



DATE: November 13, 2025
TO: Council Infrastructure & Airport Committee
FROM: Director of Public Works
SUBJECT: Safe Streets Hayward Update (A St, B St, Tennyson)

RECOMMENDATION

That the Council Infrastructure & Airport Committee (CIAC) receives an update for the Safe Streets Hayward Project (A St, B St, Tennyson), provide feedback, and approve proposed alternatives to be studied further.

SUMMARY

The Safe Streets Hayward Plan (Project) has the goal of improving traffic safety on A Street, B Street, and Tennyson Road. The federal grant-funded Project started in February 2025 and project activities completed to date include existing policy and plans research, collection of traffic safety and operational data, performing road safety audits, hosting focus groups, tabling at City events, maintaining a project website with an interactive survey, and developing illustrative concepts of proposed alternatives for each corridor.

Utilizing the feedback gathered throughout the summer, the project team developed a *Low Impact Alternative*, *Continuous Bike Facility Alternative*, and *High Investment Alternative* for each corridor. These alternatives provide a spectrum of choices and tradeoffs to consider, with the High Investment Alternative providing the most traffic safety benefit, but also typically the highest parking and congestion impacts. More details of the proposed alternatives and recommendations are included in Attachment III.

For A Street from Hesperian Boulevard to Mission Boulevard, the proposed alternatives include a low impact alternative of spot improvements only, a continuous bike facility alternative that includes buffered striped bike lanes, and a high investment alternative that includes protected intersections and protected bike lanes or shared use path on both sides of the road.

For B Street from Martin Luther King Drive to Watkins Street, the proposed alternatives include a low impact alternative of spot improvements only, a continuous bike facility alternative that includes buffered striped bike lanes, and a high investment alternative that

provides a two-way cycle track west of Myrtle Street and striped bike lanes east of Myrtle Street.

For Tennyson Road from Hesperian Boulevard to Mission Boulevard, the proposed alternatives include a low impact alternative for spot improvements, a continuous bike facility alternative that includes buffered bike lanes and protected bike lanes in select areas where “no parking” exists, and a high investment alternative that provides a one-way continuous protected bike lane on each side west of Whitman Street. All alternatives include a two-way cycle track on south side of street from Whitman Street to Dixon Road, in alignment with the current East Bay Greenway Design.

After receiving feedback on the selected alternatives from the Council Infrastructure and Airport Committee, the project team will perform technical analyses for each option, develop conceptual plans and cost estimates, and gather public feedback through two more outreach phases. The project team is anticipated to present to the CIAC or Council for selection of the preferred design for each corridor in November 2026.

FISCAL IMPACT

This project will not have an impact on the General Fund or Measure C.

The federal grant provides funds in the amount of \$3,252,000 for this Project (06942) and two other projects (06943 and 06945). The \$814,000 matching funds required for the grant are covered by three separate fund sources: Fund 215 Measure B - Local Transportation, Fund 410 Route 239 Corridor Improvement, and Fund 460 Transportation System Improvement. Of the \$814,000 matching funds, \$264,000 is currently being funded by General Fund. (The \$264,000 General Fund matching portion is not distributed proportionally between the three projects, as Project (06942) contains \$239,000 of those allocated General Funds.) Due to the current budget deficit, staff has recently identified a non-General Fund source, Fund 213 Measure BB - Ped & Bike, to replace the \$264,000 General Fund matching to remove any impact on General Fund. Staff will request Council for the required appropriation later this fiscal year. If approved, there will be no General Fund contributions toward the grant and the project.

BACKGROUND

Launched in 2022, the purpose of the Safe Streets and Roads for All (SS4A) federal grant program is to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through safety action plan development, refinement, and implementation focused on all users. The program provides funding to develop tools to help strengthen the community’s approach to roadway safety and save lives while meeting the needs of diverse local, tribal, and regional communities.

On June 6, 2023, City Council adopted the City’s Strategic Roadmap for Fiscal Years 2024 to 2025+, which outlined Council’s highest priorities for the near and medium-term future, along with specific projects and actions to achieve those priorities. The Strategic Roadmap

consisted of six core priorities. Each core priority contained a list of projects. The project is aligned with the Invest in Infrastructure strategic roadmap priority, *Project N1: Continue to implement major traffic calming initiatives*. The Strategic Roadmap was updated in June 2024. This project is now aligned with the following Strategic Roadmap metrics: number of traffic calming projects installed, number of miles of bike lanes added, and number of traffic collisions.

The City adopted its first Local Road Safety Plan (LRSP) on June 27, 2023, which assesses and identifies locations and strategies to improve road safety throughout the City. Along with identifying the City's High Injury Network, the LRSP recommends a set of strategies and countermeasures to address and prevent severe injury and fatal collisions. In addition, the City also adopted its Vision Zero by 2050 policy, which is the goal of achieving zero fatalities and severe injury collisions on the City's roadways by 2050.

On July 7, 2023, Staff applied for a U.S. Department of Transportation SS4A grant to develop a Speed Management Plan and a High Injury Network Safety Plan. Linking the grant application to the City's existing LRSP and Vision Zero policy, staff proposed a comprehensive safety evaluation and development of conceptual plans to improve traffic safety for many of the City's main arterials. The arterials proposed in the High Injury Network Safety Plan include A Street, B Street, Tennyson Road, Mission Boulevard, Hesperian Boulevard, Jackson Street, and the Downtown Area (The Loop). On October 27, 2023, the City was awarded \$3,252,000 in funding with a requirement of \$813,000 in City matching funds to fully develop a Speed Management Plan and High Injury Network Safety Plan. A Street, B Street, and Tennyson Road consist of the first phase of the High Injury Network Safety Plan.

On October 18, 2024, Staff published a request for proposals for the first set of corridors to be studied for the High Injury Network Plan. After a review of the proposals received, staff recommended Kimley-Horn to be the City's consultant to develop the A Street, B Street, and Tennyson Road portions of the High Injury Network Safety Plan. Council approved to execute a contract with Kimley-Horn for a not-to-exceed amount of \$1,600,000 on January 21, 2025. The contract was executed on February 20, 2025.

DISCUSSION

Project Purpose

To achieve zero traffic fatalities and severe injuries Vision Zero goal by 2050, significant change will need to occur on the City's arterial roadways. This project, along with the other projects funded by the SS4A grant, represents the large-scale planning effort required to develop corridor plans to address the disproportionate amount of fatal and severe collisions occurring on these arterials. Due to the long timelines typically required to progress large corridor projects to completion, the project funded by this grant may be the City's only chance to carry out the comprehensive planning, analyses, and outreach needed to meet the 2050 policy goal timeline.

Project Activities

Project activities began in February 2025. The project team researched existing City policies and plans, which includes the City's General Plan, LRSP, and Bicycle and Pedestrian Master Plan. Traffic safety and volume data were gathered for various locations in the project area and advanced data analytics were procured for intersections identified in the LRSP's High Injury Network. To establish consistency with other safety projects, the Project was renamed to Safe Streets Hayward.

On May 14, 2025 and May 27, 2025, the project team performed Road Safety Audits (RSA). RSAs are a world-recognized best practice safety performance examination of existing conditions of the project area. It requires a field review with a multidisciplinary team made up of various stakeholders focused on documenting safety issues that would be relevant to the project. The project team and participants walked through the three project corridors and documented observations. In addition, on July 9, 2025, a separate meeting was held with the Hayward Police Department to gather observations and feedback from patrol staff on the three project corridors. Police staff shared their experiences patrolling the corridors, responding to the collisions, and filing incident reports. Results of the RSA and the meeting with the police department would be used to help inform outreach efforts and the proposed alternatives.

Outreach

The Project's Phase 1 Outreach started in March 2025. The project outreach team consisted of City of Hayward staff, Kimley-Horn (consultant), Alta Planning + Design (sub-consultant), and Eden Youth (vendor). Alta Planning + Design led the outreach of this project and submitted to the City a Community and Stakeholder Outreach Plan that was approved by City staff. The project team was tasked to employ multiple methods to gather community and stakeholder feedback. A project website was created to allow participation through an electronic survey and interactive map. This same survey was available through a paper version during pop-up events and canvassing. By the time the survey closed in July 2025, 432 total surveys were collected. The interactive maps of the three corridors gathered a total of 97 unique map comments with 303 follow-up comments and votes on those comments.

The project team staffed at nine existing pop-up engagement events with the intention of meeting the community where they were to gather additional project feedback throughout the study areas. Example events were the Asian American Native Hawaiian Pacific Islander (AANHPI) Night at Burbank Elementary School, Reaching for a Better Community at Sorensdale Park, and the Hayward Night Market. Participants were invited to learn more about the project as well as provide feedback on specific points of interest or concern on a map.

Eden Youth also conducted canvassing across the study areas with the focus on bringing engagement directly to the residents using intercept surveys and direct interviews. They

canvased six locations on A Street, four locations on B Street, and four locations on Tennyson Road.

There were four key findings from outreach activities:

- Safety concerns at highway crossings
- Mixed opinions about removing travel lanes
- Concern about unsafe driving behavior, with higher frequency on Tennyson Road
- Non-transportation related social/environmental concern, including interactions with unhoused people at encampments.

Attachment II contains a more detailed summary of outreach activities, including a breakdown of findings by corridor, text of survey responses plus demographics, and total interactions for each event.

Proposed Alternatives to be Studied Further

The project team reviewed the ideas generated from the RSA and the results of the Phase 1 outreach. Below are the alternatives proposed to be studied further. Each corridor has a *Low Impact Alternative*, *Medium Impact/Continuous Bike Facility Alternative*, and a *High Investment Alternative*. By proposing three alternatives for each corridor, the community and Council will have a balanced choice of alternatives to consider and select from. These alternatives provide a spectrum of tradeoffs to consider, with the High Investment Alternative providing the most traffic safety benefit, but also highest parking and congestion impacts. Below is a general description of each alternative type:

Low Impact Alternative: Spot improvements with no changes to the cross section of the road. Minimal parking or congestion impacts.

Medium Impact/Continuous Bike Facility Alternative: A medium impact alternative with geometric and cross section changes for a continuous bicycle facility and increased safety. Some parking or congestion impacts.

High Investment Alternative: Major geometric and cross section changes for maximum safety benefit. Significant parking or congestion impacts.

A Street Proposed Alternatives	
Existing Conditions	<ul style="list-style-type: none"> • Two travel lanes in each direction. • Striped bike lanes in each direction, not continuous. • Median west of Grand Street.
Low Impact Alternative	<ul style="list-style-type: none"> • Maintain striped bike lanes as they exist. • Spot improvements such as curb bulb outs, pedestrian-scale lighting, protected traffic signal phasing, and rapid rectangular flashing beacons.

<p>Medium Impact/Continuous Bike Facility Alternative</p>	<ul style="list-style-type: none"> • Narrow travel lanes to provide buffered striped bike lanes and protected bike lanes. • Spot improvements such as curb bulb outs, pedestrian-scale lighting, protected traffic signal phasing, and rapid rectangular flashing beacons. • Small section and spot parking removal
<p>High Investment Alternative</p>	<ul style="list-style-type: none"> • Remove a travel lane west of Santa Clara Street and east of Montgomery Avenue to provide protected bike lanes or shared use path. • Remove a parking lane between Meekland Avenue and Montgomery Avenue to provide protected bike lanes or shared use path. • Protected intersections and spot improvements such as curb bulb outs, pedestrian-scale lighting, protected traffic signal phasing, and rapid rectangular flashing beacons.

<p>B Street Proposed Alternatives</p>	
<p>Existing Conditions</p>	<ul style="list-style-type: none"> • One travel lane in each direction west of Grand Street. • Two westbound travel lanes and one eastbound travel lane east of Grand Street. • Striped bike lanes west of Grand Street. • Parking lane on both sides of street.
<p>Low Impact Alternative</p>	<ul style="list-style-type: none"> • Maintain striped bike lanes as they exist, east of Grand Street. • Spot improvements such as traffic circles, speed humps, and curb bulb outs.
<p>Medium/Impact Continuous Bike Facility Alternative</p>	<ul style="list-style-type: none"> • Narrow travel lanes to 10 feet to provide buffered striped bike lanes west of Montgomery Avenue. • Remove parking on one side of the street or a westbound travel lane to provide striped bike lanes east of Montgomery Avenue. • Option to assess feasibility of traffic diverters along B Street west of Grand St.
<p>High Investment Alternative</p>	<ul style="list-style-type: none"> • Narrow travel lanes to 10 feet west of Myrtle Street to provide a protected two-way cycle track on the south side

	<p>of the street west of Myrtle Street and buffered striped bike lanes east of Myrtle Street.</p> <ul style="list-style-type: none"> • Remove parking on one side of the street or a westbound travel lane to provide striped bike lanes east of Montgomery Avenue.
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Tennyson Road Proposed Alternatives	
Existing Conditions	<ul style="list-style-type: none"> • Two travel lanes in each direction with median. • Striped bike lane in each direction, except at I-880 interchange. • Parking lanes with designated sections of “no parking.”
Low Impact Alternative	<ul style="list-style-type: none"> • Maintain striped bike lanes where they currently exist. • Two-way cycle track on south side of street from Whitman to Dixon (in alignment with East Bay Greenway design). • Spot improvements such as curb bulb outs, pedestrian scale lighting, and protected traffic signal phasing. • Recommend separate project for I-880 interchange improvements in partnership with Caltrans.
Medium/Impact Continuous Bike Facility Alternative	<ul style="list-style-type: none"> • Narrow travel lanes to provide buffered bike lanes on street segments while preserving existing parking. • Protected bike where current “no parking” exists. • Two-way cycle track on south side of street from Whitman to Dixon (in alignment with East Bay Greenway design). • Spot improvements such as curb bulb outs, pedestrian scale lighting, and protected traffic signal phasing. • Recommend separate project for I-880 Interchange Improvements in partnership with Caltrans.
High Investment Alternative	<ul style="list-style-type: none"> • One-way continuous protected bike lane on each side west of Whitman Street. • Two-way cycle track on south side of street from Whitman to Dixon (in alignment with East Bay Greenway design). • Some removal of parking (large portions of corridor already signed as “no parking” and reduction of median width. • Protected intersection improvements, pedestrian scale lighting, and protected traffic signal phasing. • Recommend separate project for I-880 Interchange Improvements in partnership with Caltrans.

Attachment III includes a detailed illustrative concept of the proposed alternatives along with corridor-wide and location specific recommendations. It is recommended that CIAC approves these alternatives for further study so that the benefits and impacts can be

explored and understood, in addition to getting feedback from Hayward communities through outreach efforts planned for 2026.

ECONOMIC IMPACT

The Safe Streets Hayward Plan will develop a design concept and cost estimates for the A Street, B Street, and Tennyson Road corridors, which when implemented, will help reduce the likelihood of serious injuries and fatalities. Vehicle crashes have a significant economic cost, both to those directly impacted and to other users of the transportation system. The increased safety and access will support local businesses and the local economy.

STRATEGIC ROADMAP

This agenda item supports the Strategic Priority of Invest in Infrastructure. Specifically, this item relates to the implementation of the following metrics/projects:

- Metric FM1: Number of traffic calming projects installed
- Metric FM2: Number of miles of bike lanes added
- Metric FM6: Number of traffic collisions

SUSTAINABILITY FEATURES

This project includes safety improvements that would increase multimodal connectivity in Hayward’s roadway network. The improvement of bicycle and pedestrian infrastructure will help reduce pollution and greenhouse gas emissions.

PUBLIC CONTACT

Public outreach for this project was conducted through various outreach events from March 2025 to July 2025. This includes tabling at City events, canvassing in neighborhoods, and an electronic survey and interactive map accessible through the project website. Please see Attachment II for a detailed summary of outreach efforts.

NEXT STEPS

After receiving feedback on the selected alternatives from the Council Infrastructure and Airport Committee, the project team will perform technical analyses for each option, develop conceptual plans and cost estimates, and gather public feedback through two more outreach phases. The project team is anticipated to present to the CIAC or Council for selection of the preferred design.

Table 1. Safe Streets Hayward (A St, B St, Tennyson) Timeline

	Expected Completion Date
Phase 1 Outreach	July 2025 (completed)

Select Alternatives for Further Study	November 2025
Phase 2 Outreach	February 2026
Phase 3 Outreach	July 2026
Conceptual Plan & Cost Estimates	September 2026
Select Preferred Design	November 2026

Prepared by: Byron Tang, Principal Transportation Engineer

Recommended by: Alex Ameri, Director of Public Works

Approved by:



Jayanti Addleman, Interim City Manager