

**Existing Roadway Network**

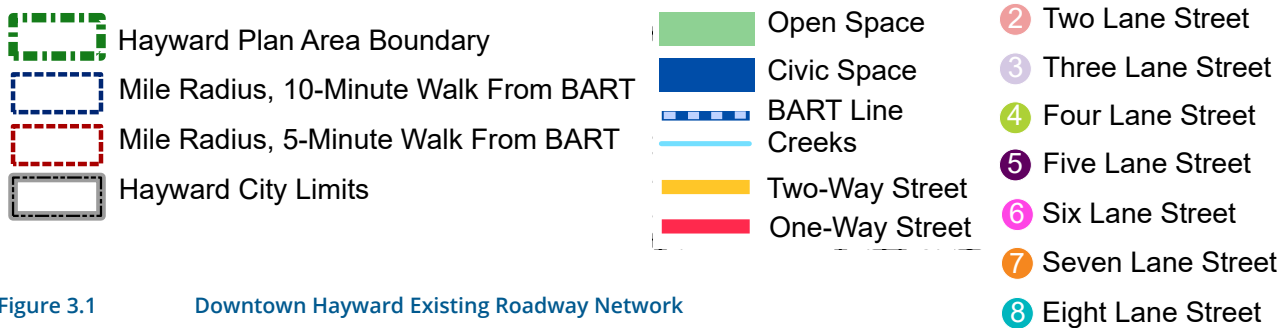


Figure 3.1 Downtown Hayward Existing Roadway Network

## 3.2 MOBILITY VISION

Downtown mobility and accessibility can be improved with street network modifications that complete bicycle and pedestrian connections and prioritize transit on key transit corridors. This Section describes the Plan's multimodal approach to transportation and outlines a strategy for implementation that includes short-term, mid-term, long-term, and final buildout components, considering connections among various modes of transportation, including walking, bicycling, public transit, and automobile.

The City recently adopted the Alameda County Central County Complete Streets Design Guidelines (2016). The guidelines demonstrate how to implement complete streets for each street type, for different modal priorities, and for varying contexts.

The Hayward 2040 General Plan serves as the foundation to guide the design of multimodal thoroughfares (i.e., streets, passages, and trails) that result in the creation of "complete streets." Relevant General Plan policies are included in this Chapter for easy reference.

### 3.2.1 Street Modifications

As shown on Figure 3.3 and pages 3-8 and 3-9, the Plan proposes a range of improvements for street design and streetscape enhancements that prioritize a multi-modal transportation system and encourages more walking, bicycling, and transit use. These improvements include completing work in progress, such as the Main Street Complete Streets project, road diets, converting one-way streets to two-way, adding bike lanes, and more pedestrian amenities. Most of the improvements depend on securing necessary funding, additional design work and community outreach, environmental analysis, and coordination with other City efforts like the Bike and Pedestrian Master Plan update.

To provide a framework for implementation, the major elements have been grouped into four phases discussed below. Detailed pedestrian and bike enhancements have also been identified and prioritized in the short-term. Implementation timeframes are recommendations and may change based on City priority, availability of funding, or timing of other improvements.

**Short-term (under 5 years)** – The short-term improvements include projects that have a significant amount of design complete and identified funding, such as the Main Street Complete Streets project; high-priority improvements, such as converting A Street to two-way operation, lane reductions and two-way cycle tracks on Foothill Boulevard and Mission Boulevard; and lower cost recommendations, such as a road diet and bike lane on 2nd Street. Temporary measures, such as painting, are used to make incremental progress. Other improvements include a mid-block pedestrian crossing on Foothill Boulevard between City Center Drive and Hazel Avenue as well as other intersection improvements to shorten crossing distance and improve pedestrian connections.

**Mid-term (5 to 10 years)** – The major infrastructure improvements in the mid-term include converting some one-way streets to two-way streets (A Street, B Street, C Street, and 1<sup>st</sup> Street), realigning channelized turn pockets to shorten crossing distance and reduce turning speeds, and extending bike lanes on Mission Boulevard from "Five Flags" (Intersection of Foothill Boulevard, Mission Boulevard, and Jackson Street) to Industrial Parkway. Converting some streets back to two-way streets is a big step and supports the Plan's emphasis on slowing auto speeds, providing better pedestrian connections, improving livability, and increasing economic activity. Further, two-way streets create more route options for motor vehicles, which supports the City's Emergency Access goal to develop a roadway system that includes multiple alternative routes to ensure the mobility in the event of emergencies.<sup>1</sup>

**Long-term (11 to 15 years)** – The long-term improvements include converting Foothill and Mission Boulevards to two-way streets and reconstructing the intersection at Foothill Boulevard, Mission Boulevard and D Street to support two-way movements.

**Final Vision Buildout (15+ years)** – The long-term vision of the Plan includes constructing a roundabout at the "Five Flags" intersection. The roundabout is envisioned to provide space for plazas, fountains, and events (see Chapter 2 for more details on this area).

<sup>1</sup> Hayward 2040 General Plan, Goal M-4.5: Emergency Access, <https://www.hayward2040generalplan.com/goal/M4>

Intersection Improvements

PUBLIC REALM ENHANCEMENTS



**Bulbouts.** Painted bulbouts at corners, other temporary installation.



**High-intensity Activated Crosswalk (HAWK) Pedestrian Signal on Foothill**



**Pedestrian Improvements.** Parklets, lighting, benches (work with businesses to target locations)



**Bicycle Improvements.** Sidewalk bike racks, bike corrals at select parking spaces

See Figure 3.3 (Proposed Circulation Network) for locations of proposed intersection improvements

MAJOR ROADWAY ELEMENTS

Main St. Complete Streets project between McKeever Ave and D St. (funded construction estimated Fall 2020)

Foothill Blvd single lane reduction and two-way cycle track (between D St. and City Center Dr.)

A St. 2-way conversion (between Mission Blvd and Foothill Blvd)

C St. 2-way conversion (between Mission Blvd and 2nd St.)

2nd St. road diet and bike lane within the Plan Area

Mission Blvd single lane reduction and two-way cycle track (between A St. and D St.)

Realign channelized turn pockets (at Foothill Blvd and A St. and Foothill Blvd and D St.)





Short Term  
Under 5 Years

Mid Term  
5-10 Years

## Goal 3: Housing

A wide variety of housing types are available to meet the economic and physical needs of a diverse population.




Policy H 1 <b>Housing Supply</b>	Encourage residential development at the maximum density allowed in the General Plan, where feasible, to spur more housing production, including affordable and market rate housing, and attract a wide spectrum of people to live Downtown.
Policy H 2 <b>Affordable Housing</b>	<b>Strongly</b> encourage the production of <b>on-site</b> affordable housing in the Plan Area, including options for extremely low, very low, low, and moderate-income households, <b>consistent with the inclusionary housing ordinance.</b>
Policy H 3 <b>Displacement</b>	Prevent or mitigate the displacement of existing residents, if housing prices rise significantly.
Policy H 4 <b>Special Needs Housing</b>	Provide housing that supports persons with special needs, including seniors, persons with disabilities, and persons who are homeless.
Policy H 5 <b>Comprehensive System of Services</b>	Continue to coordinate with community organizations to develop and maintain a comprehensive system of services to prevent and alleviate homelessness, panhandling, and related public health and safety concerns.

	Program	Responsible Party	Timeframe	Proposed Funding Source	Guiding Principle
Program H 1	Modify use regulations to allow for a mix of housing types, including accessory dwelling units, duplexes, multiplexes, apartments, and mixed-use buildings.	PLD	Concurrent with Specific Plan Adoption	N/A	
Program H 2	Incentivize affordable by design units, including smaller unit sizes, reduced parking requirements, and other interventions that lowers housing costs for both affordable and market rate housing option.	PLD	Concurrent with Specific Plan Adoption	N/A	
Program H 3	Modify the zoning code to allow attached or detached accessory dwelling units as part of a single-family or multi-family use.	PLD	Concurrent with Specific Plan Adoption	N/A	
Program H 4	Modify zoning regulations to allow for assisted care and residential care facilities and support services for seniors and persons with disabilities.	PLD, LSC	Concurrent with Specific Plan Adoption	N/A	



**Goal 4: Circulation (cont.)**

The public right-of-way is recognized as the backbone of the public realm and Downtown streets are comfortable for people walking and bicycling, efficient and convenient for people taking transit, and accommodating to people driving automobiles at a posted speed limits.

Program	Responsible Party	Timeframe	Proposed Funding Source	Guiding Principle
Program C 11	PLD, PW	Mid	GF, PBD, TFCA, BPDG	 
Program C 12	PW	Mid-Long	GF, EIFD, ATP, CIG, Measure BB	
Program C 13	PLD, PW	<p>Design and convert the following street segments in the Plan Area from one-way to two-way streets (see Appendix B for illustrations and discussion):</p> <ol style="list-style-type: none"> <li>A Street (between Mission Boulevard and Foothill Boulevard);</li> <li>C Street (between Mission Boulevard and Second Street);</li> <li>1st St 2-way conversion (between C St and D St);</li> <li>B Street (between Watkins Street and Foothill Boulevard)and</li> <li>Mission Boulevard (between A Street and the "Five Flags" Intersection).</li> <li>Foothill Boulevard (between A Street and the "Five Flags" intersection).</li> </ol>	<p>GF, SCGP, ATP, APG, CIG, TFCA, Measure BB</p>	<p><u>Short Mid</u></p> <p>Mid</p> <p>Mid</p> <p>Mid</p> <p>Long</p> <p>Long</p> 