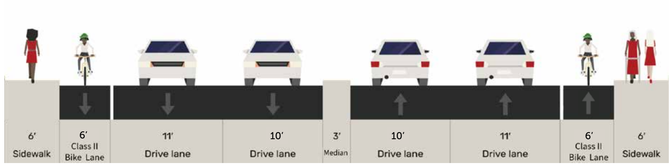
Existing conditions with spot improvements such as pedestrian scale lighting, bulb outs, protected signal phasing, etc.



CONTINUOUS BIKE FACILITY

Lane Narrowing + Bike Lanes

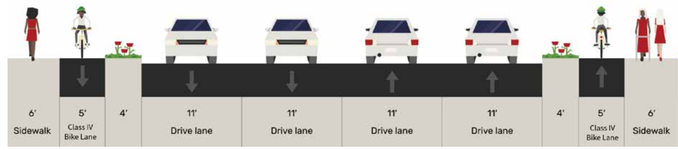
Narrow vehicular lanes and add bike lanes alongside existing sidewalks



HIGH INVESTMENT OPTION

Raised Curb Separated Bikeways

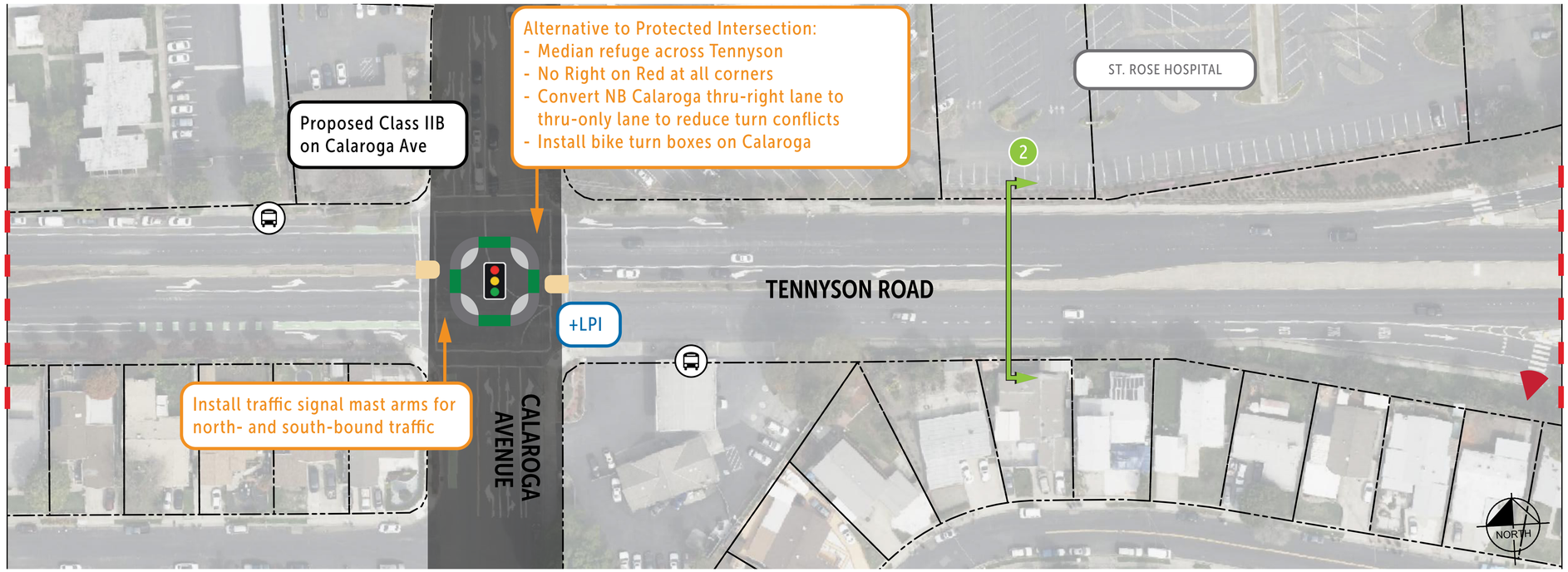
Remove center median to allow for Class IV curb protected bike lanes



Note: Overcrossing bridge may be two structures. This may require structural analysis to confirm feasibility.
Although planting is not feasible on the structure, it should be studied for inclusion on approaches to enhance the pedestrian/ cyclist experience.

Segment 2 — Calaroga Avenue to Patrick Avenue

SHEET 5



Legend

SPOT IMPROVEMENT

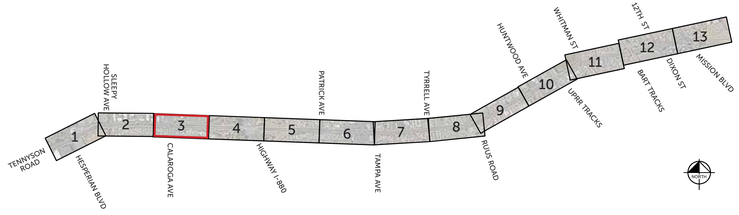
- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\ Corner Bulb-Out
- Add High Visibility Crosswalk
- Add Rectangular Rapid Flashing Beacons (RRFB)
- Add Right-Turn Only Signage
- Add Other Signage
- Pedestrian Refuge Island
- Implement Protected Intersection
- Upgrade Curb Ramp to meet ADA standards
- East Bay Greenway alignment

EXISTING

- Bus Stop
- Signalized Intersection
- Right of Way (ROW)

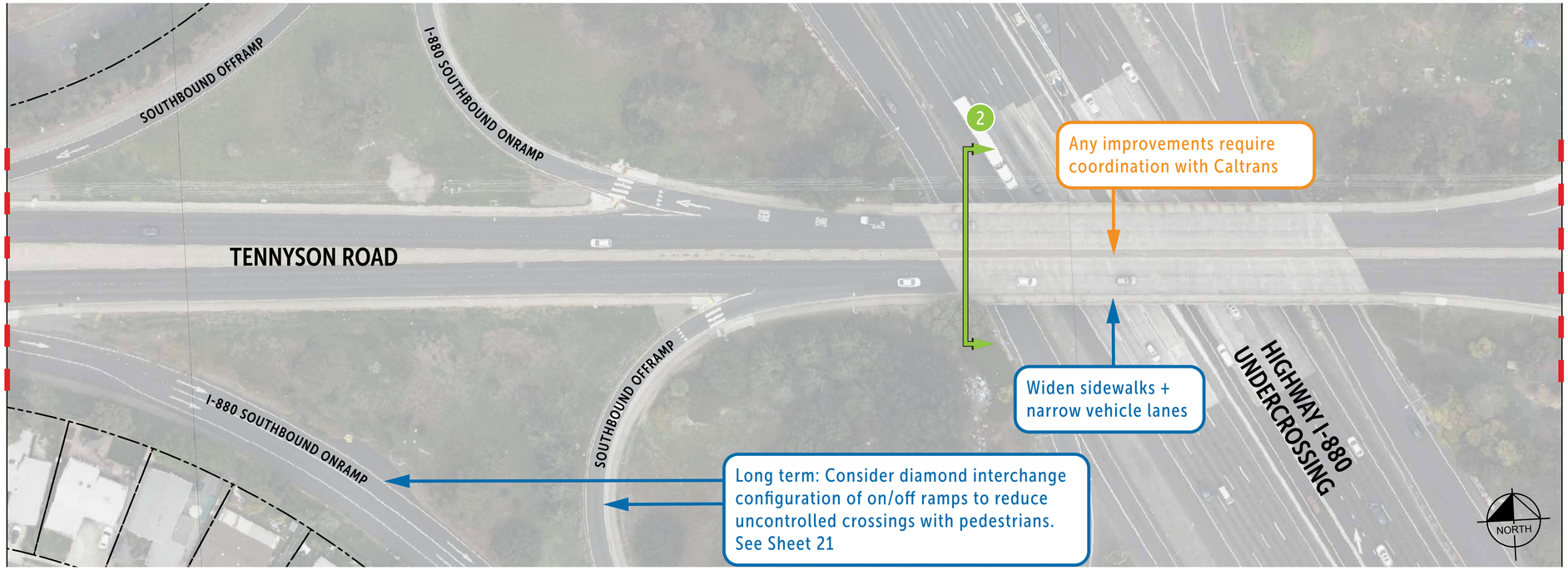
Typical Cross Sections

See **SHEET 4** for existing cross section and proposed alternatives.



Segment 2 — Calaroga Avenue to Patrick Avenue

SHEET 6



Typical Cross Sections

See **SHEET 4** for existing cross section and proposed alternatives.

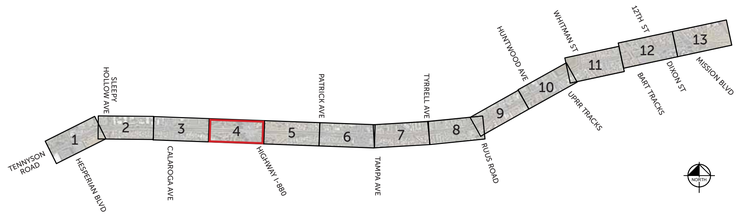
Legend

SPOT IMPROVEMENT

- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\ Corner Bulb-Out
- Add High Visibility Crosswalk
- Add Rectangular Rapid Flashing Beacons (RRFB)
- Add Right-Turn Only Signage
- Add Other Signage
- Pedestrian Refuge Island
- Implement Protected Intersection
- Upgrade Curb Ramp to meet ADA standards
- East Bay Greenway alignment

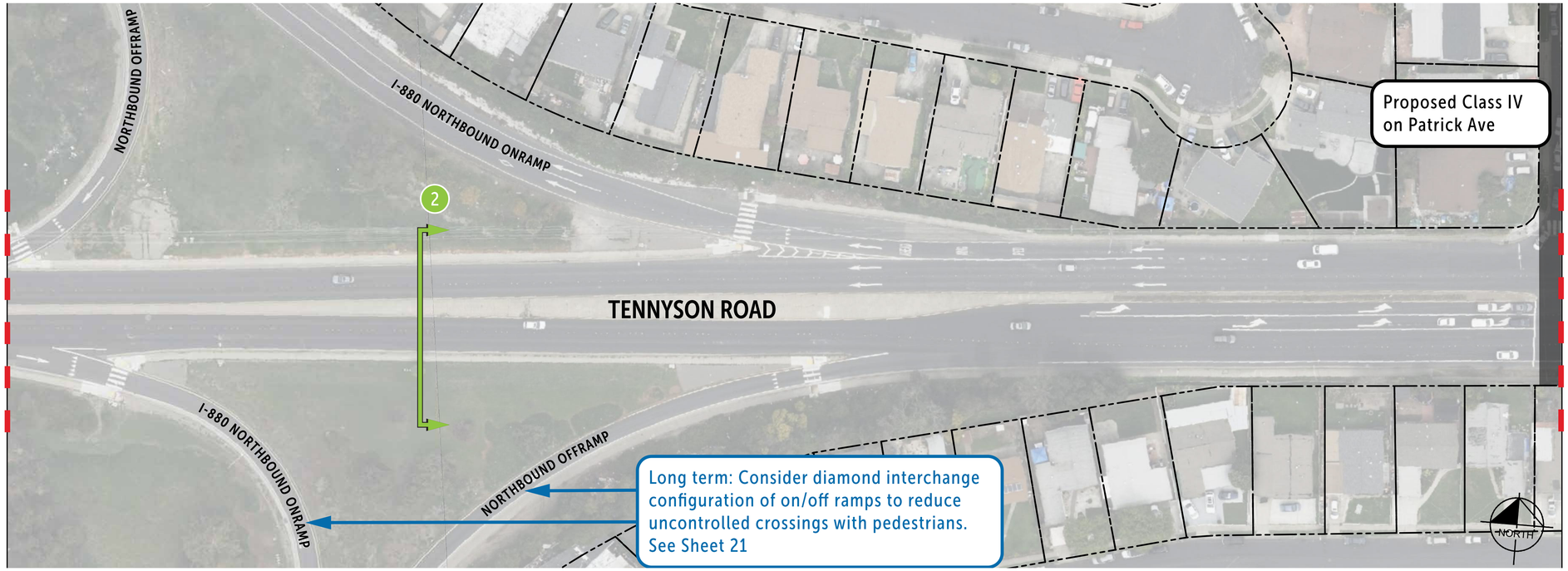
EXISTING

- Bus Stop
- Signalized Intersection
- Right of Way (ROW)



Segment 2 — Calaroga Avenue to Patrick Avenue

SHEET 7



Typical Cross Sections

See **SHEET 4** for existing cross section and proposed alternatives.

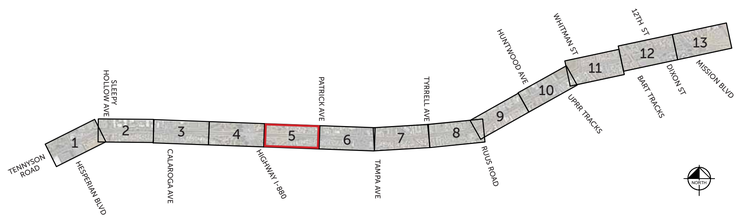
Legend

SPOT IMPROVEMENT

- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\ Corner Bulb-Out
- Add High Visibility Crosswalk
- Add Rectangular Rapid Flashing Beacons (RRFB)
- Add Right-Turn Only Signage
- Add Other Signage
- Pedestrian Refuge Island
- Implement Protected Intersection
- Upgrade Curb Ramp to meet ADA standards
- East Bay Greenway alignment

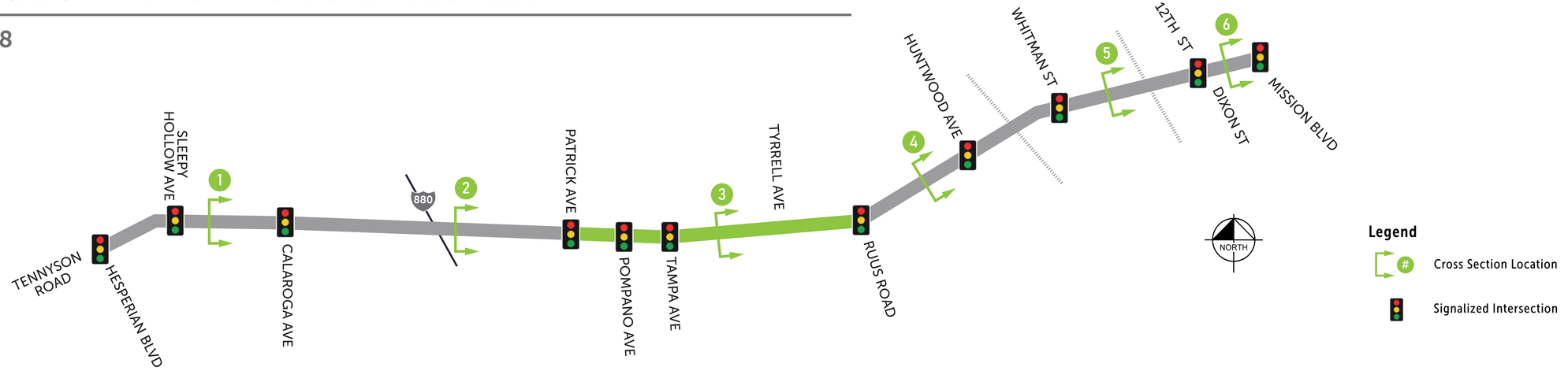
EXISTING

- Bus Stop
- Signalized Intersection
- Right of Way (ROW)



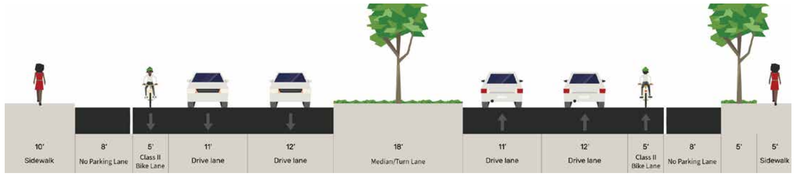
Segment 3 — Patrick Avenue to Ruus Road

SHEET 8



EXISTING CONDITIONS

Class II bike lanes in both directions



LOW IMPACT OPTION

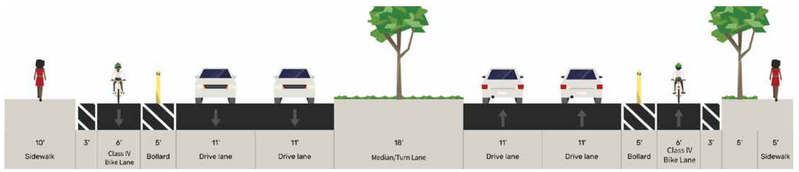
Existing Conditions + Spot Improvements

Existing conditions with spot improvements such as pedestrian scale lighting, bulb outs, protected signal phasing, etc.

CONTINUOUS BIKE FACILITY

Lane Narrowing + Flex Post Buffer

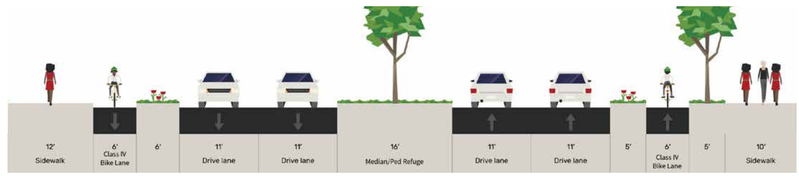
Replace "No Parking Lanes" on both sides of the road to upgrade bike lanes to Class IV flex post-protected bike lanes



HIGH INVESTMENT OPTION

Lane Narrowing + Curb Separated Bikeways

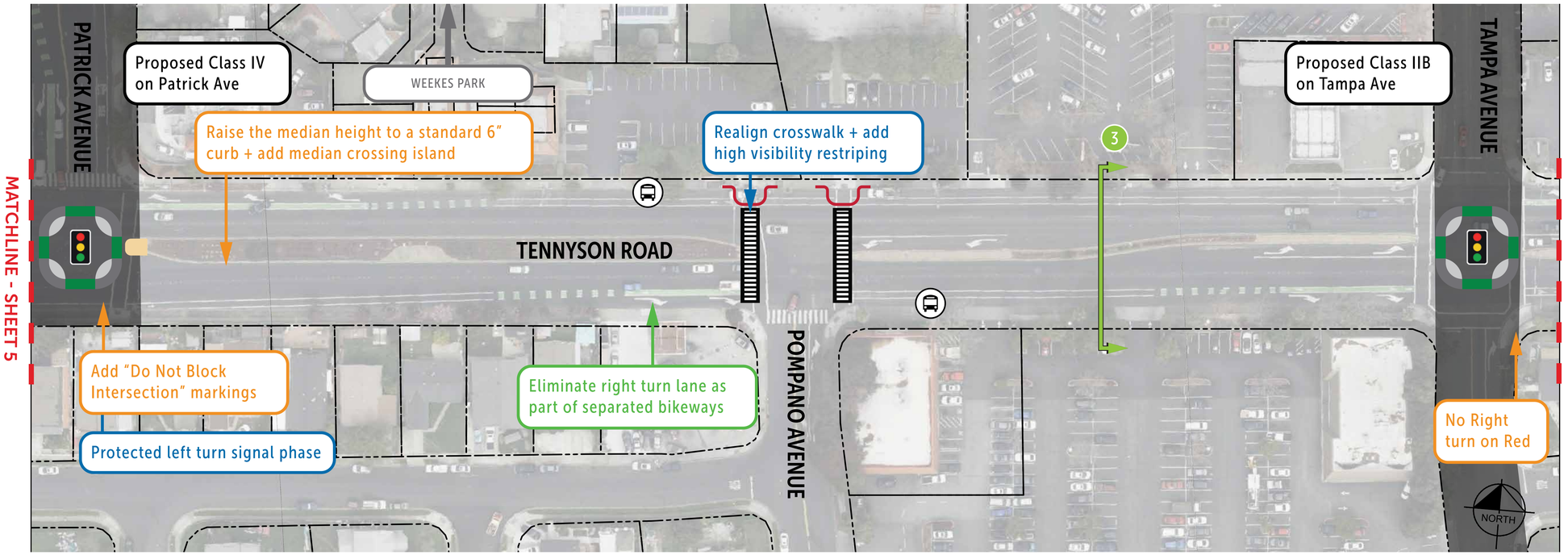
Replace Parking Lanes on both sides of the road to upgrade bike lanes to Class IV curb-protected bike lanes



Note: Sidewalk may diverge to avoid disrupting mature trees

Segment 3 — Patrick Avenue to Ruus Road

SHEET 9



Typical Cross Sections

See **SHEET 8** for existing cross section and proposed alternatives.

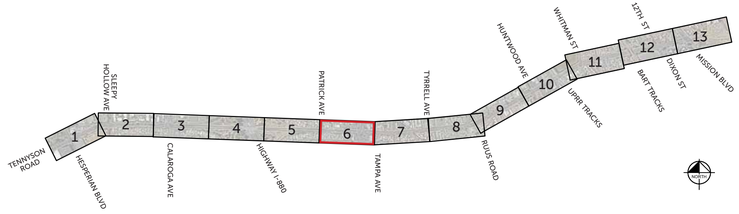
Legend

SPOT IMPROVEMENT

- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\ Corner Bulb-Out
- Add High Visibility Crosswalk
- Add Rectangular Rapid Flashing Beacons (RRFB)
- Add Right-Turn Only Signage
- Add Other Signage
- Pedestrian Refuge Island
- Implement Protected Intersection
- Upgrade Curb Ramp to meet ADA standards
- East Bay Greenway alignment

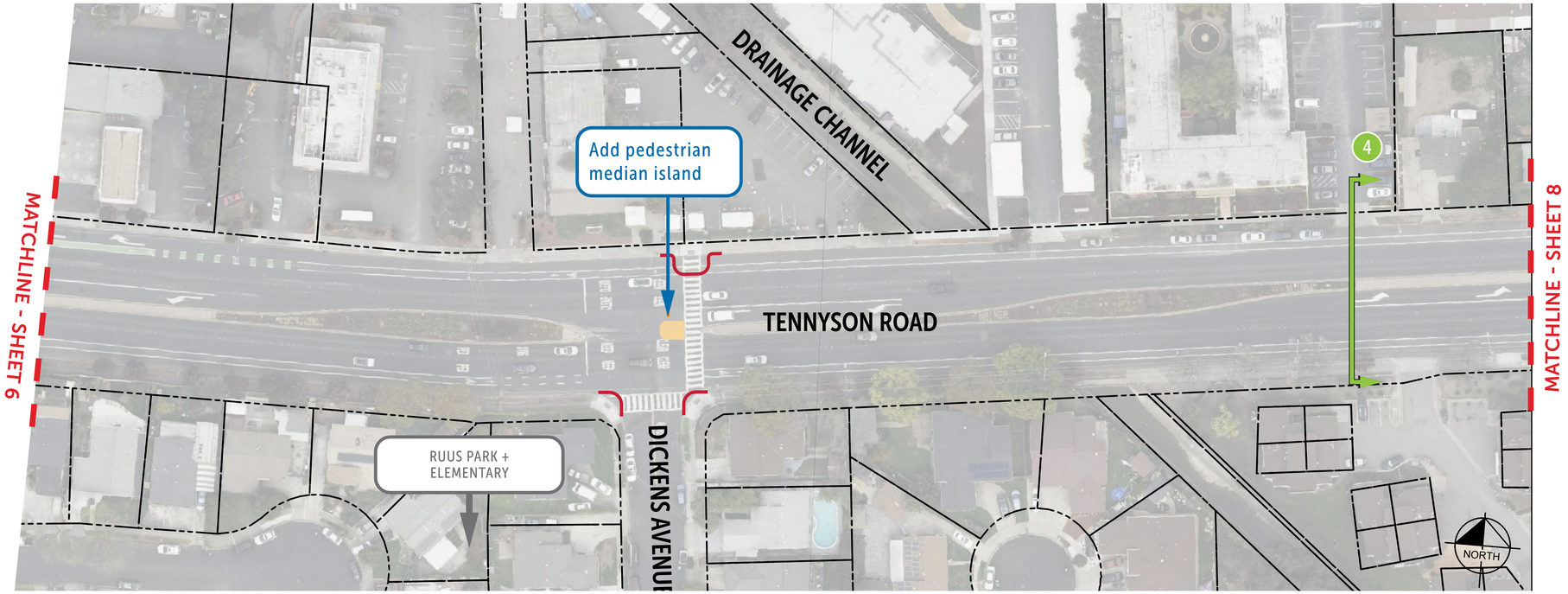
EXISTING

- Bus Stop
- Signalized Intersection
- Right of Way (ROW)



Segment 3 — Patrick Avenue to Ruus Road

SHEET 10



Legend

SPOT IMPROVEMENT

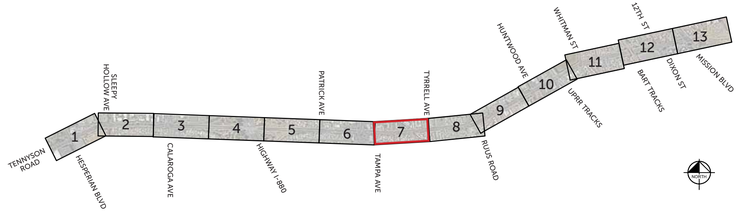
- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\ Corner Bulb-Out
- Add High Visibility Crosswalk
- Add Rectangular Rapid Flashing Beacons (RRFB)
- Add Right-Turn Only Signage
- Add Other Signage
- Pedestrian Refuge Island
- Implement Protected Intersection
- Upgrade Curb Ramp to meet ADA standards
- East Bay Greenway alignment

EXISTING

- Bus Stop
- Signalized Intersection
- Right of Way (ROW)

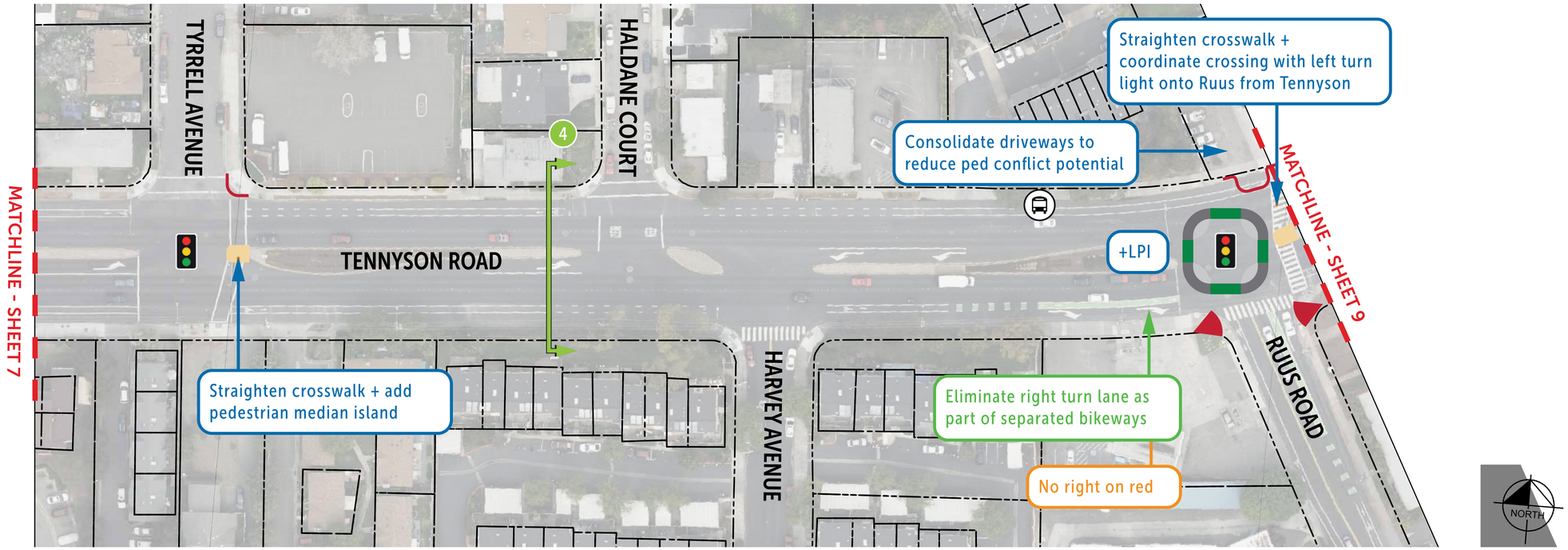
Typical Cross Sections

See **SHEET 8** for existing cross section and proposed alternatives.



Segment 3 — Patrick Avenue to Ruus Road

SHEET 11



Typical Cross Sections

See **SHEET 8** for existing cross section and proposed alternatives.

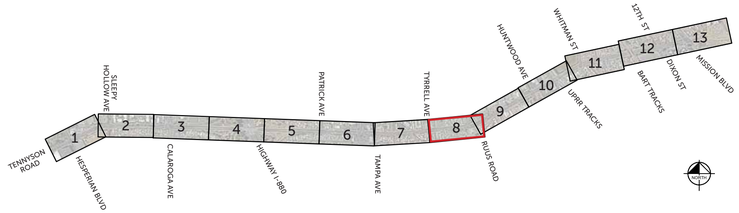
Legend

SPOT IMPROVEMENT

- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\ Corner Bulb-Out
- Add High Visibility Crosswalk
- Add Rectangular Rapid Flashing Beacons (RRFB)
- Add Right-Turn Only Signage
- Add Other Signage
- Pedestrian Refuge Island
- Implement Protected Intersection
- Upgrade Curb Ramp to meet ADA standards
- East Bay Greenway alignment

EXISTING

- Bus Stop
- Signalized Intersection
- Right of Way (ROW)

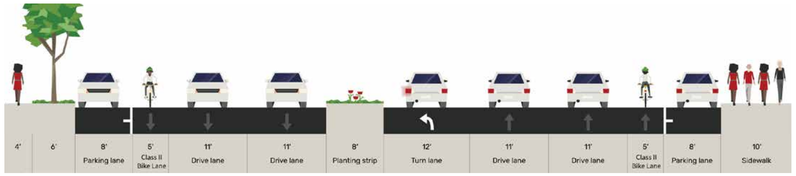


Segment 4 — Ruus Road to Whitman Street

SHEET 12

EXISTING CONDITIONS

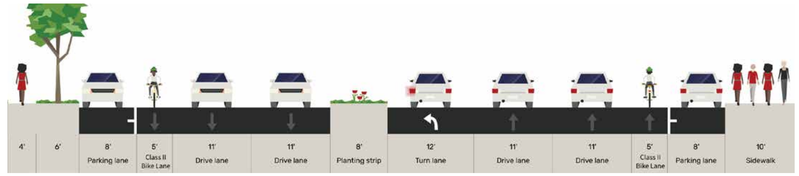
Class II bike lanes in both directions



LOW IMPACT OPTION

Existing Conditions + Spot Improvements

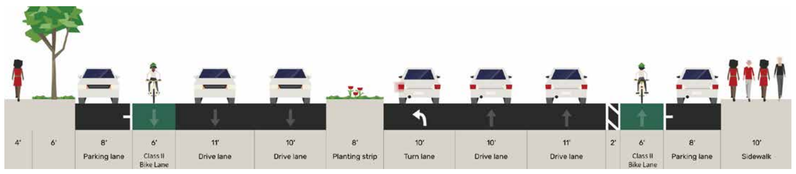
Existing conditions with spot improvements such as pedestrian scale lighting, bulb outs, protected signal phasing, etc.



CONTINUOUS BIKE FACILITY

Lane Narrowing + Striped Buffer

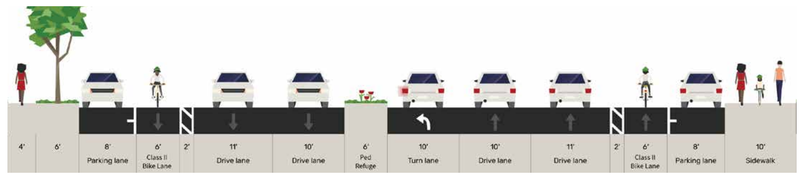
Narrow travel lanes to provide wider bike lanes and/or striped buffer where street parking exists



HIGH INVESTMENT OPTION

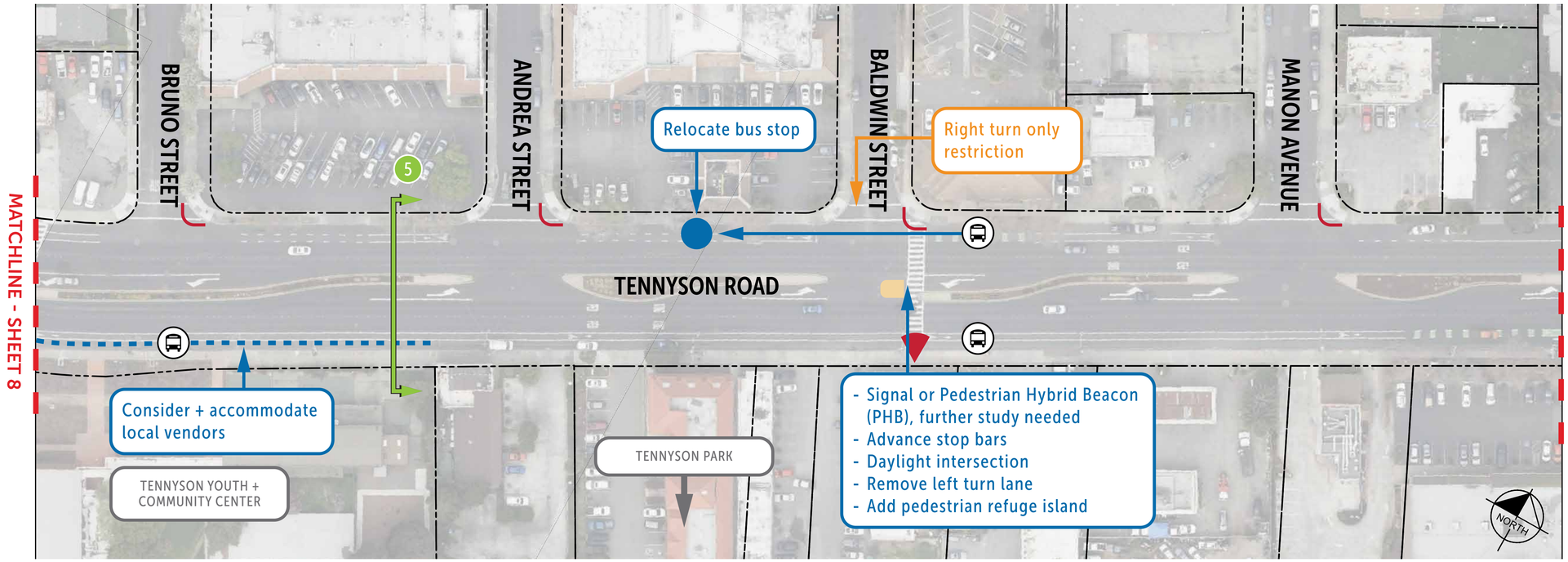
Buffered Bikeways in Both Directions

Narrow center median and turn lane to allow for buffer-protected bike lanes on both sides of the street



Segment 4 — Ruus Road to Whitman Street

SHEET 13



Typical Cross Sections

See **SHEET 12** for existing cross section and proposed alternatives.

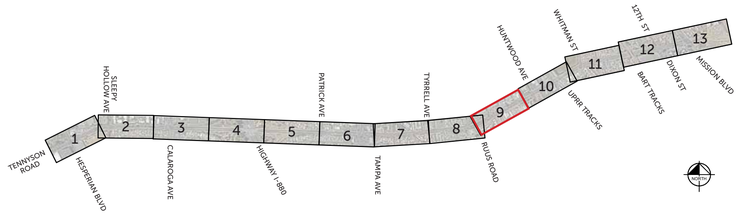
Legend

SPOT IMPROVEMENT

- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\ Corner Bulb-Out
- Add High Visibility Crosswalk
- Add Rectangular Rapid Flashing Beacons (RRFB)
- Add Right-Turn Only Signage
- Add Other Signage
- Pedestrian Refuge Island
- Implement Protected Intersection
- Upgrade Curb Ramp to meet ADA standards
- East Bay Greenway alignment

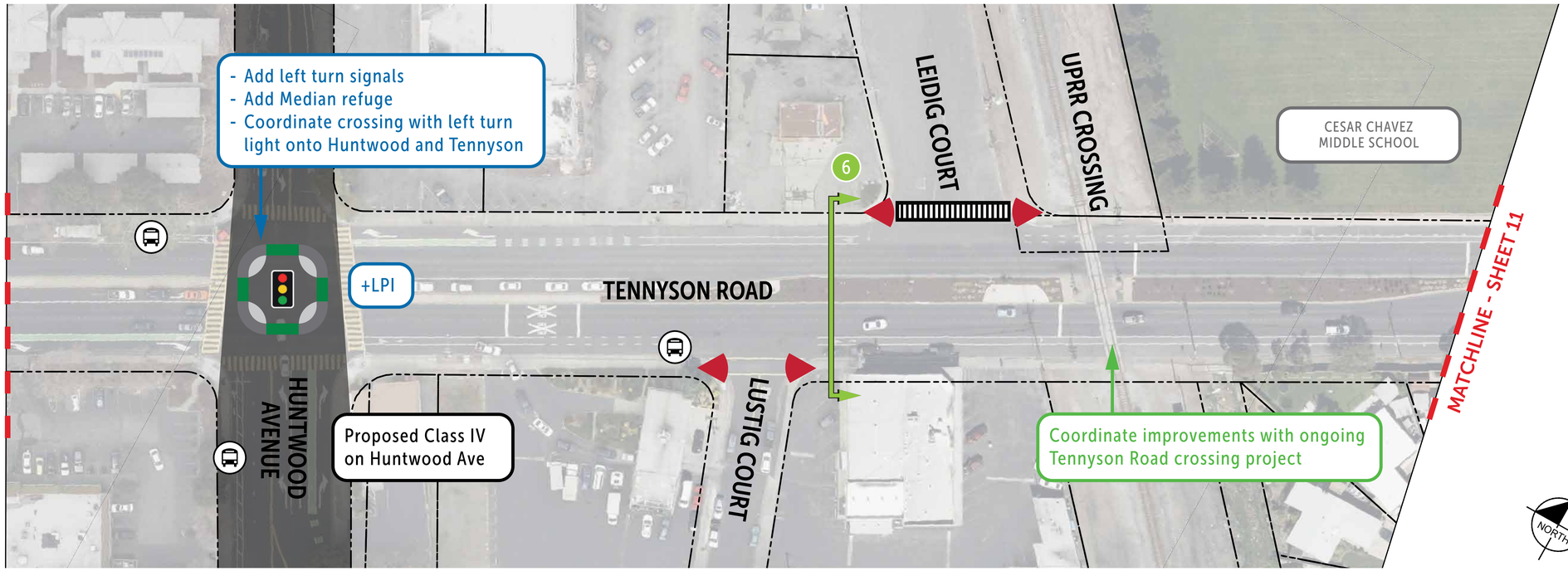
EXISTING

- Bus Stop
- Signalized Intersection
- Right of Way (ROW)



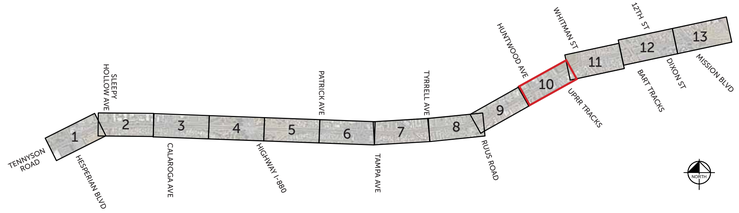
Segment 4 — Ruus Road to Whitman Street

SHEET 14



Typical Cross Sections

See **SHEET 12** for existing cross section and proposed alternatives.

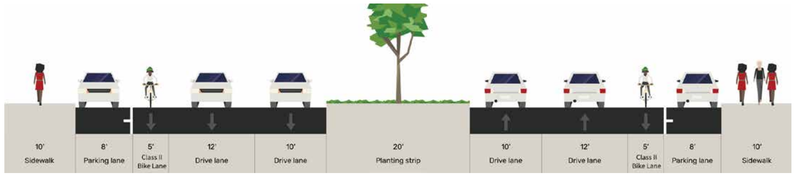


Segment 5 — Whitman Street to 12th Street/Dixon Street

SHEET 15

EXISTING CONDITIONS

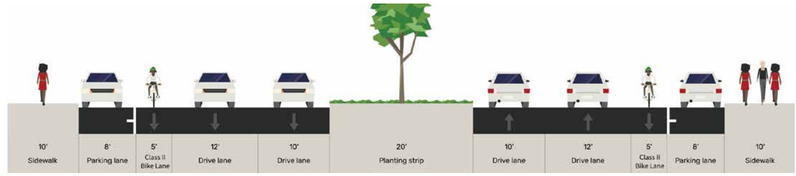
Class II bike lanes in both directions



LOW IMPACT OPTION

Existing Conditions + Spot Improvements

Existing conditions with spot improvements such as pedestrian scale lighting, bulb outs, protected signal phasing, etc.



CONTINUOUS BIKE FACILITY

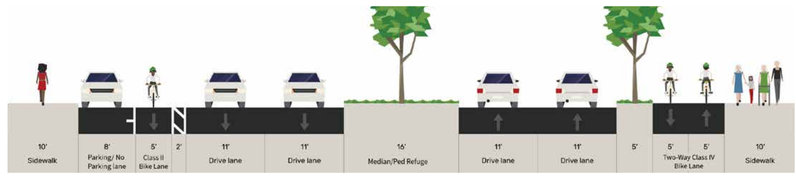
Lane Narrowing + Flex Post Buffer

Replace Parking Lane on south side of road with a flex post-protected two-way Class IV cycle track

HIGH INVESTMENT OPTION

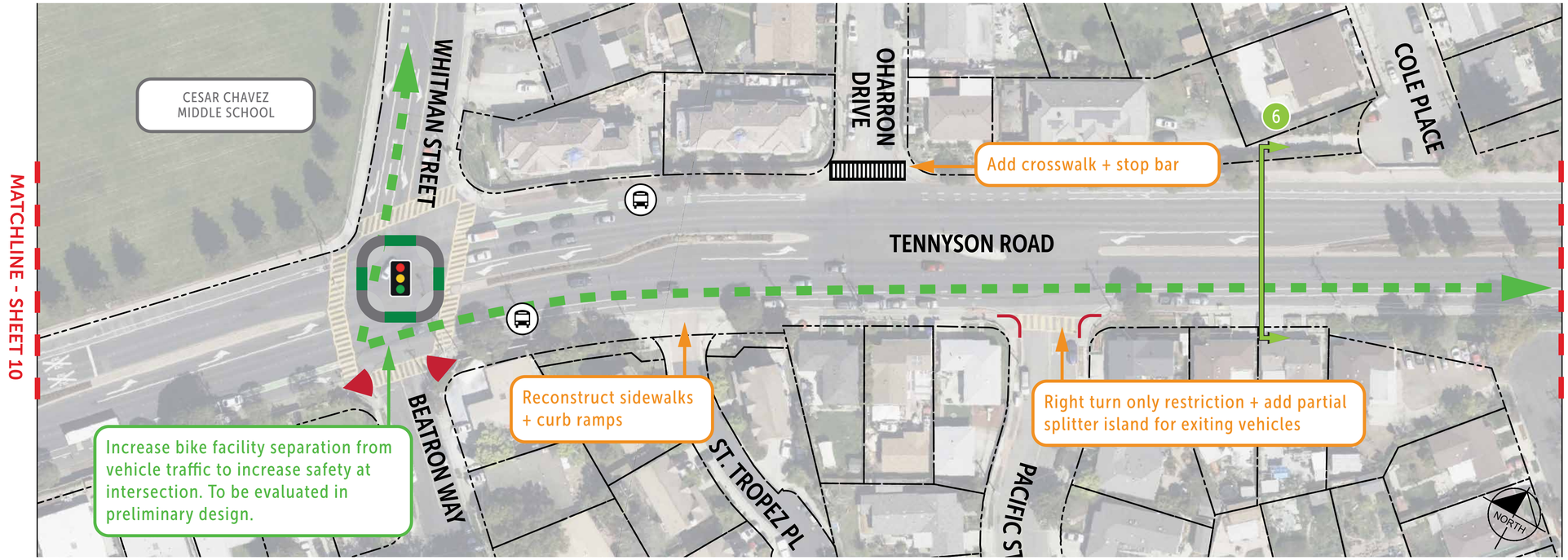
Striped Buffer + Raised Separated Bikeways

Narrow median + replace Parking Lane on south side of road with a curb-height two-way Class IV cycle track



Segment 5 — Whitman Street to 12th Street/Dixon Street

SHEET 16



Typical Cross Sections

See **SHEET 15** for existing cross section and proposed alternatives.

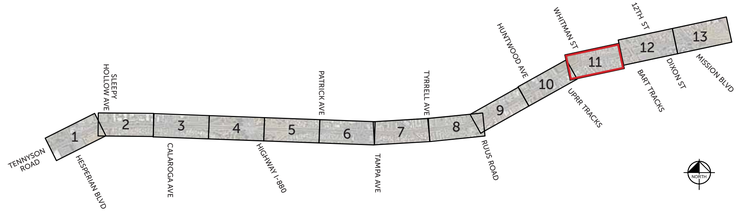
Legend

SPOT IMPROVEMENT

- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\ Corner Bulb-Out
- Add High Visibility Crosswalk
- Add Rectangular Rapid Flashing Beacons (RRFB)
- Add Right-Turn Only Signage
- Add Other Signage
- Pedestrian Refuge Island
- Implement Protected Intersection
- Upgrade Curb Ramp to meet ADA standards
- East Bay Greenway alignment

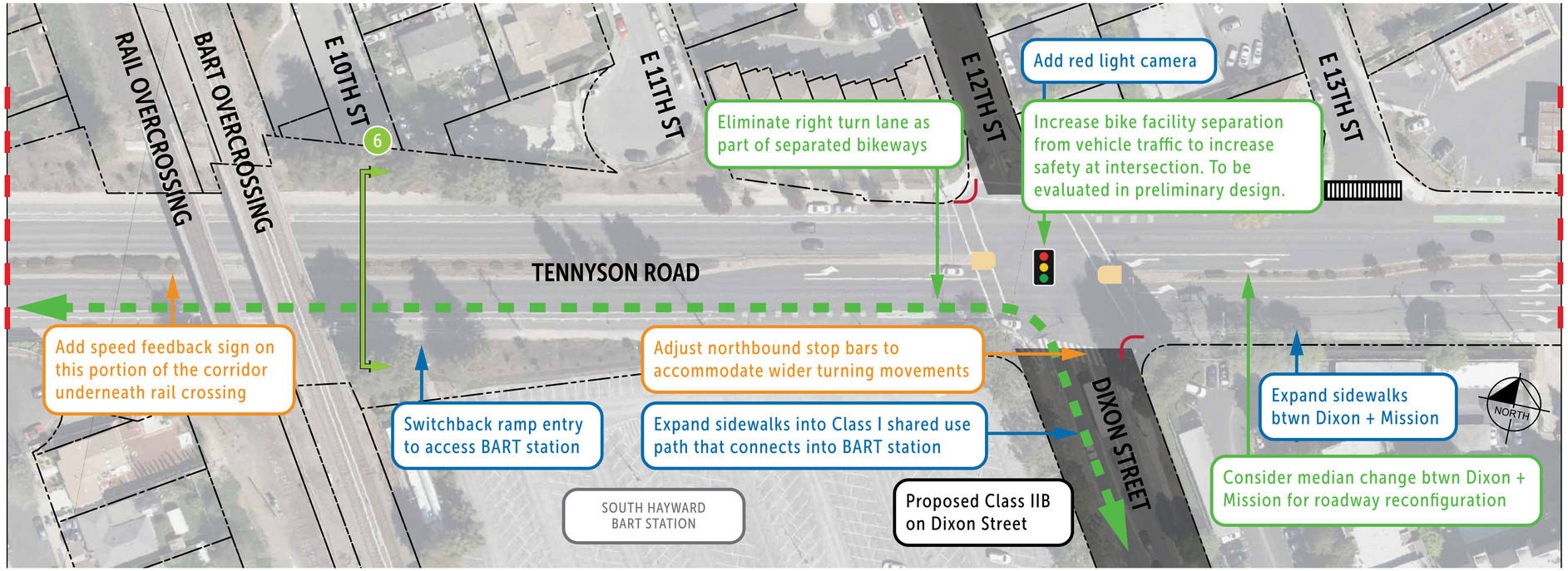
EXISTING

- Bus Stop
- Signalized Intersection
- Right of Way (ROW)



Segment 5 — Whitman Street to 12th Street/Dixon Street

SHEET 17



Typical Cross Sections

See **SHEET 15** for existing cross section and proposed alternatives.

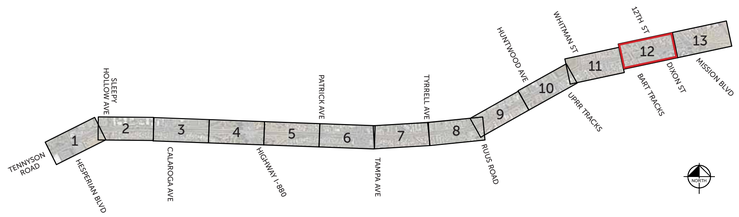
Legend

SPOT IMPROVEMENT

- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\ Corner Bulb-Out
- Add High Visibility Crosswalk
- Add Rectangular Rapid Flashing Beacons (RRFB)
- Add Right-Turn Only Signage
- Add Other Signage
- Pedestrian Refuge Island
- Implement Protected Intersection
- Upgrade Curb Ramp to meet ADA standards
- East Bay Greenway alignment

EXISTING

- Bus Stop
- Signalized Intersection
- Right of Way (ROW)

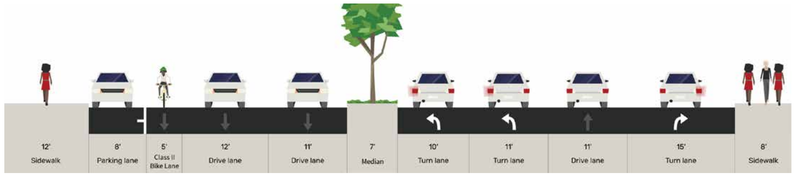


Segment 6 — 12th Street/Dixon Street to Mission Boulevard

SHEET 18

EXISTING CONDITIONS

Class II bike lanes in both directions

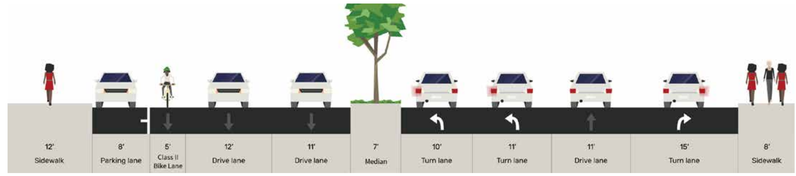


Note: Existing south sidewalk has numerous utilities which create barriers for pedestrians.

LOW IMPACT OPTION

Existing Conditions + Spot Improvements

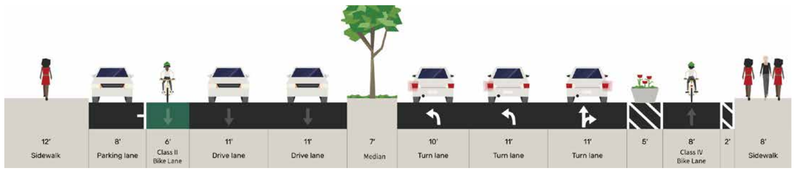
Existing conditions with spot improvements such as pedestrian scale lighting, bulb outs, protected signal phasing, etc.



CONTINUOUS BIKE FACILITY

Lane Narrowing + Striped Buffer

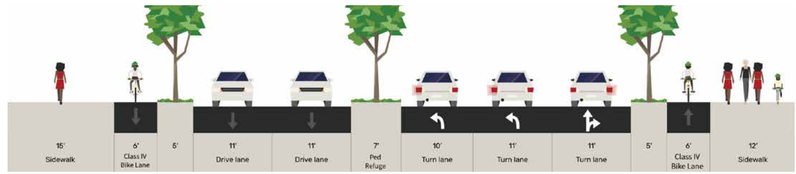
Replace turn lane on south side of road with a planter-protected one-way Class IV cycle track



HIGH INVESTMENT OPTION

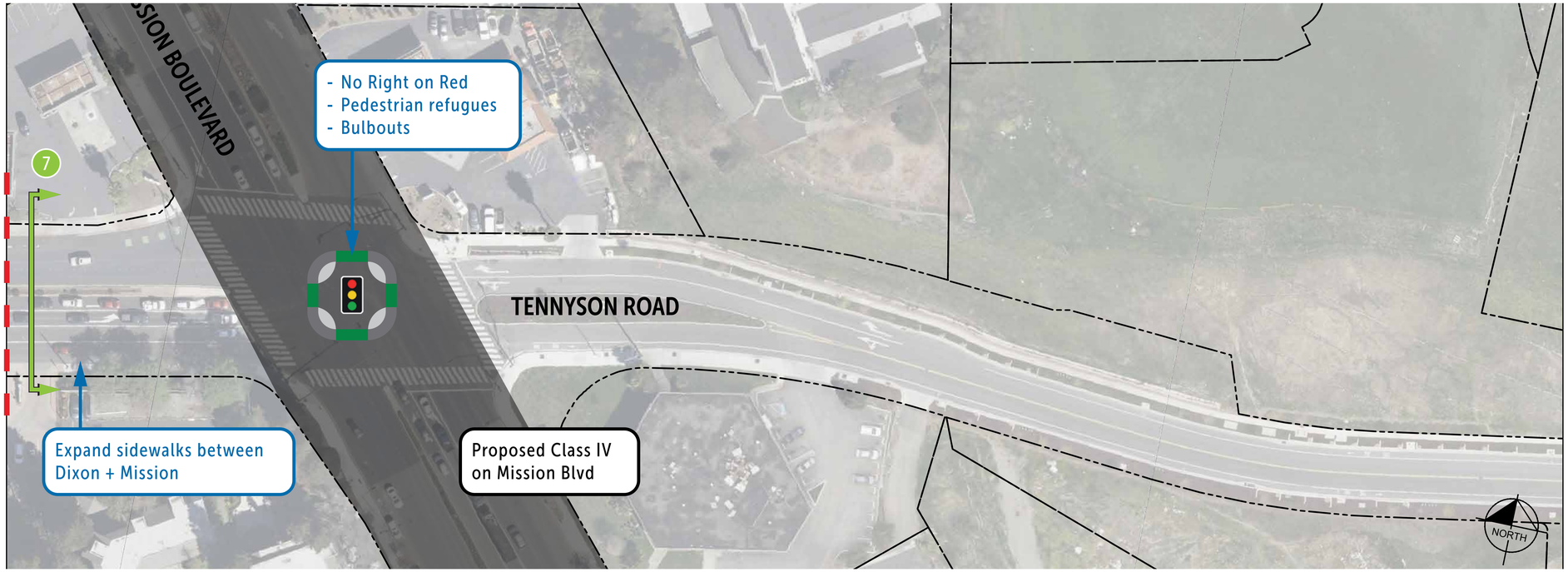
Raised Separated Bikeways

Replace Parking Lanes on both sides of the road to upgrade bike lanes to Class IV curb-protected bike lanes



Segment 6 — 12th Street/Dixon Street to Mission Boulevard

SHEET 19



Legend

SPOT IMPROVEMENT

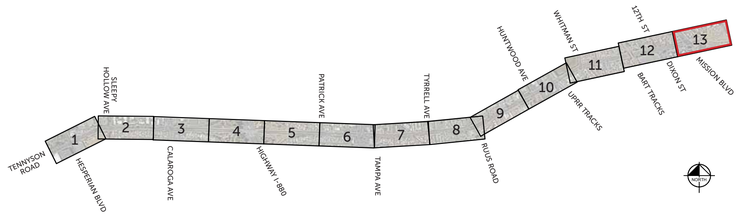
- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\ Corner Bulb-Out
- Add High Visibility Crosswalk
- Add Rectangular Rapid Flashing Beacons (RRFB)
- Add Right-Turn Only Signage
- Add Other Signage
- Pedestrian Refuge Island
- Implement Protected Intersection
- Upgrade Curb Ramp to meet ADA standards
- East Bay Greenway alignment

EXISTING

- Bus Stop
- Signalized Intersection
- Right of Way (ROW)

Typical Cross Sections

See **SHEET 18** for existing cross section and proposed alternatives.



Bus Platform Compatibility

SHEET 20

CONTINUOUS BIKE FACILITY: TRANSIT INTEGRATION

In order to retain flex-post protected separated bikeways on Tennyson Road, a temporary bus boarding island may be required at bus stops.

Diagrammatic On- and Off-Ramp for I-880

SHEET 20

LONG-TERM PROPOSED RAMP CHANGE

Changing on- and off-ramps to perpendicular intersections allows for safer crossing for pedestrians and cyclists. This also frees up public land to be used for other purposes. Rough square footage is shown for each quadrant, but specific planning and zoning changes would be studied further if this change were implemented.