CITY OF HAYWARD

Hayward City Hall
777 B Street
Hayward, CA 94541
www.Hayward-CA.gov

Agenda

Council Infrastructure & Airport Committee

Wednesday, April 22, 2026 **5:30 PM** **Hayward Executive Airport**
20301 Skywest Drive
Administrative Building
Conference Room

NOTICE: The Council Infrastructure & Airport Committee will hold a hybrid meeting at the Hayward Executive Airport, 20301 Skywest Drive, and virtually via Zoom

The **PUBLIC COMMENT** section provides an opportunity to address the Committee on items not listed on the agenda. The Committee welcomes comments and requests that speakers present their remarks in a respectful manner, within established time limits and focus on issues which directly affect the City or are within the jurisdiction of the City. As the Committee is prohibited by State law from discussing items not listed on the agenda, your item will be taken under consideration and may be referred to staff for further action. Speakers shall not use threatening, profane, or abusive language which disrupts, disturbs, or otherwise impedes the orderly conduct of a Committee meeting. The City is committed to maintaining a workplace free of unlawful harassment and is mindful that City staff regularly attend Committee meetings. Discriminatory statements or conduct that is hostile, intimidating, oppressive, or abusive and disruptive to a meeting and will not be
tolerated.

How to submit written Public Comment:

Send an email to angel.groves@hayward-ca.gov for CIAC by 1:00 p.m. the day of the meeting. Please identify the Agenda Item Number in the subject line of your email. Emails will be compiled into one file, distributed to the Council Infrastructure & Airport Committee and City staff, and Published in the City's Meeting and Agenda Center under Documents Received After Published Agenda.

How to provide live Public Comment during the Council Infrastructure & Airport Committee Meeting:

1. Attend in person at the Hayward Executive Airport, 20301 Skywest Drive, Hayward
2. Please click the link below to join the Webinar:

Join from PC, Mac, iPad, or Android:
https://hayward.zoom.us/j/81496359951?pwd=Th4jatQRf9HSb4ouB5GniccLuZxIwi.1
Passcode:CIAC_0422

Phone one-tap:
+16699006833,,81496359951#,,,,*431665141# US (San Jose)
+16469313860,,81496359951#,,,,*431665141# US

Join via audio:
+1 669 900 6833 US (San Jose)
+1 646 931 3860 US
Webinar ID: 814 9635 9951
Passcode: 431665141
International numbers available: https://hayward.zoom.us/u/kchEgsSfxS

CALL TO ORDER

ROLL CALL

PUBLIC COMMENTS:

APPROVAL OF MINUTES

1. MIN 26-039 Approval of Minutes of the Council Infrastructure & Airport Committee (CIAC) Meeting Held on February 5, 2026.

Attachments: Attachment I February 5, 2026 CIAC Meeting Minutes

2. MIN 26-040 Approval of Minutes of the Council Infrastructure & Airport Committee (CIAC) Meeting Held on February 25, 2026.

Attachments: Attachment I February 25, 2026 Meeting Minutes

REPORTS/ACTION ITEMS

3. ACT 26-022 Safe Streets Hayward Update (A St, B St, Tennyson)

Attachments: Attachment I Staff Report
Attachment II First Round Outreach Summary
Attachment III Illustrative Concepts
Attachment IV Existing Conditions Summary
Attachment V Second Round Outreach Summary

4. ACT 26-019 Transit Oriented Communities Policy Planning Grant Scoping

Attachments: Attachment I Staff Report

5. ACT 26-015 Review of Recommended Capital Improvement Program for FY27 - FY36

Attachments: Attachment I Staff Report

FUTURE AGENDA ITEMS

6. ACT 26-021 Proposed Agenda Planning Calendar: Review and Comment

Attachments: Attachment I Staff Report

COMMITTEE MEMBER/STAFF ANNOUNCEMENTS AND REFERRALS

ADJOURNMENT

Next Scheduled Meeting: Wednesday, June 24, 2026

File #: MIN 26-039

DATE: April 22, 2026

TO: Council Infrastructure & Airport Committee

FROM: Director of Public Works

SUBJECT

Approval of Minutes of the Council Infrastructure & Airport Committee (CIAC) Meeting Held on February 5, 2026.

RECOMMENDATION

That the CIAC reviews and approves the February 5, 2026 CIAC meeting minutes.

ATTACHMENTS

Attachment I February 5, 2026 CIAC Meeting Minutes

SPECIAL JOINT HARD BOARD & COUNCIL INFRASTRUCTURE & AIRPORT COMMITTEE MEETING

Hybrid Participation - Digital Zoom Meeting/Conference Room 2A

February 5, 2026
5:30 p.m.

MEETING MINUTES

CALL TO ORDER: Meeting called to order at 5:30 p.m. by Chair Salinas.

ROLL CALL:

Members Present:

- Angela Andrews, City Council Member
- George Syrop, City Council Member
- Mark Salinas, Mayor/ Chair

Staff Present:

- Alex Ameri, Director of Public Works
- Amber Parras, Senior Secretary
- Dave Hung, Acting Deputy Director of Public Works – Engineering
- Jennifer Ott, City Manager
- Sammy Lo, Senior Civil Engineer

HARD Staff Present:

- Dwayne Taylor, Director of Park & Facilities Maintenance
- Jim Wheeler, General Manager
- Lou Andrade, HARD Board Member
- Meghan Tiernan, Capital Planning & Development Director
- Sara Lamin, HARD Board President

PUBLIC COMMENTS

Mary Clements, representing the Skywest HOA, reported that the front pond near the maintenance building is nearly dry, raising concerns about wildlife such as turtles and ducks potentially being stranded, and requested staff to look into the situation.

Mayor Salinas clarified that the Sky West Golf Course property is currently closed to the public due to liability concerns and emphasized that no one should be on-site.

Mimi Dean noted that the meeting coincided with Western Monarch Butterfly Day in California and identified Skywest as a critical habitat, stating it is the top monarch site in the East Bay and ranks fifth statewide, with over 500 butterflies observed. She expressed concern about the site's closure and advocated for its preservation as open space, citing environmental benefits, community interest, and nearly 4,000 petition signatures.

Fred Simon, Board Member of the Oro Loma Sanitary District and City Council Member for the City of San Leandro, voiced support for maintaining Skywest as open space. He highlighted his long-term connection to the area, the importance of open space for families, environmental benefits such as habitat and air quality, and concerns about airport noise impacts on nearby residents.

REPORTS/ACTION ITEMS

1. **Joint Agency Discussion of La Vista Park Project and Coordination Opportunities on Future Park Projects**

Director of Public Works Ameri provided a synopsis of the staff report and Sammy Lo presented a PowerPoint presentation.

Public Comments

Bruce King, representing Friends of San Lorenzo Creek, urged the City and regional agencies to prioritize habitat restoration and better integrate environmental considerations into development projects. He encouraged leveraging mitigation opportunities and taking a proactive leadership role in protecting ecosystems while continuing to support growth.

Mimi Dean expressed support for moving forward with La Vista Park Project, praising the Hayward Area Recreation and Park District (HARD) for leading the project. She noted that HARD is the best agency to manage this type of recreation, which includes both developed and some passive activities. Ms. Dean also commended HARD for its broader contributions to Hayward, including downtown projects and community events, emphasizing the positive impact these efforts have on the community.

Committee Member's Comments

HARD Board President Lamnin acknowledged the project's progress and HARD's improved capacity to deliver on time and budget. She raised maintenance concerns, noting no existing landscape and lighting district and potential costs of nearly $1 million annually. She highlighted the park's design focus on preserving natural space, inquired about the "keyway" related to the Eden Housing project, and asked whether the property falls under Hayward Geologic Hazard Abatement District (GHAD).

CM Syrop expressed support and enthusiasm for the La Vista project, emphasizing HARD's key role in its development and other city initiatives. He appreciated HARD's flexibility in helping manage Measure C costs. Syrop noted GHAD's current maintenance responsibilities and suggested clarifying their potential role in maintaining new park improvements. He highlighted the importance of continuing discussions on park maintenance and recommended formalizing a process to involve HARD consistently in city recreation, parks, and event projects, aligning with the "education city" concept from the strategic roadmap. CM Syrop also expressed interest in operationalizing initiatives like "Education City" to ensure community stakeholders are actively at the table, rather than having to reverse-engineer engagement later.

CM Andrews emphasized the importance of alignment between the two entities on the park's design, noting that the meeting serves to solidify agreement. She asked about a demand study to guide the types and quantity of amenities, noting duplicates like dog parks, basketball courts, and playgrounds, and whether these considerations are part of value engineering to remain cost-conscious. CM Andrews suggested leveraging existing forums like the Hayward Local Agencies Committee (HLAC) to engage stakeholders efficiently and reduce administrative burden. She expressed interest in how the park could function as a quiet space for residents and in

understanding suitable programming for the amphitheater. She also highlighted the City and HARD partnership, expressing excitement for the collaboration and mutual support, and thanked the design team for their work, including the challenge of value engineering $5 million while addressing geotechnical considerations.

Mayor Salinas thanked staff for their work and expressed overall support for the project. He stated that technical details, such as the keyway, should be resolved by staff, but indicated agreement with Director Ameri on the need for the keyway, noting there appears to be general consensus on that point.

HARD General Manager Wheeler provided an overview of potential collaboration on future projects and introduced Capital Planning and Development Director Megan Tiernan who presented a PowerPoint presentation summarizing key opportunities and considerations.

CM Andrews thanked staff for the presentation and the team's work on Linear Park, noting its active use by residents. She emphasized the importance of maintaining alignment among all parties on the Foothill Park project, including consensus on design and parking. She inquired about opportunities for collaboration on City plazas, specifically citing Heritage Plaza and expressing interest in partnering with HARD to better activate the space and support downtown economic development, and asked whether this could be discussed at HLAC. She also asked about other projects or focus areas that could benefit from City partnership and suggested identifying hotspot areas for improvement through urban design.

CM Syrop noted that the presentation highlighted several exciting HARD projects, many of which align with Eden Greenway. He expressed interest in improving connectivity along the corridor and exploring opportunities for reimagined amenities to further activate the space, while acknowledging existing constraints. Referencing the Hazel Community Garden in the Prospect Hill neighborhood, he recognized associated costs and, building on CM Andrews' comments, asked whether HARD has considered offering microgrants to empower residents to activate local spaces without requiring large-scale planning efforts.

HARD Board President Lamnin highlighted two key focus areas for HLAC this year: the Youth Master Plan to expand youth opportunities and the evaluation of community events, including culturally informed delivery. She emphasized the value of ongoing cross-agency coordination, suggesting regular discussions to ensure alignment. She also called for deeper conversations around funding mechanisms such as the Quimby Act and Landscape and Lighting Districts, noting the need for clarity on how funds are allocated and shared between the City and park district. Additionally, she expressed interest in activating underutilized public spaces and exploring opportunities for habitat enhancement and emphasized the importance of continued collaboration through both formal and informal efforts.

Mayor Salinas asked what additional improvements could be made at the park, clarifying that he was not asking HARD to take on additional costs but rather exploring opportunities the City could support. He also asked for clarification on what a pump track is. He noted that while HARD maintains the Eden Greenway, there should be future discussions on how to better activate these spaces to make them standout destinations. He emphasized their potential to host events and community activities and reflected that while Greenway was once a key neighborhood destination,

it has largely remained passive in recent decades, expressing interest in revitalizing and enhancing its use. He concluded by commending HARD for their longstanding efforts, noting that even during times of limited resources prior to bond funding, they have done an excellent job maintaining parks, keeping them clean, and ensuring they remain usable and welcoming for recreation.

Public Comments

Mimi Dean expressed enthusiasm for the number of projects underway and noted appreciation for the frequent mention of Skywest during the meeting. She emphasized that open space is a top priority for the community, agreeing with earlier comments, and encouraged the City to continue prioritizing what residents want.

COMMITTEE MEMBER/STAFF ANNOUNCEMENTS AND REFERRALS

There were none.

ADJOURNMENT

Chair Salinas adjourned the meeting at 6:57p.m.

	MEETINGS			
Attendance	Present 2/5/26 Meeting	Present to Date This Fiscal Year	Excuse to Date This Fiscal Year	Absent to Date This Fiscal Year
Angela Andrews	✓	13	0	0
Mark Salinas	✓	13	0	0
George Syrop	✓	13	0	0

File #: MIN 26-040

DATE: April 22, 2026

TO: Mayor and City Council

FROM: Director of Public Works

SUBJECT

Approval of Minutes of the Council Infrastructure & Airport Committee (CIAC) Meeting Held on February 25, 2026.

RECOMMENDATION

That the CIAC reviews and approves the February 25, 2026 CIAC meeting minutes.

ATTACHMENTS

Attachment I February 25, 2026 CIAC Meeting Minute

COUNCIL INFRASTRUCTURE & AIRPORT COMMITTEE MEETING
Hybrid Participation - Digital Zoom Meeting/Conference Room 2A

February 25, 2026
5:30 p.m.

MEETING MINUTES

CALL TO ORDER: Meeting called to order at 5:30 p.m. by Chair Salinas.

ROLL CALL:

Members Present**:**

- Angela Andrews, City Council Member
- George Syrop, City Council Member
- Mark Salinas, Mayor/ Chair

Staff Present:

- Alan Pierce, LPA, Inc.
- Alex Ameri, Director of Public Works
- Amber Parras, Senior Secretary
- Byron Tang, Principal Transportation Engineer
- Daniel Olsen, Police Captain
- Dave Hung, Acting Deputy Director of Public Works – Engineering
- Jennifer Ott, City Manager
- Jeremy Hart, LPA, Inc.
- Karina Schneider, Fehr & Peers

PUBLIC COMMENTS

Hugh Miriam, a San Lorenzo Village resident, emphasized the importance of preserving the Skywest site as open space, serving as a buffer between the airport and neighborhoods. He noted that further development could bring airport activity closer to homes and threaten long-term airport sustainability. He encouraged cost-effective preservation to maintain continuous community and environmental benefits.

REPORTS/ACTION ITEMS

1. **Approval of Minutes of the Council Infrastructure & Airport Committee (CIAC) Meeting Held on November 13, 2025.**

The item was moved by CM Andrews, seconded by CM Syrop, and approved unanimously.

2. **Draft Speed Management Plan**

Director of Public Works Ameri provided a synopsis of the staff report and Principal Transportation Engineer Tang introduced Karina Schneider from Fehr & Peers and presented a PowerPoint presentation.

Public Comments

Peyton Waterman, a Mount Eden neighborhood resident, expressed support for improvements along Hesperian and Industrial Boulevard and praised West Tennyson as a successful example of protected bike lanes and traffic design. He encouraged expanding similar treatments and noted that paint and signage alone are insufficient to slow traffic, advocating for more effective measures such as roundabouts.

Committee Member's Comments

CM Syrop expressed overall support for the project while raising concerns and making recommendations. He suggested lowering the 35-mph target on Upper B Street, incorporating community input and land use into prioritization, and using data from injury reports and the High Injury Network to guide corridor selection. He supported safety demonstration projects, requested timelines for making temporary treatments permanent, and noted staff capacity considerations for the proposed Safety Task Force, recommending leveraging existing community relationships and clarifying facilitation roles.

CM Andrews provided detailed feedback on street safety measures, suggesting chicanes where Class 4 bike lanes aren't feasible and questioning Speed Feedback Sign effectiveness. She requested red light camera costs, clarification on Safety Demonstration Project site selection, and the process for making pop-up treatments permanent, recommending the Safety Task Force educate the public. She emphasized understanding funding sources and distinctions between planning, implementation, and construction dollars. She also highlighted speed and collision data collection and suggested reporting platforms showcase completed traffic safety projects to demonstrate ongoing city efforts.

Mayor Salinas commented that when the City discontinued the use of red-light cameras in 2014, there had been reports highlighting high rates of rear-end collisions and other traffic incidents at certain intersections, including Hathaway and A Street, as well as Hesperian and W. Winton Avenue.

The item was moved by CM Syrop, seconded by CM Andrews, and approved unanimously.

3. **Public Safety Center Project Update**

Director of Public Works Ameri provided a synopsis of the staff report and Acting Deputy Director of Public Works – Engineering Hung presented a PowerPoint presentation.

Committee Member's Comments

Mayor Salinas inquired whether the Hayward Police Department has reviewed the Cost Estimate – Prioritization to Reduce Cost list to distinguish essential from optional items, noting that the $247 million estimate for the CANG site accommodates current and future growth. He suggested exploring a Public-Private Partnership (P3) for the Public Safety

Center to strategically allocate risks and leverage public and private expertise, asking if this approach could accelerate the project timeline while maintaining quality and cost-effectiveness. He also emphasized the importance of educating the City Council on P3s covering their structure, options, and implications so that any decision would be informed and carefully considered.

CM Andrews inquired about the future of the Winton site and the available options if the CANG site were relocated. She also asked whether Animal Services has been considered, including whether the facility should be single-story or could accommodate a two-story design with offices above, and raised concerns about the impact of airport noise on animals, particularly those with behavioral issues. She questioned the potential use of Public-Private Partnerships (P3s) for other City facilities and whether there could be conflicts of interest when applying a P3 model to a police or public safety building. CM Andrews cautioned against the Design-Build method (DB), noting that while it may speed up delivery, it shifts more control and risk to the contractor and could create issues during construction. She emphasized sticking carefully to the City's proven Design-Bid-Build (DBB) approach, expressed hesitation with progressive design-build due to limited familiarity, and asked about successful examples of the Construction Manager at Risk (CMAR) method for public safety facilities.

Public Comments

There were none.

Committee Member's Comments

CM Syrop suggested exploring Southland Mall as a site for a public safety facility or P3 to reduce costs or avoid property acquisition. He emphasized distinguishing "must-haves" from "nice-to-haves," providing the City Council with a full options list, and expressed concern about underutilized jail capacity and the scale of a 35-room facility. He argued certain features, like a family counseling waiting room, are essential to public safety. While acknowledging cost-focused refinements, he supported the project's progress and requested clarification on P3-related costs under DBB and CMAR methods, including a breakdown of original estimates and additional staffing or programming costs.

CM Andrews asked about the potential noise impact of an outdoor range at the Sears site and whether it could cause issues. She also inquired about the cost comparison between leasing a department store versus constructing a new City facility, noting that a detailed analysis would be needed if the City were to take over the Sears site to determine whether costs would be comparable.

CM Syrop recommended leveraging existing neighborhood amenities to reduce costs and keep the public safety campus focused on core functions rather than public-facing services,

allowing current Police Department programs to be preserved or expanded. He also stressed that when the proposal goes to the full City Council, it should include a cost analysis of various management strategies, emphasizing informed decision-making over simply choosing the cheapest option to avoid long-term negative impacts on both the Police Department and residents.

4. **Proposed Agenda Planning Calendar: Review and Comment**

There were none.

COMMITTEE MEMBER/STAFF ANNOUNCEMENTS AND REFERRALS

There were none.

ADJOURNMENT

Chair Salinas adjourned the meeting at 7:16 p.m.

	MEETINGS			
Attendance	Present 2/25/26 Meeting	Present to Date This Fiscal Year	Excuse to Date This Fiscal Year	Absent to Date This Fiscal Year
Angela Andrews	✓	14	0	0
Mark Salinas	✓	14	0	0
George Syrop	✓	14	0	0

File #: ACT 26-022

DATE: April 22, 2026

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 Rd), provide feedback, and approves the recommended alternative for each corridor.

SUMMARY

The Safe Streets Hayward Plan Phase 1 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 gathered feedback throughout Summer 2025. Using results from outreach, the project team developed a *Base Corridor Enhancements Alternative, Connected Corridor Alternative,* and *Reimagined Corridor Alternative* for each corridor, reflecting the needs of the communities from each corridor. These alternatives provide a spectrum of choices and tradeoffs to consider, with the Reimagined Corridor Alternative providing the most traffic safety benefit, but also typically the highest parking and congestion impacts.

These alternatives were presented to CIAC on November 13, 2025. After receiving feedback and approval from CIAC to study the alternatives further, the second round of outreach started on January 5, 2026. The purpose of the additional outreach was to receive feedback from the community and stakeholders on their preferences for the alternatives and to understand the perceived benefits and challenges of each alternative. Outreach activities focused around gathering in person feedback or directing users to a survey hosted on the project website and were structured to reduce barriers for Hayward's residents and stakeholders by bringing engagement through pop-up events and facilitating community workshops near the project corridors. In total, outreach efforts yielded 497 surveys taken with 27% received in Spanish and 51% identifying as low-income. With all feedback considered, a total of 742 people and 1,027 public comments were received at the conclusion of the outreach phase.

The project team recommends the following alternatives to move forward to the next phase of the project.

Corridor	Limits	Recommended Alternative
A Street	Hesperian to Meekland	Connected Corridor/Reimagined Corridor
	Meekland to Watkins	Reimagined Corridor
B Street	Martin Luther King to Montgomery	Reimagined Corridor
	Montgomery to Watkins	Reimagined Corridor
Tennyson Road	Hesperian to Mission	Reimagined Corridor

If the CIAC approves, City staff will bring these recommendations to City Council for approval. Approval from City Council will allow the project team to develop conceptual plans and cost estimates for the selected alternatives and gather public feedback on the conceptual plan that will be developed. The project team is anticipated to complete the conceptual design and estimates for final approval in November 2026.

ATTACHMENTS

Attachment I Staff Report
Attachment II First Round Outreach Summary
Attachment III Illustrative Concepts
Attachment IV Existing Conditions Summary
Attachment V Second Round Outreach Summary

DATE: April 22, 2026

TO: Council Infrastructure & Airport Committee

FROM: Director of Public Works

SUBJECT: Safe Streets Hayward Update (A St, B St, Tennyson)

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Tennyson Road	Hesperian to Mission	Reimagined Corridor

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FISCAL IMPACT

This item has no General Fund or Measure C impact.

This Project is largely funded by federal grant funds. The matching portion of the grant in the amount of $814,000 is provided by three separate fund sources: Fund 213 Measure BB (Pedestrian and Bicycle), Fund 215 Measure B (Local Transportation), and Fund 410 Route 239 Corridor Improvement.

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.

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 as 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.

Project Activities

Development of 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 was used to help inform outreach efforts and the proposed alternatives.

The Project's first round of 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 employed multiple methods to gather community and stakeholder feedback. A project website was created to allow participation through an electronic survey and interactive map. The survey was available through a paper version distributed 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 the first round of 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 and feeling unsafe near unhoused people, especially close to encampments.

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

Proposed Alternatives for Each Corridor

The project team reviewed the ideas generated from the RSA and the results of the Phase 1 outreach. Each corridor has a *Base Corridor Enhancements Alternative*, *Connected Corridor Alternative*, and a *Reimagined Corridor Alternative*. By having three alternatives for each corridor, the community and stakeholders will have a balanced choice of alternatives to consider and select from. These alternatives provide a spectrum of tradeoffs to consider, with the Reimagined Corridor Alternative providing the most traffic safety benefit, but also highest parking and congestion impacts. Below is a general description of each alternative type:

Base Corridor Enhancements*:*	Spot improvements with no changes to the cross section of the road. Minimal parking or congestion impacts.
Connected Corridor:	A medium impact alternative with geometric and cross section changes for a continuous bicycle facility and increased safety. Some parking or congestion impacts.

Reimagined Corridor*:* Major geometric and cross section changes for maximum safety benefit. Significant parking or congestion impacts.

Corridor alternatives were presented to CIAC on November 13, 2025, with the recommendation to study them further and gather additional public feedback. CIAC approved the recommendation. The proposed alternatives are summarized below. Attachment III includes a detailed illustrative concept of the proposed alternatives along with corridor-wide and location specific recommendations.

A Street Proposed Alternatives	
Existing Conditions	• Two travel lanes in each direction. • Striped bike lanes in each direction, not continuous. • Median west of Grand Street.
Base Corridor Enhancements Alternative	• 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.
Connected Corridor Alternative	• 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
Reimagined Corridor Alternative	• Remove a travel lane in each direction west of Santa Clara Street and east of Grand Street 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.

B Street Proposed Alternatives	
Existing Conditions	• 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.
Base Corridor Enhancements Alternative	• Maintain striped bike lanes as they exist, east of Grand Street. • Spot improvements such as traffic circles, speed humps, and curb bulb outs.
Connected Corridor Alternative	• 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.
Reimagined Corridor Alternative	• Narrow travel lanes to 10 feet west of Myrtle Street to provide a protected two-way cycle track on the south side of the street west of Myrtle Street and buffered striped bike lanes east of Myrtle Street. • Remove parking east of Montgomery Avenue on one side of the street to provide striped bike lanes or remove a westbound travel lane..

Tennyson Road Proposed Alternatives	
Existing Conditions	• 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.”
Base Investment Alternative	• 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.
Connected Corridor Alternative	• 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.
Reimagined Corridor Alternative	• 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). • 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.

DISCUSSION

The next round of outreach started on January 5, 2026 and ended on March 20, 2026. The purpose of the second round of outreach was to receive feedback from the community and stakeholders on their preferences of alternatives and to understand the perceived benefits and challenges of each alternative. The project team prepared for this round of outreach by scheduling outreach events, updating the project website, uploading the Existing Conditions Summary (Attachment IV) to the website, and creating a new survey (paper and online) to gather feedback.

The second round of outreach consisted of multiple outreach activities centered around gathering in person feedback or directing users to a survey hosted on the project website. Outreach activities were structured to reduce barriers for Hayward's residents and stakeholders by bringing engagement to them through pop-up events and facilitating community workshops near the project corridors. Mailers were sent to residents and businesses within a five-hundred feet radius of each project corridor. Community workshops were held at the Eden Youth and Family Center on March 2, 2026 and at the Hayward Public Library on March 10, 2026. Pop-ups were held in partnership with the Hayward Rides team or at the Hayward Farmers Market on January 30, February 7, and February 21. In addition, the project team coordinated with the City's Communications Team to complete email blasts, social media posts, and an article publication in the City's official newsletter, *The Stack*. Outreach efforts yielded 497 surveys taken with 27% received in Spanish and 51% identifying as annual household income under $75,000. In total, 770 people and 1,042 public comments were received from all outreach methods.

The public was given an opportunity to score the alternatives for each corridor during the outreach process. Participants ranked the alternatives for each corridor 1st, 2nd, or 3rd, with

1st equaling three points, 2nd equaling two points, and 3rd as one point. Below is a summary of the scoring for the corridor alternatives. Full details of the second round of outreach are included as Attachment V.

A Street Outreach Results				
Limits	Alternative	Online Survey	In-Person / Paper Survey	Total Score
Hesperian to Meekland	Base Corridor Enhancements	107	63	170
	Connected Corridor	132	102	**234**
	Reimagined Corridor	103	81	184
Meekland to Watkins	Base Investment	98	163	261
	Connected Corridor	117	188	305
	High Investment	103	250	**353**

Common themes for the A Street from Hesperian Boulevard to Meekland Avenue segment were that many intersections felt dangerous and motorists drove at high speeds. The Connected Corridor alternative received the most support and participants cited the need for increased safety, reduced travel speeds, and curtailing red-light running. The Reimagined Corridor alternative was not favored due to the strong concern of congestion impacts from removing travel lanes.

For the Meekland Avenue to Watkins Street segment, there was support for increased pedestrian safety and improving the crosswalk yield rates for drivers. Although the Reimagined Corridor Alternative received the most support, there were some concerns for the parking loss that comes associated with it.

Overall, participants considered the retention of travel lanes more important than the retention of parking and overwhelmingly preferred a project that significantly increases safety compared to a project that could be built quickly.

B Street Outreach Results				
Limits	Alternative	Online Survey	In-Person / Paper Survey	Total Score
MLK to Montgomery	Base Corridor Enhancements	84	129	213
	Connected Corridor	115	129	251
	Reimagined Corridor	114	242	**356**

Montgomery to Watkins	Base Corridor Enhancements	71	N/A	71
	Connected Corridor	107	N/A	107
	Reimagined Corridor	110	N/A	**110**

Common themes for B Street from Martin Luther King Drive to Montgomery Avenue included concerns of poor lighting, lack of pedestrian safety and comfort, and speeding near schools. Participants showed strong support for the Reimagined Corridor Alternative which includes a sidewalk-level separated bikeway on the south side of the street.

For the Montgomery Avenue to Watkins Street segment, participants mentioned a desire to improve visibility at intersections. There were no clear preferred alternatives. The Connected Corridor alternative nearly equaled the Reimagined Corridor alternative (scoring of 107 vs. 110). Compared to the Martin Luther King Drive to Montgomery Avenue, this segment received less engagement overall from the public and stakeholders.

Overall, responses strongly favored the retention of travel lanes rather than parking. Similar to A Street, participants overwhelmingly preferred a solution that maximized safety over one that could be built quickly.

Tennyson Road Outreach Results				
Limits	Alternative	Online Survey	In-Person / Paper Survey	Total Score
Hesperian to Mission	Base Enhancements Corridor	91	180	271
	Connected Corridor	96	199	295
	Reimagined Corridor	106	336	**442**

Common themes for Tennyson Road from Hesperian Boulevard to Mission Boulevard highlighted the need to prioritize pedestrian safety and that high vehicle speeds, red-light running, lack of lighting, unsafe freeway ramps, and failure of vehicles to yield were a concern. Many comments expressed strong concerns about parking loss, especially relating to how it would impact local businesses, street vendors, and low-income households with multiple vehicles. Conversely, the Reimagined Corridor alternative scored the highest, which would also have the highest parking loss impacts. Responses for Tennyson favored retaining travel lanes compared to retaining parking, but there was less agreement compared to A Street and B Street. Like the other corridors, participants for Tennyson Road also favored maximizing safety over building something quickly.

The project team reviewed the results of the outreach and is recommending to CIAC the following alternatives to progress to the next stage of the project. The next stage of the project includes concept and cost estimate development and the final round of outreach.

Corridor	Limits	Recommended Alternative
A Street	Hesperian to Meekland	Connected Corridor/Reimagined Corridor
	Meekland to Watkins	Reimagined Corridor
B Street	Martin Luther King to Montgomery	Reimagined Corridor
	Montgomery to Watkins	Reimagined Corridor
Tennyson Road	Hesperian to Mission	Reimagined Corridor

Two different alternatives are recommended for the A Street from Hesperian Boulevard to Meekland Avenue segment. Staff recommend the Connected Corridor Alternative for A Street between Hesperian Boulevard to the I-880 Interchange and the Reimagined Corridor Alternative for I-880 Interchange to Santa Clara Street. The I-880 Interchange to Santa Clara Street segment can accommodate a lane reduction in each direction while still maintaining two lanes in each direction (currently has three lanes in each direction).

The major impacts for each recommended alternative are summarized below.

A Street: Removal of a travel lane in each direction from I-880 interchange to Santa Clara Street (existing section has three lanes in each direction). Removal of the south side parking lane between Meekland Avenue to Watkins St/Lucky's Driveway, a total of approximately 32 parking spaces.

B Street: For the segment east of Montgomery Avenue, removal of a westbound travel lane or the south side parking lane.

Tennyson Road: Removal of on-street parking between Hesperian Boulevard to Ruus Road and Dixon Street to Mission Boulevard. Removal of on-street parking on the south side of Huntwood Avenue and Dixon Street. Total of approximately 158 parking spaces proposed to be removed. Removal of eastbound travel lane between Dixon Street and Mission Boulevard (existing section has three eastbound travel lanes).

ECONOMIC IMPACT

The Safe Streets Hayward Project 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 project:

Project N1: *Continue to implement major corridor traffic calming initiatives*

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 encourage more sustainable modes of travel throughout the City, reducing pollution and greenhouse gas emissions.

PUBLIC CONTACT

The first round of 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. The second round of public outreach started in January 2026 and ended in March 2026. It included mailers to residents and businesses, tabling at popup events, and hosting community workshops near project corridors.

NEXT STEPS

After receiving direction and approval from CIAC on the alternative to move forward with for each corridor, City staff will bring this item forward to City Council. If City Council approves, the project team will develop conceptual plans, cost estimates, and gather additional public feedback on the conceptual design. Final concept designs and estimates are expected to be adopted in November 2026.

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

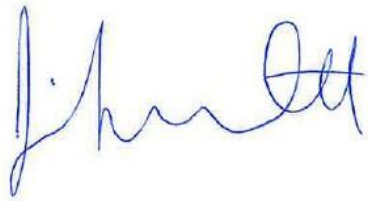
	Expected Completion Date
Phase 3 Outreach	July 2026
Conceptual Plan & Cost Estimates	September 2026
Adopt Selected Designs	November 2026

During the March 24th Traffic Safety Work Session, Transportation Division staff recommended Tennyson Road to be prioritized over A Street and B Street. This direction would have staff immediately seek funds for future project phases. City Council approved staff's recommendation. Staff are now in the process of applying for grant funds concurrently while this project moves forward.

Prepared by: Byron Tang, Principal Transportation Engineer

Recommended by: Alex Ameri, Director of Public Works

Approved by:



_____

Jennifer Ott, City Manager

To: Byron Tang, City of Hayward, CA

From: Christopher Kidd, Alta Planning + Design

Date: August 5, 2025

Re: Hayward HIN Safety Plan: Phase 1 Public Participation Summary

Introduction

Phase 1 of the Hayward High Injury Network (HIN) Safety Plan involved a range of engagement activities throughout the spring/summer of 2025. Outreach activities were structured to reduce barriers for Haywards's residents and visitors by bringing engagement to them at pop-ups at nine existing community gatherings and canvasing at 14 locations. In-person outreach was supported by a project website, an interactive web map, an online survey, and social media promotion on the city's channels. Summaries of key outreach initiatives are provided in this memo.

Phase 1 outreach consisted of a joint effort between staff from Alta, Kimley-Horn, City of Hayward, and Eden Youth & Family Center.

The first phase of public outreach ran from March 19 through July 18, 2025. This phase consisted of 23 events, engaging almost 2,000 residents and soliciting over 900 comments or interactions from the public.

Summary of Engagement

Event/Input Type	Number of Events	Participants	Total Comments/Interactions
Pop-up events	9	1,310	129
Canvassing	14	5	5
Interactive webmap	--	97	400
Online and intercept surveys	--	432	432
Emails	--	5	5
Total	**23**	**1,849**	**971**

Summary of Findings

The following are key findings from public outreach:

- **Safety Concerns at Highway Crossings** – Most comments/interactions submitted online and collected at in-person pop ups regarding safety concerns were concentrated at interchanges with I-880, both at A Street and at Tennyson Road. People expressed concerns about speeding drivers and a lack of safe crossing for pedestrians at these locations.
- **Mixed Opinions About Removing Travel Lanes** – Some people voiced support for separated bike facilities, while others expressed concern about the impact of removing travel lanes.
- **Concern About Unsafe Driving Behavior on Tennyson Road** – People highlighted unsafe driving in both study areas, but more frequently on Tennyson Road.
- **Other Social/Environmental Concerns** - People shared other concerns that they have when navigating the study areas, including interactions with unhoused people and encampments.

Phase 1 Outreach Materials

The first phase of outreach for the Hayward HIN Safety Plan included the following outreach and engagement materials. All materials were translated into Spanish and Farsi.

- A set of three poster boards, used during pop-up events (**Appendix A**). These boards included:
    - One board displaying the purpose of the project, a map of all high injury streets in Hayward, and the project schedule.
    - Two boards displaying maps of Hayward - one zoomed into the Tennyson Road study area and one zoomed into the A Street and B Street study area. These boards solicited input on safety concerns/barriers, places people go, and ideas from residents.
- A flyer promoting the project and directing people to the project website (**Appendix A**). The flyer was handed out during pop-up events and canvassing.
- A survey asking people about their travel preferences and an optional demographic questionnaire. A paper survey was used during pop-up events and canvassing, and the survey was also available online on the project website.
- A project website, hosting an interactive webmap and a survey:
    - The interactive webmap solicited the same input as the poster boards used during in-person pop-up events. Users could input points that were safety concerns, places people go, and ideas for how to improve safety within the study area. For each point, users could also include a description with further written details. Users could like, dislike or comment on what other users submitted. The webmap also asked users to report what zip code they lived in.
    - The online survey included the same questions as the paper survey used during in-person pop-up events

Summary of Promotion

The City of Hayward, Alta, and Eden Youth & Family Center conducted promotion for the first phase of public outreach. Promotion included:

- City posts to Facebook and Instagram, targeting a 1-mile buffer along A Street from Hesperian Blvd to Mission Blvd, B Street from MLK Jr Dr to Mission Blvd, and Tennyson Road from Hesperian Blvd to Mission Blvd. The ads also targeted people who are specifically interested in walking, road cycling or cycling, traffic/road safety, volunteering, and civic engagement.
- Postcard mailers sent out to all households within 500 feet of each project corridor.
- A presentation at the Neighborhood Health Empowerment Network by City staff.
- Project notices included in newsletter submissions for Eden Youth & Family Center, Hayward Neighborhood Promise, Hayward Unified School District, the Alameda County Safe Routes to Schools Program, Glad Tidings Church of God in Christ, La Familia, South Hayward Parish, and Original Pacific Islander Task Force.
- Business canvassing at 14 locations on Tennyson Road, A Street, and B Street by Eden Youth & Family Center

In total, the project team reached over 6,000 residents within the project areas through promotional work.

Figure 1. Social media graphics

Summary of In-Person Engagement

Pop-Up Events

Alta Planning + Design, city staff, Eden Youth, and Kimley-Horn staffed pop-up engagement events at existing community events, such as festivals, school activities, and markets. These pop-up events met the community where they were and gathered additional project feedback throughout the study area. Staff engaged with people on an array of poster boards, where participants were invited to learn more about the project, timeline, as well as provide feedback on specific points of interest or conflicts on maps.

At pop-up events, residents were encouraged to provide direct feedback with sticky notes and color-coded dots:

- **Yellow dots** – Destinations where people travel frequently (On the Map: "Show us the places you frequently travel to on this street or nearby.")
- **Red dots** – Safety concerns or barriers (On the Map: "Includes difficult intersections, lack of lighting, difficult crossings, missing sidewalks, speeding drivers, or missing bicycle facilities.")
- **Sticky notes - Ideas for how to improve the study area**

Table 1: Summary of pop-up participation

Event	Date	Staffed By	Interactions	Poster Board Engagement
AANHPI Night at Burbank Elementary School	May 15, 2025	Alta, City staff, & Kimley-Horn	15	34
Reaching for a Better Community	May 31, 2025	Alta & City staff	40	31
Juneteenth Festival	June 21, 2025	Eden Youth	70	
South Hayward Market	June 26, 2025	Eden Youth	200	
Hayward Night Market	June 28, 2025	Alta, City staff, & Kimley-Horn	70	64
All-America Festival	June 28, 2025	Eden Youth	300	
South Hayward Market	July 10, 2025	Eden Youth	190	
Downtown Hayward S.P.	July 17, 2025	Eden Youth	250	
South Hayward Market	July 24, 2025	Eden Youth	175	

Eden Youth & Family Center staff found it difficult to engage with residents using the project poster boards and instead opted for using paper surveys as an input tool during outreach events.

AANHPI Night at Burbank Elementary School

On Thursday, May 15, 2025 from 6:15 to 7:30 pm, Burbank Elementary School hosted its first Asian American, Native Hawaiian, and Pacific Islander (AANHPI) night. This was a family-friendly event filled with activities and performances which celebrated a variety of cultures. At least 15 families engaged with the High Injury Network Safety Plan staff and materials.

Figure 2: Staff speaking with a family at the AANHPI Night

Barriers & Destinations: Participants placed 30 sticker dots on the map to identify destinations and barriers and added sticky-notes with further details. Four participants left general comments without a sticker dot – adding up to a combined 34 points of engagement. Engagement was concentrated on the A/B Streets posterboard, as opposed to the Tennyson Road posterboard, as Burbank Elementary School is located off of B Street. Other locations that were concentrated with engagement include:

- Hayward BART Station (Barrier & Destination)
- I-880 @ A Street (Barrier)
- B Street @ Grand (Barrier)

Reach For a Better Community

On Saturday, May 31, 2025 from 10:30 am to 2:30 pm, Eden Youth hosted Reach for a Better Community (RFBC) at Sorensdale Park. The event included activities, community resources, and was dedicated to empowering families in Hayward. At least 40 individuals or families engaged with the High Injury Network Safety Plan staff and materials. About 60% of individuals or families preferred to speak with staff in Spanish. There were also two requests for the materials to be made available in Chinese.

Figure 3: Staff speaking with participants at the RFBC event

Barriers & Destinations: Participants placed 30 sticker dots on the map to identify destinations and barriers and added sticky-notes with further details. One participant placed a general comment without a sticky dot - adding up to a combined 31 points of engagement. Locations that were concentrated with engagement include:

- Tennyson Road @ Huntwood (Barrier & Destination)
- Russ Road @ Tennyson School (Barrier & Destination)
- Tennyson Road @ Mission Boulevard (Barrier)
- Tennyson Road @ Sleepy Hallow Avenue (Barrier)

Hayward Night Market

On Saturday June 28, 2025 from 4:00pm to 7:30 pm, Hayward HIN Safety Plan staff attended the Hayward Night Market. This was a family-friendly event with food, vendors, life entertainment. Seventy people engaged with the High Injury Network Safety Plan staff and materials.

Figure 4: Staff speaking with residents at the Hayward Night Market

Barriers & Destinations: Participants placed 41 sticker dots on the map to identify destinations and barriers and some added sticky-notes with further details. Participants placed 23 general comments on stick-notes (64 total forms of engagement). Locations that were concentrated with engagement include:

- A Street @ Victory Drive (Barrier & Destination)
- I-880 @ A Street (Barrier)
- I-880 @ Tennyson Road (Barrier)

Canvassing

Eden Youth also conducted canvassing across the study areas, bringing engagement directly to residents. They canvassed at:

- Six locations on A Street
- Four locations on B Street
- Four locations on Tennyson Road

During canvassing, Eden Youth collected intercept surveys and conducted five interviews with residents about their experience on the corridors.

Figure 5. Eden Youth canvassing in the study area

Summary of Public Input

The Hayward HIN Safety Plan sought three types of public input throughout the first phase:

- Map-based input on safety concerns or barriers, destinations, barriers, and ideas – this was collected through outreach board exercises and an online webmap.
- Survey on travel preferences and an optional demographic questionnaire
- Emails submitted to info@safestreetshayward.org

Summary of Map Input

At all pop-up and events, residents were asked to identify locations on maps for the following information:

- Safety concerns or barriers
- Destinations in Hayward
- Ideas for how to improve safety within the study area

The project website hosted an online webmap where residents could similarly provide input on the three options listed above. The webmap also allowed users to view the input of other residents, comment on other users' input, or like/dislike other users' input. All phase 1 map input (from pop-ups and the online webmap) are visualized in **Figure *8*** and **Figure 9.**

Online Webmap

In addition to the three categories of information collected at pop-up events, the online webmap included the following sub-categories:

- Safety Concerns or barriers
  - Drivers running red lights
  - Bus stop improvements needed
  - Lack of safe crossings
  - Speeding drivers
  - Lack of street lighting
  - Missing/uncomfortable sidewalks
  - Other
- Destinations
  - Via driving
  - Via bus
  - Via biking
  - Via waking
- Ideas for improving the conditions of
  - Driving
  - Biking
  - Walking

The WebMap was open for comments from May 15, 2025 to July 18, 2025. Overall, we received 400 WebMap interactions from participants. There were 97 unique comments, and 303 follow-up comments and votes on those comments. In total, there were only 8 dislikes across all comments, which primarily pertained to requests for separate bikeways and additional bike parking along both corridors. Most comments pertained to safety (62 comments), specifically drivers speeding on nearby roads and a lack of safe crossings across the high-injury corridors.

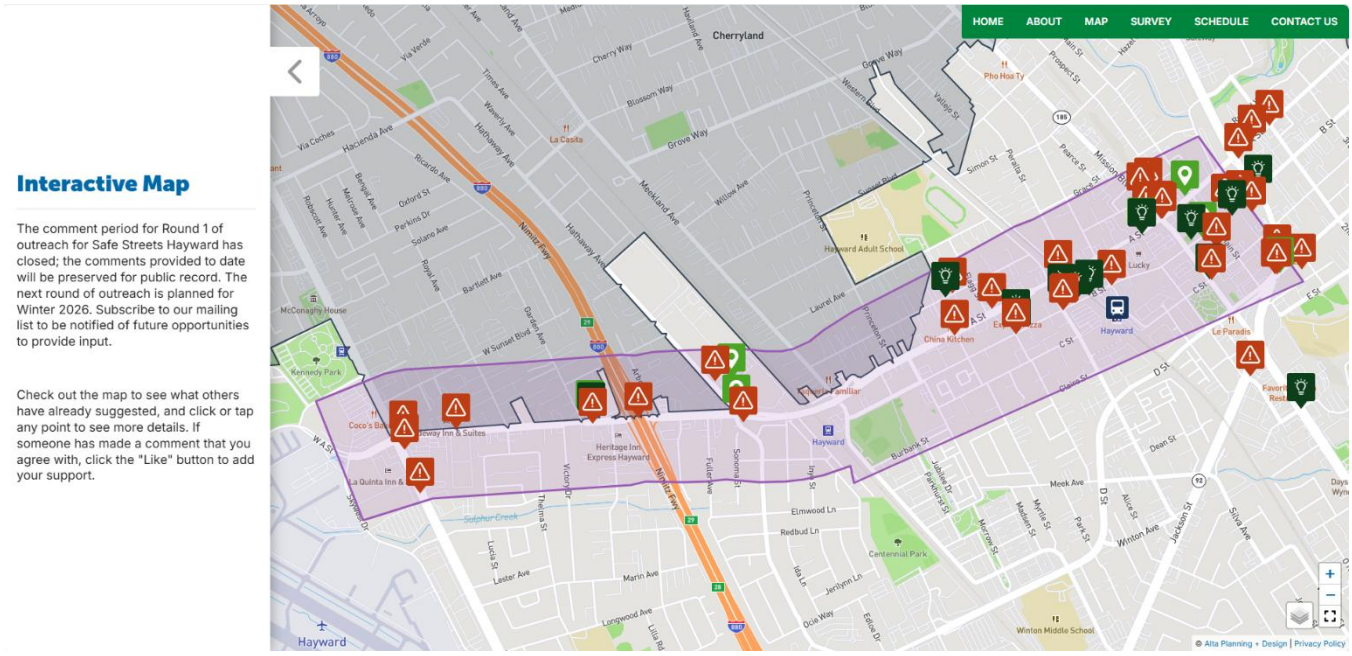


Figure 6. Interactive Webmap Screenshot of the A Street and B Street Study Area

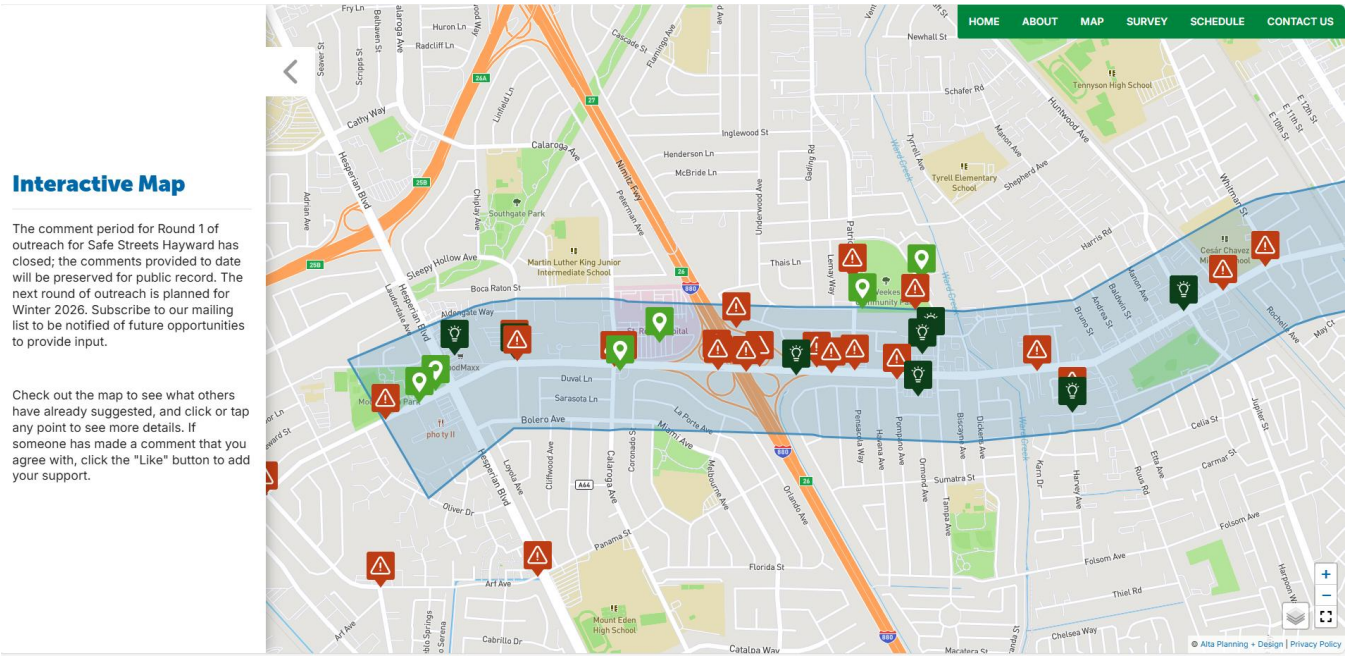


Figure 7. Interactive Webmap Screenshot of the Tennyson Road Study Area

Tennyson Road

There were 24 comments pertaining to safety concerns along and near Tennyson Road. Most safety concerns (12) were concentrated near the I-880 intersection, with specified issues including speeding drivers (4) and a lack of safe crossings (3). As seen in **Figure 8**, safety concerns were also identified near the schools along and near Tennyson Road – Cesar Chavez School, Lorin Eden School and Impact Academy of Arts and Technology. The popular destinations along the corridor include Weekes Park, Rose Hospital, and Mount Eden Park. Some of the ideas for improving the roadway conditions along Tennyson Road include installing traffic cameras to catch red light violations, implementing traffic calming interventions to slow down drivers, adding left turn signals, and providing additional bike parking. **Table 2** provides an overview of the number of comments and likes by category for the Tennyson Road corridor.

Table 2. Webmap Comments for Tennyson Road

Comment Category	Total Comments	Comment Sub-Category	Total Comments	Total Likes
Destinations	6	Destination - Biking	3	1
		Destination – Bus	0	0
		Destination – Drive	2	2
		Destination - Walking	1	0
Improvement Ideas	8	Idea - Biking	3	3
		Idea - Driving	4	6
		Idea - Walking	1	1
Safety Concerns	23	Safety - Bus stop improvements needed	2	1
		Safety - Drivers running red lights	2	3
		Safety - Lack of safe crossing for people walking or biking	6	15
		Safety - Lack of street lighting	0	0
		Safety - Missing/uncomfortable bicycle facilities	0	0
		Safety - Missing/uncomfortable sidewalks	0	0
		Safety - Other	3	14
		Safety - Speeding drivers	10	32

The webmap comments highlighted issues with drivers running red lights at the intersections of Tennyson Road and Patrick Avenue, and at Sleepy Hollow Avenue. Participants identified issues with people crossing at unmarked crossings near Cesar Chavez School. Also noted were the broken pedestrian buttons at the I-880 crossings and a need for a leading pedestrian interval at Sleepy Hollow Avenue. Safety issues related to speeding drivers were concentrated around I-880, and people expressed concern that they did not have enough time to cross the street safely. Additionally, speeding drivers exiting the freeway were perceived as often dangerously cut across multiple lanes to make left turns onto adjacent streets, such as Patrick Avenue. There were also requests for more bicycle parking near shopping centers, libraries, and grocery stores, as well as support for protected bike lanes and bus islands on Tennyson Road. Along Pompano Avenue and Harvey Avenue, participants requested traffic calming measures to reduce instances of speeding. **Figure 8** combines the web map comments and in-person comments for Tennyson Road from Phase 1 and proportionally clusters them based on proximity and likes.

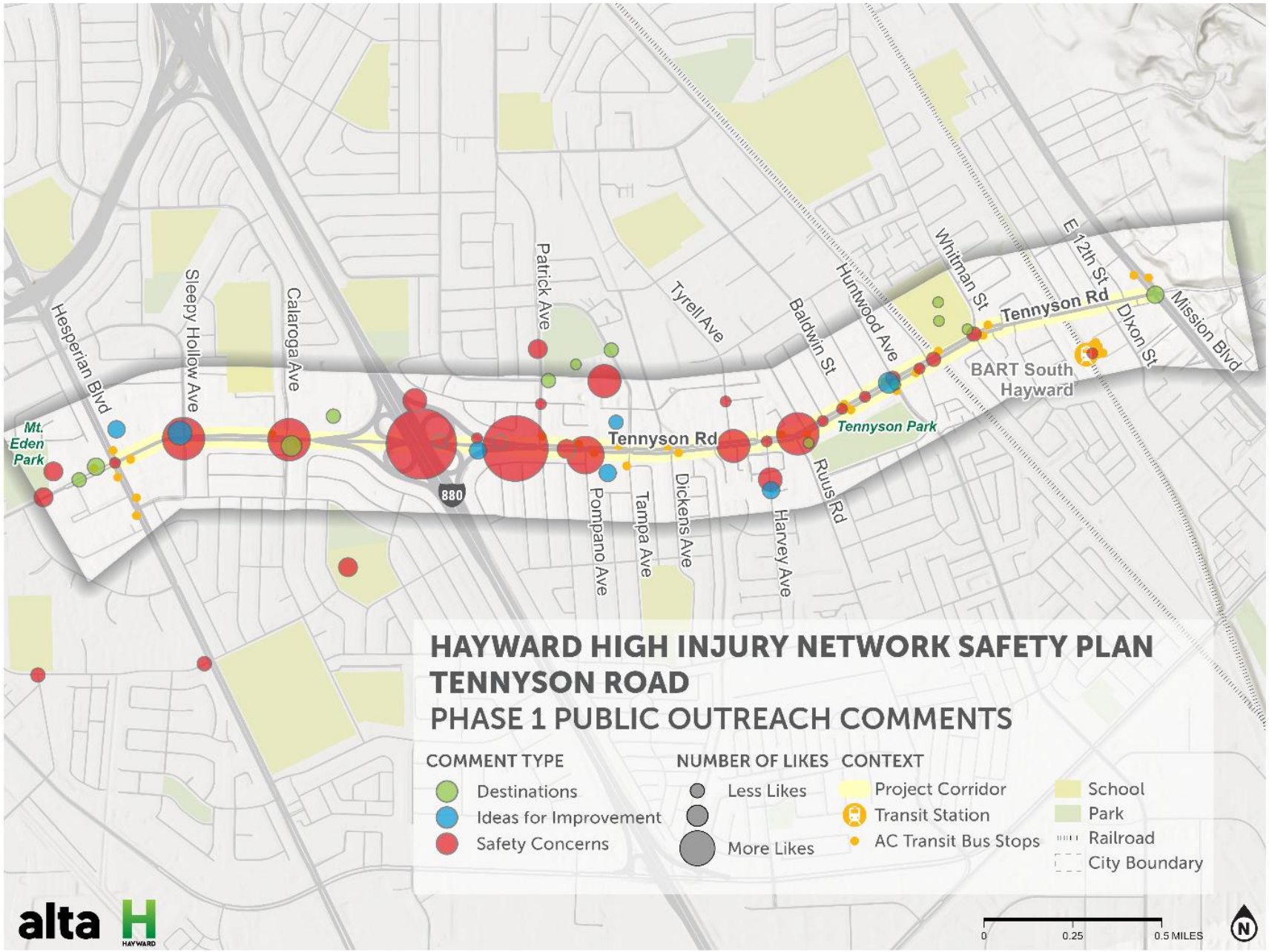


Figure 8. Phase 1 Outreach Comments for Tennyson Road

A & B Streets

There were 38 safety concerns identified along and near A & B Streets, with common concerns including unsafe crossings and speeding drivers. Along A Street, the most common safety concerns were a lack of safe crossings, uncomfortable walking and biking facilities, speeding drivers, and drivers not yielding to pedestrians. The identified destinations along A Street include the shopping centers near Mission Boulevard and Costco. Some participants voiced support for separated bike facilities, while others expressed concern over the traffic impacts of removing travel lanes.

Along B Street, the common safety concerns were unsafe crossings near the Hayward BART station and at Grand Street. Participants also expressed concern over speeding drivers while kids are going to and from school. The ideas for improvement included speed bumps, raised medians, and longer crossing times at traffic signals. **Table 3** provides an overview of the number of comments and likes by category for the A & B Streets corridors.

Table 3. Webmap Comments for A & B Streets

Comment Category	Total Comments	Comment Sub-Category	Total Comments	Total Likes
Destinations	7	Destination - Biking	0	0
		Destination - Bus	1	4
		Destination - Drive	4	12
		Destination - Walking	2	1
Improvement Ideas	14	Idea - Biking	0	0
		Idea - Driving	11	18
		Idea - Walking	3	9
Safety Concerns	38	Safety - Bus stop improvements needed	0	0
		Safety - Drivers running red lights	2	13
		Safety - Lack of safe crossing for people walking or biking	8	46
		Safety - Lack of street lighting	1	4
		Safety - Missing/uncomfortable bicycle facilities	1	1
		Safety - Missing/uncomfortable sidewalks	1	3
		Safety - Other	15	66
		Safety - Speeding drivers	10	25

The comments on A Street highlighted unsafe crossings due to speeding drivers and unprotected crossings. Specifically, at the intersections of A Street and Watkins Street and at Mission Boulevard, it is perceived that drivers making fast turns pose a danger to pedestrians crossing to the shopping center. At Flagg Street, participants expressed a need for a pedestrian beacon to enhance crossing safety. Additionally, they raised concerns about drivers speeding through the slip lane on Santa Clara Street. At Hesperian Way, participants suggested adding signage to alert drivers of right-turn-only lanes, giving them enough time to merge.

Safety issues regarding speeding drivers were identified along B Street, particularly near Burbank Elementary. At B Street and Grand Street, the webmap comments specified issues with turning vehicles, crossing times for pedestrians and a lack of separation between vehicles and bikes. Improvement ideas for this intersection include left-turn signals

and longer crossing times. At B Street and Montgomery Street, crosswalk visibility issues were cited. Near Foothill Boulevard, participants noted pedestrian visibility issues due to double-parked vehicles. **Figure 9** combines the web map comments and in-person comments for A and B Streets from Phase 1 and proportionally clusters them based on proximity and likes.

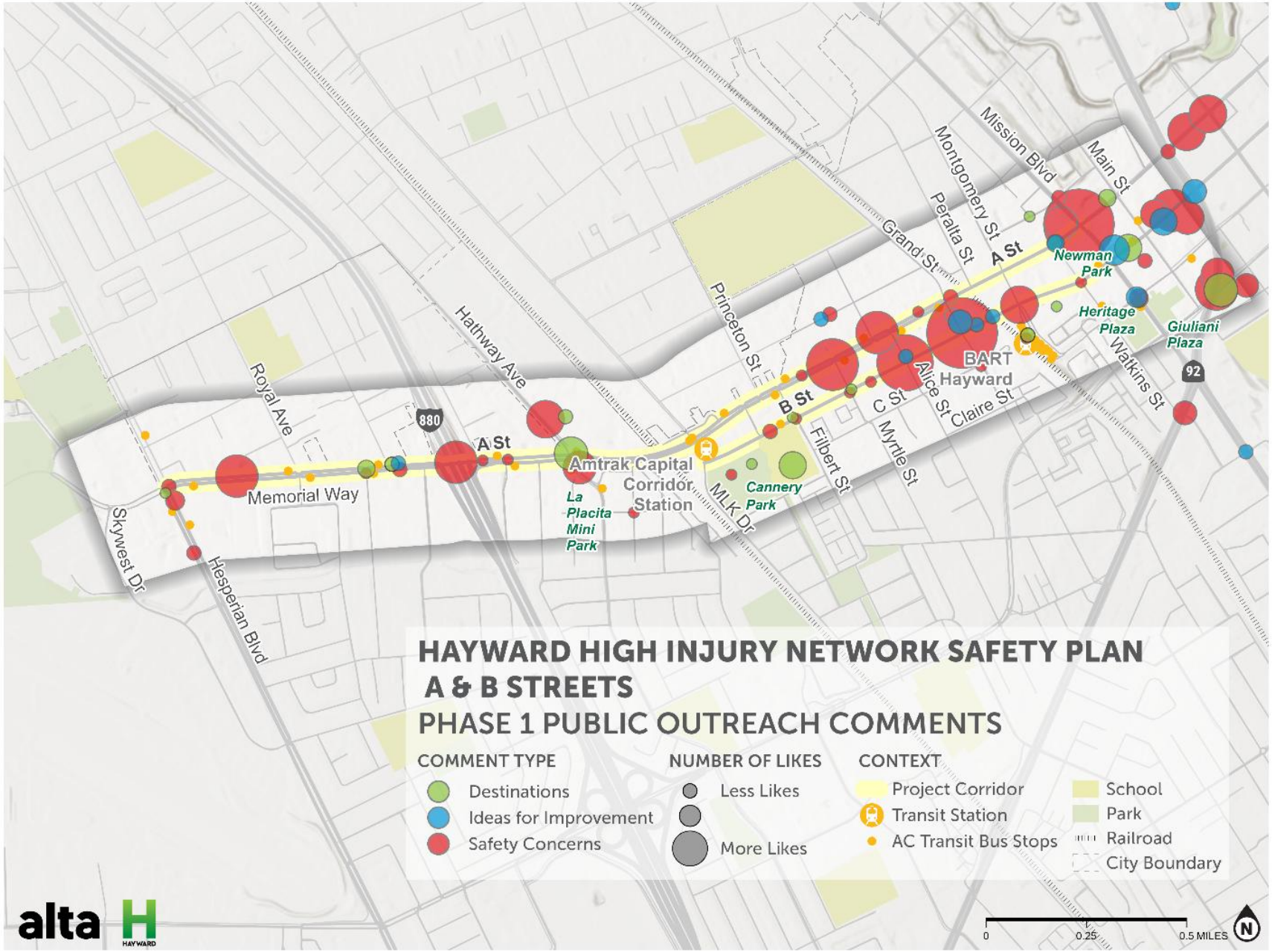


Figure 9. Phase 1 Outreach Comments for A & B Streets

Zip Codes

The webmap also had a survey component that asked participants to share their home zip code. This helps the project team understand what communities are participating and what communities still need to be reached. **Table 4** provides a list of the top three zip codes representing the webmap participants. Most responses came from the 94541 zip code, which accounts for 44% of the survey responses and encompasses the areas around A and B Streets. Tennyson Road stretches across two zip codes, 94544 and 94545. When combined, these two zip codes account for 46% of the survey responses. Overall, most webmap comments were received from residents living in the zip codes that contain the Tennyson Road corridor.

Table 4. Zip Codes from Webmap Participants

Zip Code	Total
94541	185
94544	156
94545	44
Other	27

Figure 10: Zip code locations in Hayward

Summary of Survey

The online survey was hosted on the project website and a paper version was used during pop-up events and canvassing. Eden Youth & Family Center conducted intercept surveys along each corridor, collecting more than 100 surveys per-corridor from this in-person work. This summary includes results from both the online and intercept surveys.

The survey collected a total of 432 responses from individuals who visit, live in, attend school in, or work in Hayward. The survey included multiple-choice and an open-ended comment question. The multiple-choice questions captured travel preferences and an optional demographic questionnaire. The open-ended comment questions provided an opportunity for respondents to share more specific concerns.

Key findings from these questions are summarized below, and all multiple-choice survey results are presented in Phase 1 Survey Summaries, organized by study area.

- 64% of respondents completed the survey regarding A Street and/or B Street, and 36% of respondents completed it for Tennyson Road. Less than 1% (n=4) did not indicate a study area.
- Approximately 67% of respondents completed the survey in Spanish, 33% in English, and no surveys were completed in Farsi.
- Most respondents either live or shop in the study area (50%).
- The majority of respondents either drive (69%) and/or walk (55%) in/across the study area. When comparing the study areas, slightly more people drive on Tennyson Road (74%) than A Street and/or B Street (67%).
- The majority of respondents either feel neutral (31%), or unsafe (25%) when traveling in the study area.
- The top priorities for both study areas are:
    - New or safer crossings at intersections for people walking or biking
        - 72% Tennyson Rd
        - 66% A Street and/or B Street
    - Slow drivers down
        - 69% Tennyson Rd
        - 65% A Street and/or B Street
    - Better street lighting
        - 56% Tennyson Rd
        - 52% A Street and/or B Street
- The majority of respondents live in either 94541 (46%) or 94544 (32%).
- The majority of respondents were women (65%) and many were either age 35-44 (27%) or 45-64 (21%).
- 82% of respondents were Hispanic or Latino.
- 53% have a household income of under $50,000.
- The majority of respondents do not identify as someone with a permanent disability (88%).

Key themes from the open-ended text response questions, organized by study area, include:

A Street and/or B Street

- **Homelessness & Safety Concerns**: Many respondents expressed feeling unsafe due to the presence of homeless individuals, especially near parks, BART stations, and at night.
- **Lighting & Visibility**: Respondents requested better street lighting and clearer traffic signals.
- **Traffic & Speed Control**: Respondents shared frequent experiences observing perceived speeding, lack of respect for traffic signs. Requests for speed bumps were common.
- **Cleanliness & Maintenance**: Respondents shared concerns about trash, potholes, and general street maintenance.
- **Police Presence**: Respondents called for more police patrols and quicker response times.
- **Pedestrian Safety**: Respondents shared the need for safer crosswalks, especially for children and the elderly.
- **Bike & Bus Infrastructure**: There was mixed feedback among respondents regarding support for bike lanes. There were several requests for better bus service and stops.

Tennyson Road

- **Traffic Safety**: There were many comments about speeding, unsafe intersections, and the need for better enforcement.
- **Lighting & Infrastructure**: Respondents requested more lighting, especially near crosswalks and parks.
- **Homelessness & Cleanliness**: Respondents shared concerns about aggressive behavior, trash, and the need for shelters.
- **Police & Surveillance**: Many respondents requested increased police presence and surveillance.
- **Pedestrian & Cyclist Safety**: Respondents shared issues with crosswalks not being respected, and conflicts between cyclists, scooters, and pedestrians.
- **Community Environment**: Respondents wrote about about violence, vandalism, and the need for a safer, cleaner, and more family-friendly environment.

Key differences in the common themes between A Street and/or B Street and Tennyson Road were:

- A Street and/or B Street respondents shared more frequent concern about people's safety and homelessness.
- A Street and/or B Street also more frequently emphasized the need for general street improvements.
- Tennyson respondents focused more on driver behavior, traffic flow, and congestion.

Summary of Emails

Key themes from the five emails submitted as public input are summarized below:

- One person wrote about their opposition to road diets and concerns about emergency response times.
- One person wrote about their concern with pedestrian jaywalking and homelessness.
- One person wrote about their concern with unsafe driving and racing on Tennyson Road.
- Two personal accounts of close calls or collisions between pedestrians and vehicles.

Appendix A: Outreach Materials

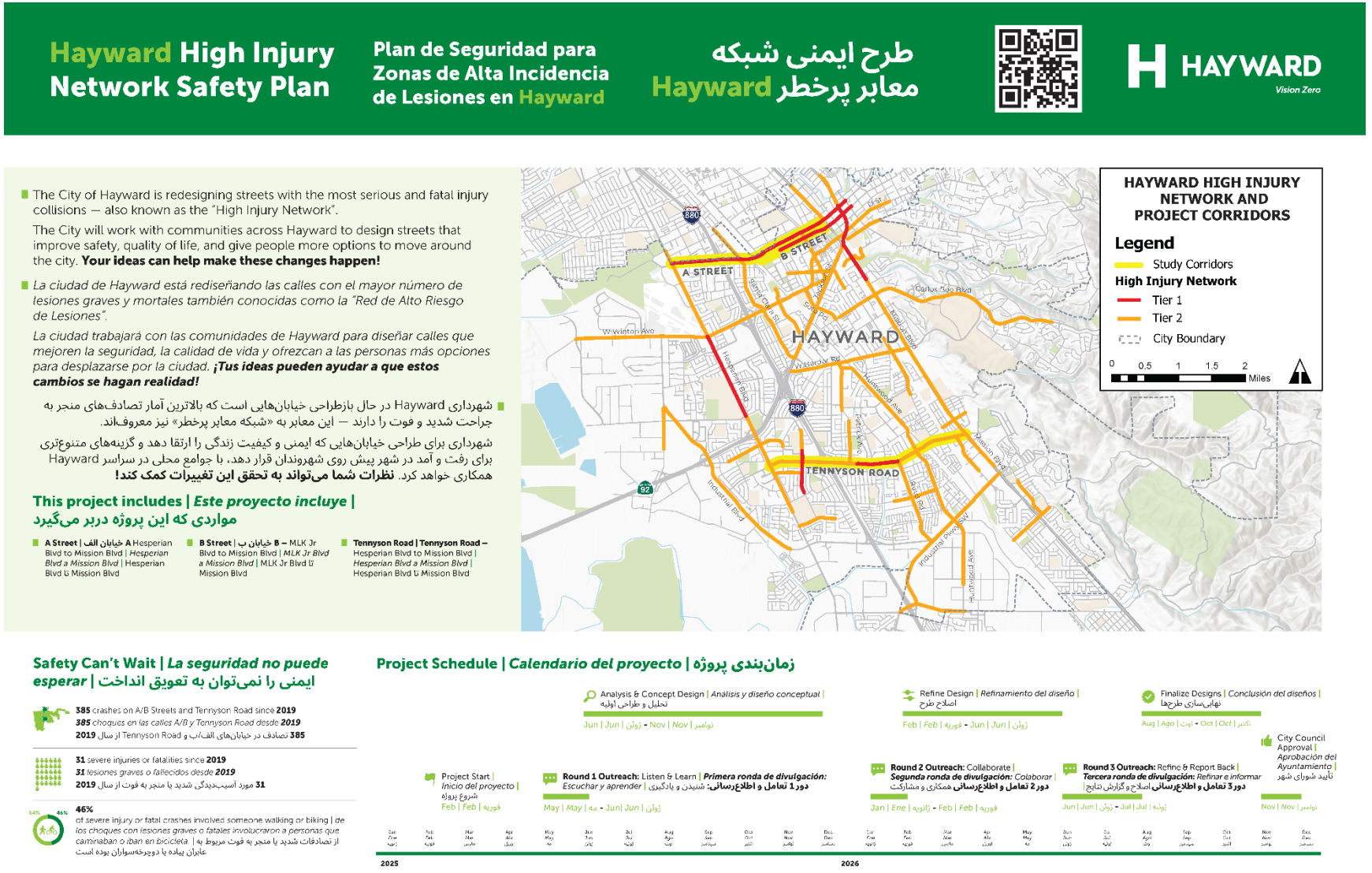


Figure 11. Project Overview Outreach Board

A/B Streets خیابان‌های الف/ب

HAYWARD Vision Zero

Instructions Place stickers where you find...

Instrucciones *Coloca las calcomanías donde encuentres...*

اهنما: برچسب‌ها را در جایی قرار دهید که پیدا می‌کنید...

Safety Concerns or Barriers Includes difficult intersections, lack of lighting, difficult crossings, missing sidewalks, speeding drivers, or missing bicycle facilities.

Preocupaciones o barreras de seguridad Incluyen: *intersecciones difíciles, falta de iluminación, ausencia de cruces seguros, aceras incompletas, conductores que exceden el límite de velocidad o falta de infraestructura para bicicletas.*

موانع یا نگرانی‌های مربوط به ایمنی: شامل تقاطع‌های دشوار، نبود نور مناسب، عبور دشوار، فقدان پیاده‌رو، سرعت زیاد راننده‌ها، یا تجهیز نبودن به امکاناتی برای دوچرخه‌سواران.

Places I Go Show us the places you frequently travel to on this street or nearby.

Lugares que visito: *Muéstranos los lugares a los que viajas frecuentemente a en esta calle o cerca.*

مکان‌هایی که در آن‌ها تردد می‌کنم: مکان‌هایی را که معمولاً در این خیابان یا اطراف تردد می‌کنید، به ما نشان دهید.

I Have an Idea! Write your idea on a sticky-note for how to improve this street.

¡Tengo una idea! *Escríbela en una nota adhesiva para mejorar esta calle.*

نظری دارم! نظرتان درباره نحوهٔ بهبود این خیابان را روی کاغذ یادداشت چسب‌دار بنویسید.

A STREET AND B STREET STUDY AREA

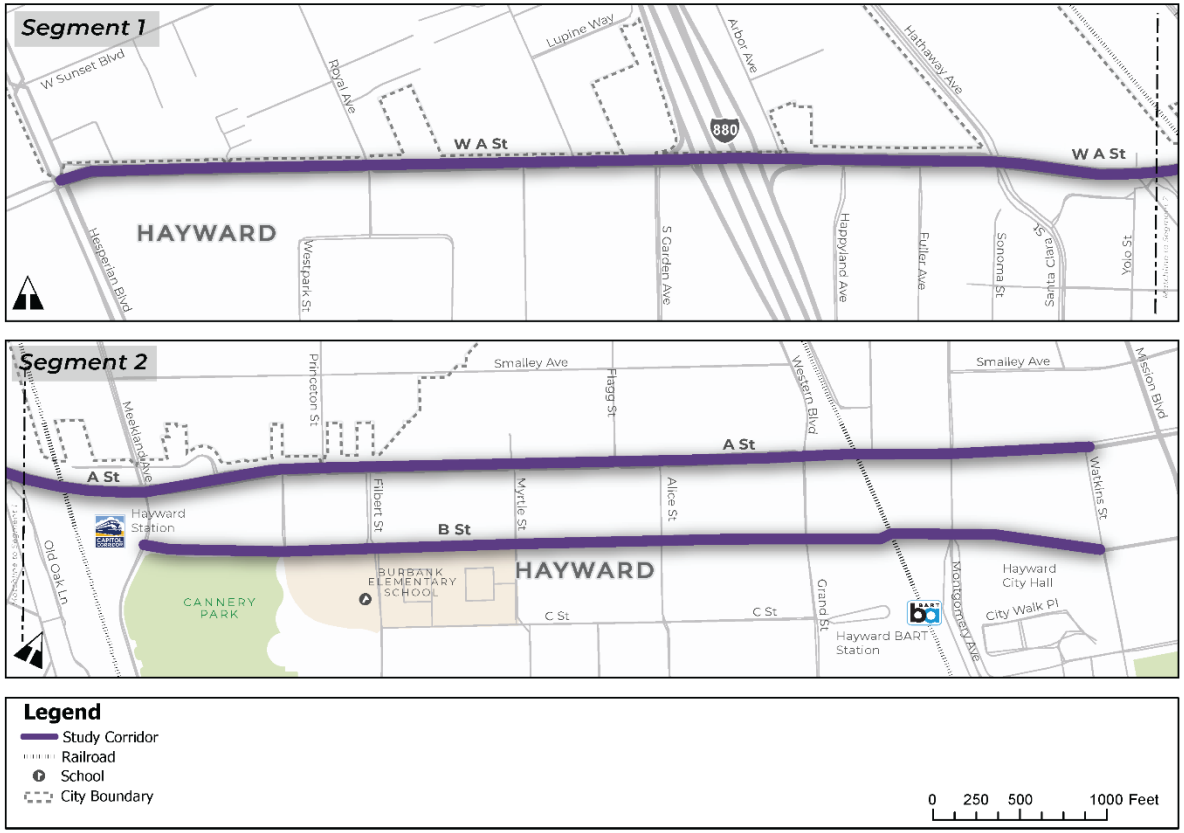


Figure 12. A Street and B Street Outreach Board

Tennyson Road جاده تنیسون

HAYWARD Vision Zero

Instructions Place stickers where you find...

Instrucciones *Coloca las calcomanías donde encuentres...*

راهنما: برچسب‌ها را در جایی قرار دهید که پیدا می‌کنید...

Safety Concerns or Barriers Includes difficult intersections, lack of lighting, difficult crossings, missing sidewalks, speeding drivers, or missing bicycle facilities.

Preocupaciones o barreras de seguridad Incluyen: *intersecciones difíciles, falta de iluminación, ausencia de cruces seguros, aceras incompletas, conductores que exceden el límite de velocidad o falta de infraestructura para bicicletas.*

موانع یا نگرانی‌های مربوط به ایمنی: شامل تقاطع‌های دشوار، نبود نور مناسب، عبور دشوار، فقدان پیاده‌رو، سرعت زیاد راننده‌ها، یا تجهیز نبودن به امکاناتی برای دوچرخه‌سواران.

Places I Go Show us the places you frequently travel to on this street or nearby.

Lugares que visito: *Muéstranos los lugares a los que viajas frecuentemente a en esta calle o cerca.*

مکان‌هایی که در آن‌ها تردد می‌کنم: مکان‌هایی را که معمولاً در این خیابان یا اطراف تردد می‌کنید، به ما نشان دهید.

I Have an Idea! Write your idea on a sticky-note for how to improve this street.

¡Tengo una idea! *Escríbela en una nota adhesiva para mejorar esta calle.*

نظری دارم! نظرتان درباره نحوهٔ بهبود این خیابان را روی کاغذ یادداشت چسب‌دار بنویسد.

TENNYSON ROAD STUDY AREA

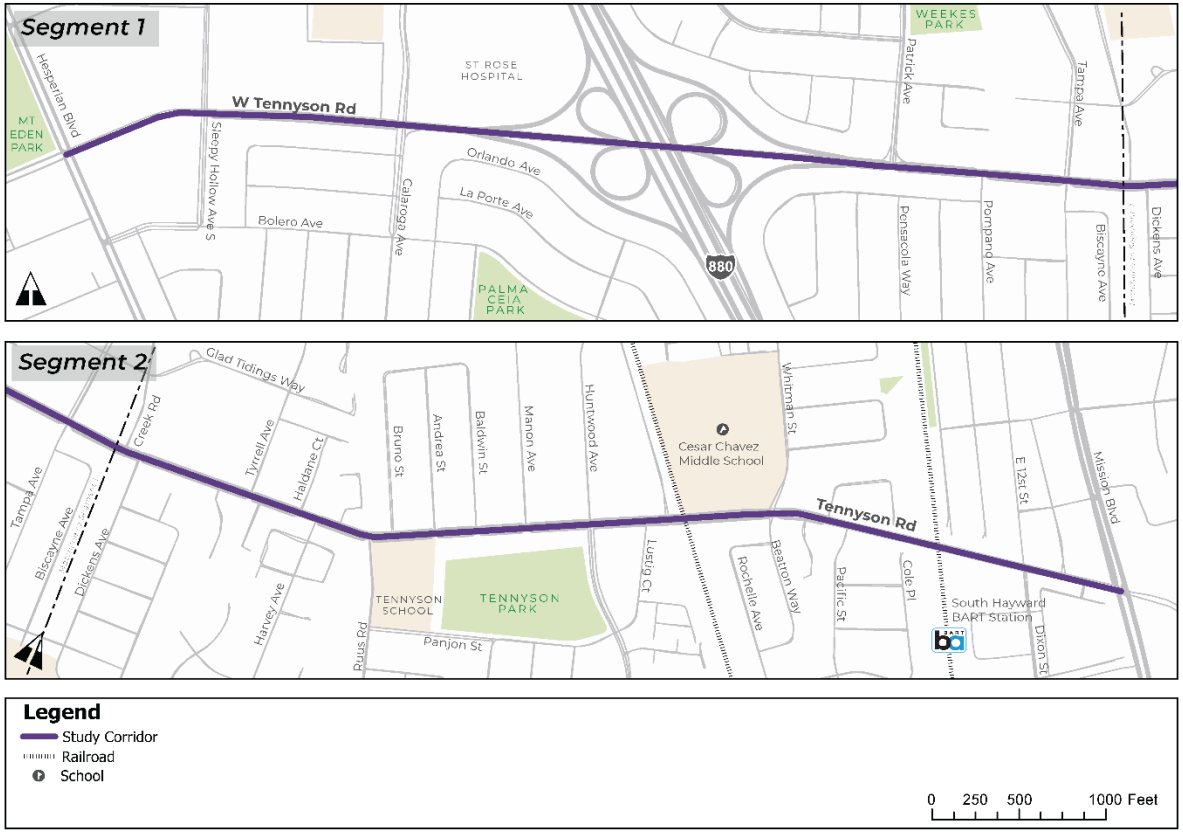


Figure 13. Tennyson Road Outreach Board

The City of Hayward is developing a new safety plan for streets with the highest rates of serious and fatal collisions:

- A Street
- B Street
- Tennyson Road

La Ciudad de Hayward está identificando mejoras de seguridad en las calles con las tasas más altas de choques graves y mortales.

- A Street
- B Street
- Tennyson Road

در حال شناسایی Hayward شهرداری بهبودهای خیابان ها برای خیابان های دارای بالاترین میزان آسیب شدید و تصادفات منجر به فوت است.

- خیابان ب
- خیابان الف
- Tennyson Road

We want to hear from you!
Visit our website to share your input or join us at an upcoming community event:

¡Queremos conocer tu opinión!
Visita nuestro sitio web para compartir tus ideas o unirte al próximo evento comunitario:

!مشتاق شنیدن نظرات شما هستیم
برای در میان گذاشتن نظرات خود یا پیوستن به ما در یکی از رویدادهای عمومی پیشرو، از وب‌سایت ما دیدن کنید:

SafeStreetsHayward.org

HAYWARD Vision Zero

Figure 14. Promotional Flyer, version 1

Hayward
High Injury Network Safety Plan

The City of Hayward is developing a new safety plan for streets with the highest rates of serious and fatal collisions:

- A Street
- B Street
- Tennyson Road

We want to hear from you!
Visit our website to share your input or join us at an upcoming community event:

Plan de Seguridad para Zonas de Alta Incidencia de Lesiones en Hayward

La Ciudad de Hayward está identificando mejoras de seguridad en las calles con las tasas más altas de choques graves y mortales.

- A Street
- B Street
- Tennyson Road

¡Queremos conocer tu opinión!
Visita nuestro sitio web para compartir tus ideas o unirte al próximo evento comunitario:

طرح ایمنی شبکه معابر پرخطر

Hayward

در حال شناسایی Hayward شهرداری بهبودهای خیابان ها برای خیابان های دارای بالاترین میزان آسیب شدید و تصادفات منجر به فوت است.

- خیابان ب
- خیابان الف
- Tennyson Road

!مشتاق شنیدن نظرات شما هستیم
برای در میان گذاشتن نظرات خود یا پیوستن به ما در یکی از رویدادهای عمومی پیشرو، از وب‌سایت ما دیدن کنید:

SafeStreetsHayward.org

HAYWARD Vision Zero

Figure 15. Promotional Flyer, version 2

Appendix B. Tennyson Road Survey Summary

A total of 432 surveys were collected between May 15-July 25, 2025. Of that total, **156 surveys** were completed for **Tennyson Road.** Four surveys were not completed for a specific corridor. Questions 1, 7, and 8 are summarized in Appendix D.

Q2 - How I relate to the corridor

Field	Choice Count
I live on the corridor	47
I live 1 to 3 blocks away from the corridor	44
I shop on the corridor	38
I work on the corridor	23
I live elsewhere in Hayward	23
I go to school on the corridor	12
I live outside of Hayward	10
Total	143

Q3 - How I travel on/across this street - Selected Choice

156 Responses

Field	Percentage of Responses
I drive	74%
I walk	58%
I take transit	9%
I ride a bike or scooter	6%
Other*	1%

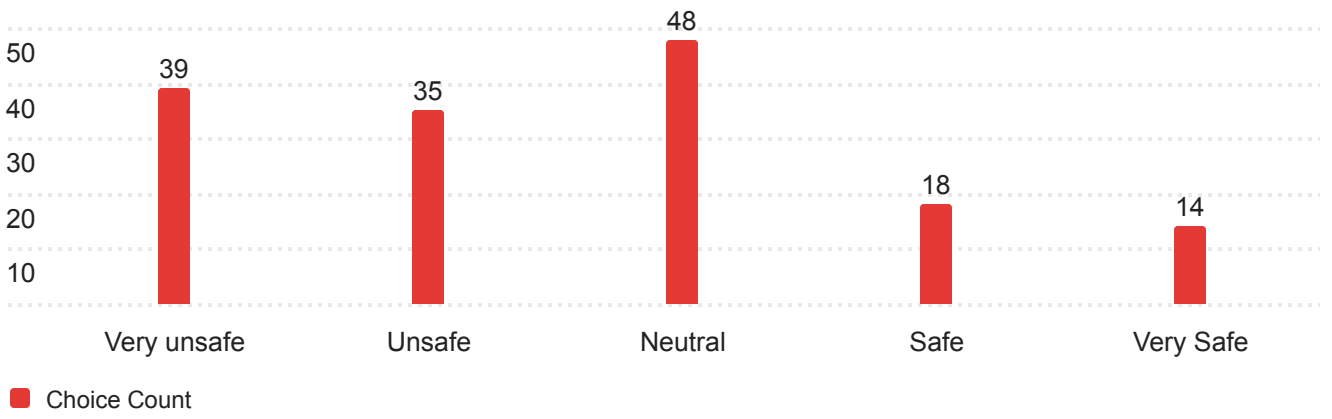
*Other text responses indicated "NA"

Q4 - How often I travel on this street

Field	Choice Count
Every day	96
Once a week or more	41
A few times a month	15
A few times a year	4
I don't travel on this street	0
Total	156

Q5 - How safe I feel when traveling on this corridor

154 Responses



Q6 - These barriers and safety challenges affect me the most (choose your top three priorities for this corridor, leaving the remaining barriers blank)

156 Responses

Field	Percentage of Responses
New or safer crossings at intersections for people walking or biking	72%
Slow drivers down	69%
Better street lighting	56%
Safer or more comfortable sidewalks	36%
Safer or more comfortable bike lanes	33%
Improvements for people with a disability	17%
Better/safer bus stops	13%

Q9 - What is your ZIP code of residence? - Selected Choice

Field	Choice Count
94541	14
94544	104
94545*	20
94545*	3
Another zip code	9
Prefer not to respond	5
Total	155

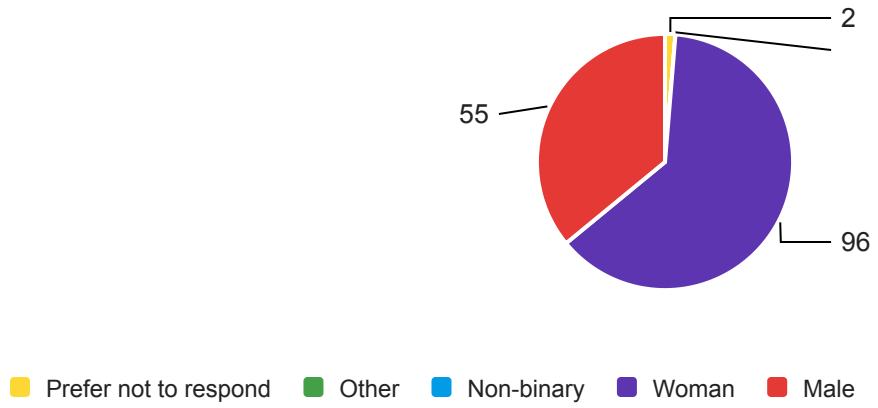
***94545 has combined total of 23**

Q9_5_TEXT - Another zip code - Text

Another zip code - Text
94546
94587
94601
94605
94546
94542
94560
94603
94601

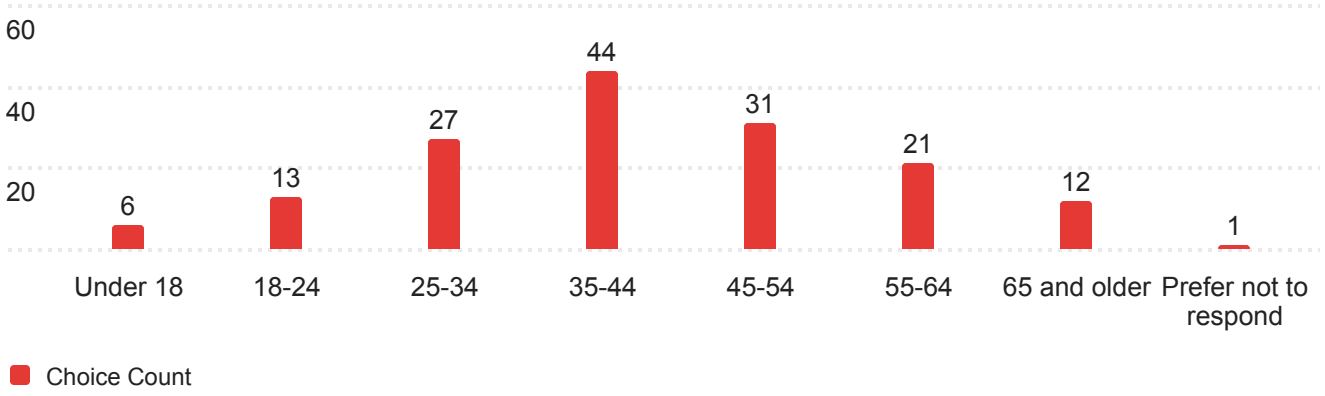
Q10 - How do you describe your gender? - Selected Choice

153 Responses

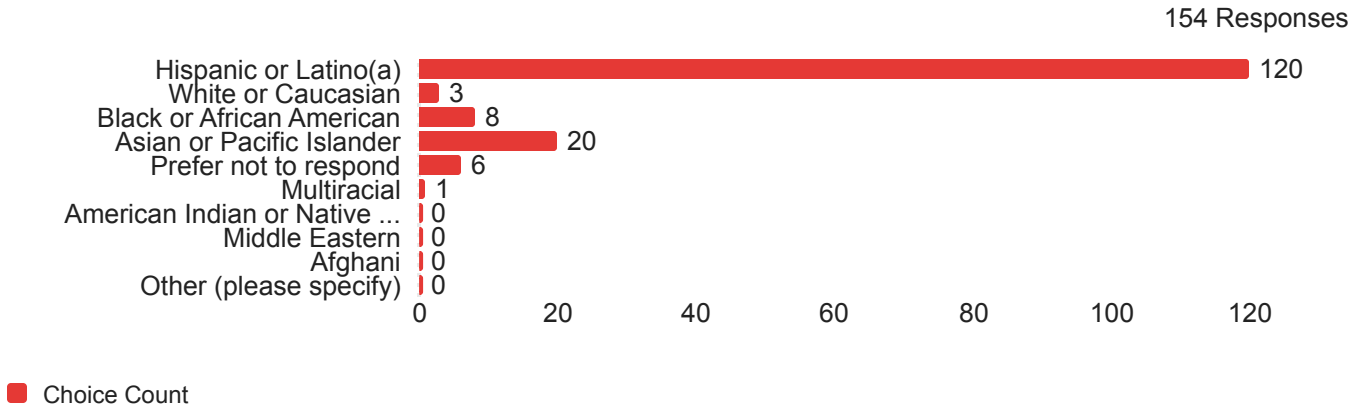


Q11 - How old are you?

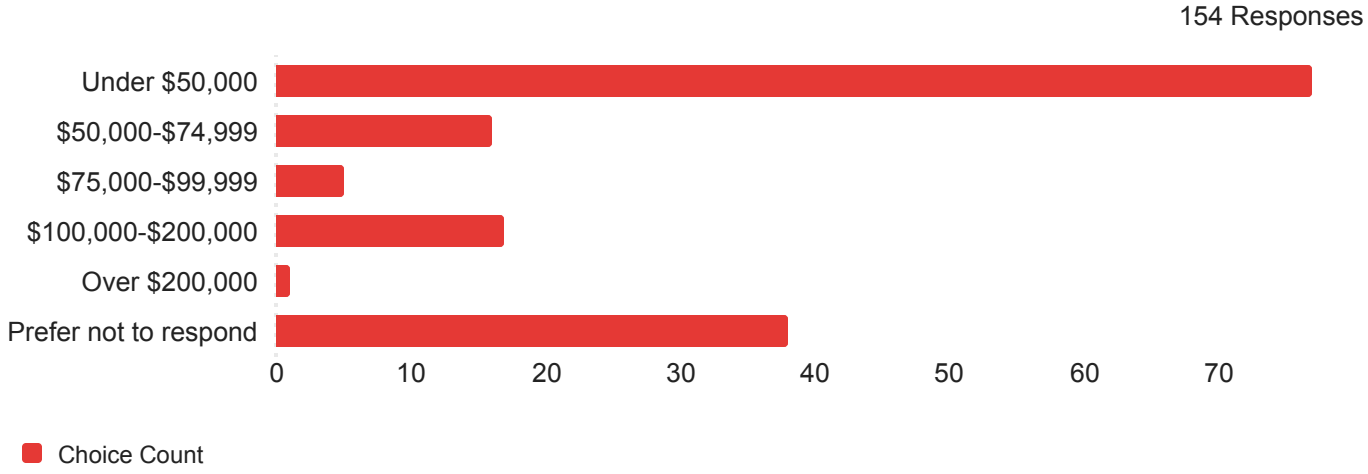
155 Responses



Q12 - With which racial or ethnic group(s) do you identify? - Selected Choice

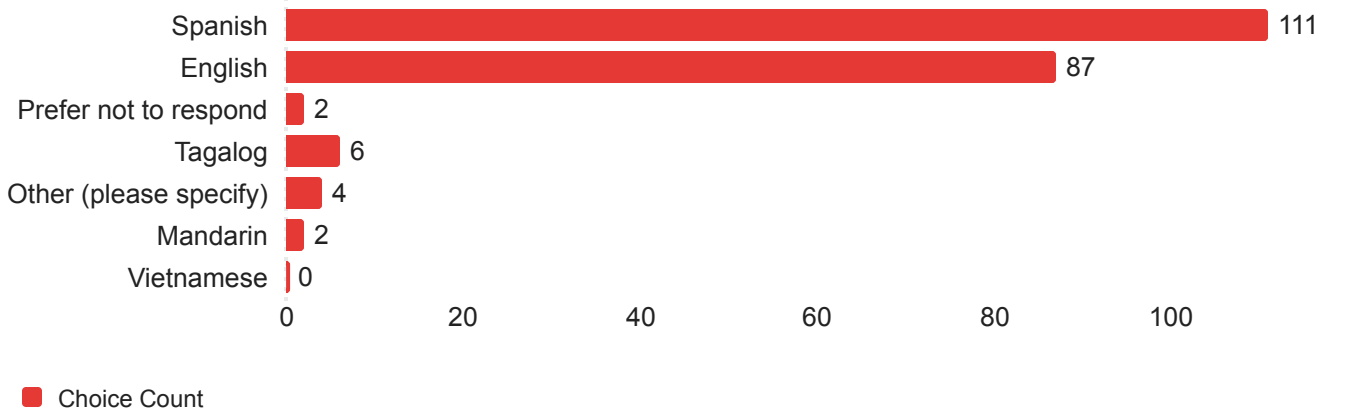


Q13 - What is your household income?



Q14 - What language(s) do you speak at home? - Selected Choice

152 Responses

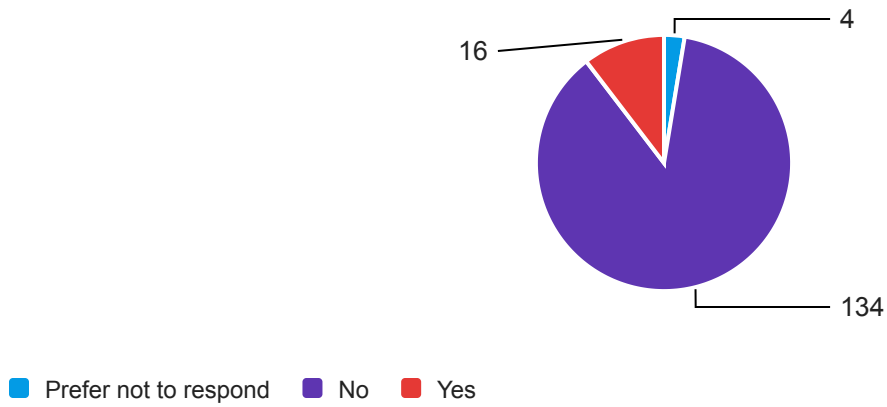


Q14_6_TEXT - Other (please specify) - Text

Other (please specify) - Text
CANTONES
arabic
Burmese

Q15 - Do you identify as someone who has a permanent disability?

154 Responses



Appendix C. A Street & B Street Survey Summary

A total of 432 surveys were collected between May 15-July 25, 2025. Of that total, **272 surveys** were completed for **A and B Street.** Four surveys were not completed for a specific corridor. Questions 1, 7, and 8 are summarized in Appendix D.

Q2 - How I relate to the corridor

Field	Choice Count
I live on the corridor	88
I shop on the corridor	70
I live 1 to 3 blocks away from the corridor	49
I live elsewhere in Hayward	34
I work on the corridor	21
I live outside of Hayward	20
I go to school on the corridor	13
Total	233

Q3 - How I travel on/across this street - Selected Choice

272 Responses

Field	Percentage of Responses
I drive	67%
I walk	53%
I take transit	8%
I ride a bike or scooter	6%
Other	1%

Q3_5_TEXT - Other - Text

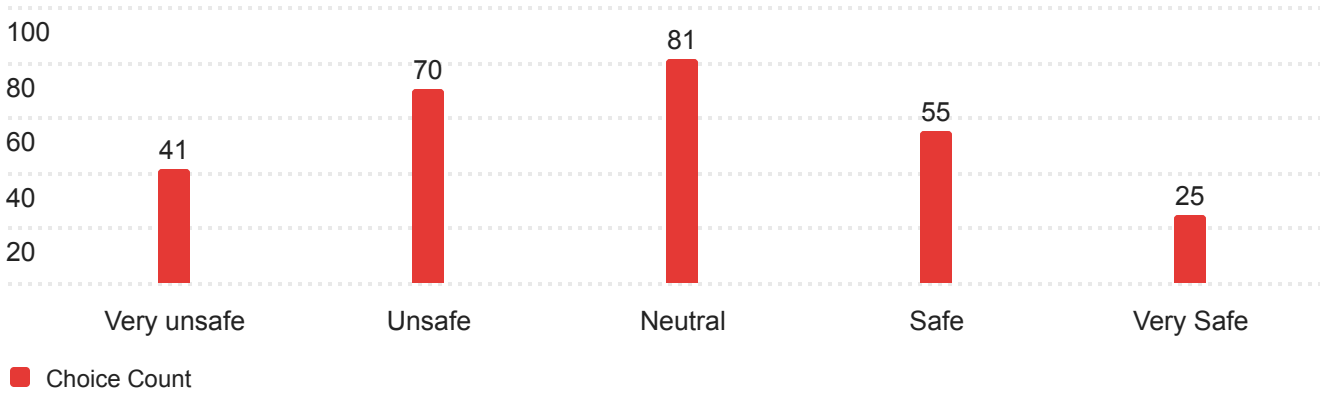
Other - Text
I walk my dog

Q4 - How often I travel on this street

Field	Choice Count
Every day	166
Once a week or more	81
A few times a month	13
A few times a year	11
I don't travel on this street	0
Total	271

Q5 - How safe I feel when traveling on this corridor

272 Responses



Q6 - These barriers and safety challenges affect me the most (choose your top three priorities for this corridor, leaving the remaining barriers blank)

270 Responses

Field	Percentage of Responses
New or safer crossings at intersections for people walking or biking	66%
Slow drivers down	65%
Better street lighting	52%
Safer or more comfortable bike lanes	36%
Safer or more comfortable sidewalks	32%
Improvements for people with a disability	25%
Better/safer bus stops	17%

Q9 - What is your ZIP code of residence? - Selected Choice

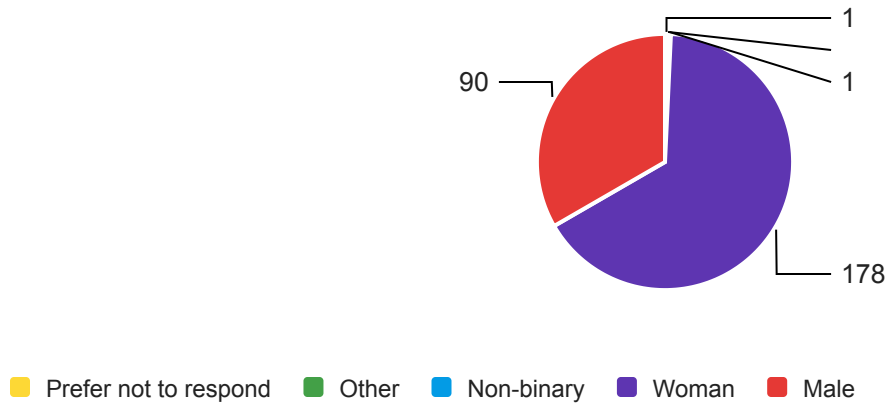
Field	Choice Count
94541	185
94544	29
94545*	15
94545*	4
Another zip code	28
Prefer not to respond	11
Total	272

***94545 has combined total of 19**

Summary of the 28 "Another zip code responses":
94580 (7)
94578 (5)
94542 (3)
94546 (2)
94577 (2)
94603 (2)
04603
94554
94601
94607
94610
94804
NA

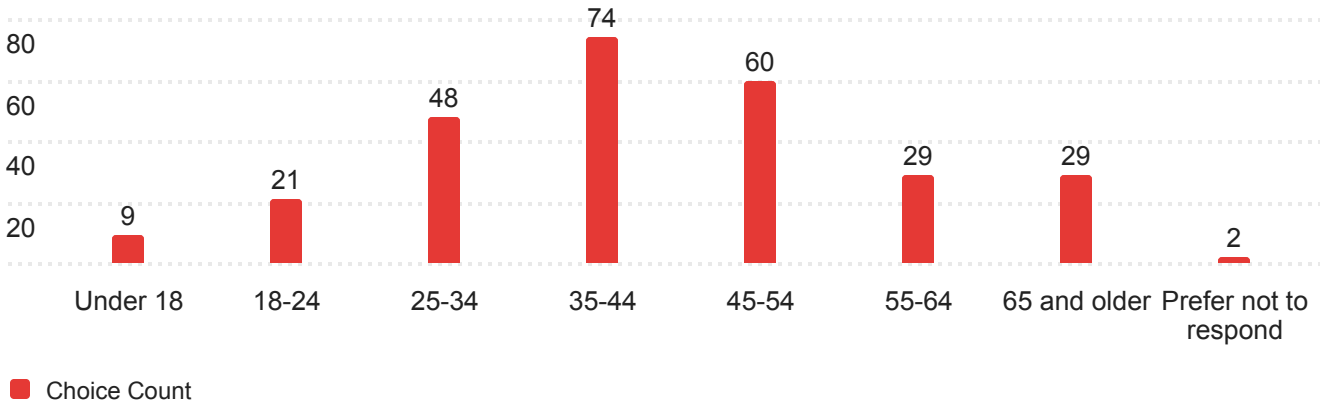
Q10 - How do you describe your gender? - Selected Choice

270 Responses

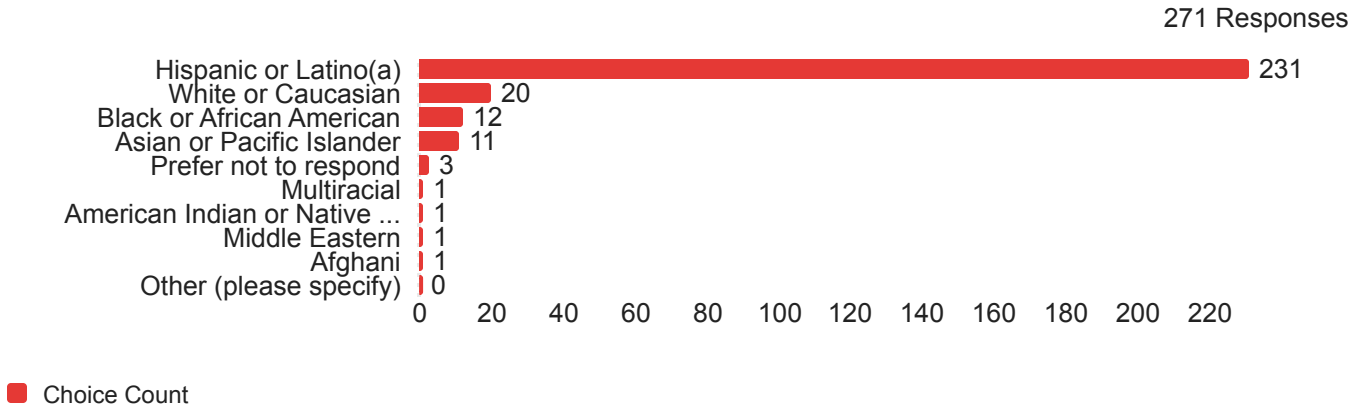


Q11 - How old are you?

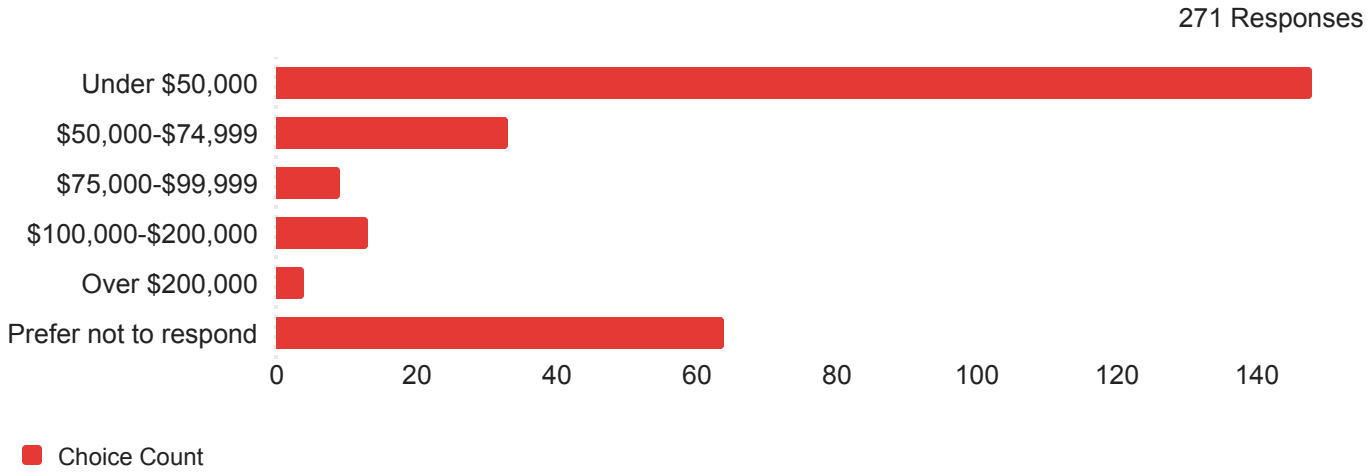
272 Responses



Q12 - With which racial or ethnic group(s) do you identify? - Selected Choice

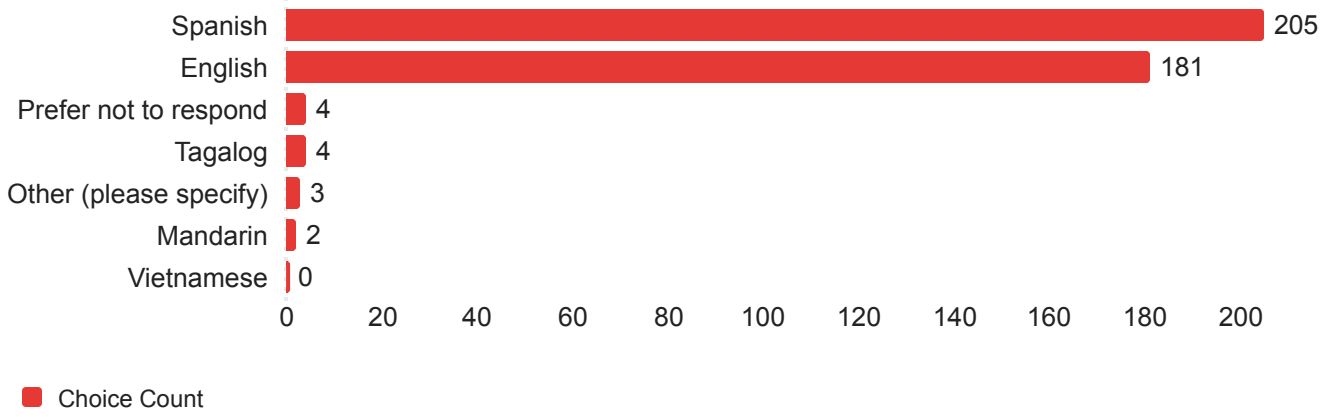


Q13 - What is your household income?



Q14 - What language(s) do you speak at home? - Selected Choice

272 Responses

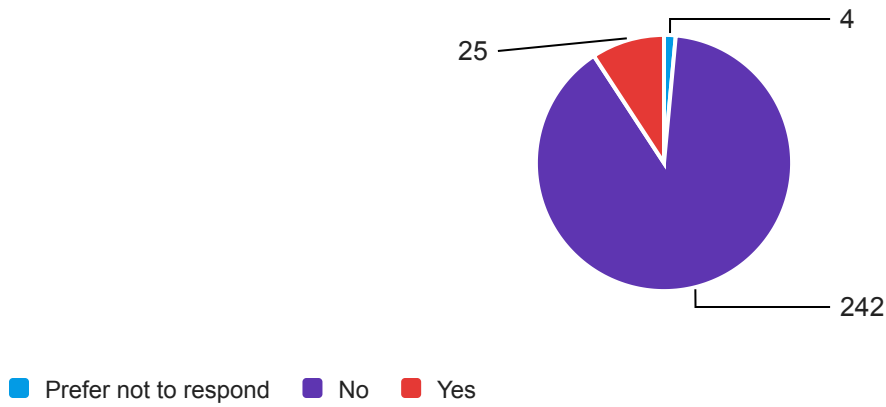


Q14_6_TEXT - Other (please specify) - Text

Other (please specify) - Text
cantonese
Portugues
Cantonese

Q15 - Do you identify as someone who has a permanent disability?

271 Responses



Appendix D. Survey Written Responses

	Q1: Select if this is for	Q7: What is the single most important improvement you would like to see to make these streets safer?	Q8: Do you have anything else to share?
1	A Street and/or B Street	More light at night, less homeless people. Less traffic.	
2	A Street and/or B Street	Safer crossings at intersections for people walking. Way too many drivers speeding & not yielding to pedestrians. I would like to see more of the yellow signage with flashing lights just link the ones in front of McDonalds on West A St.	Some of your bus drivers don't pick up passengers after dark, or after 6 to 7pm. Monitor them and fire them for not pick up passengers
3	A Street and/or B Street	police presence during rush hour.	My family lived in this corridor for 50+ yrs & we walk daily to grocery stores/farmers market, restaurants/fast foods, cannery park for Little League/picnics, banks, library, Copy Pacific, city hall to pay bills/visit art gallery, library, All Saints church, Century theatre & BART. Some of us drive to Business Costco, Target, Southland, Home Depot, gas station & BofA (since they closed A St office) using this corridor, Hesperian Blvd & Mission Blvd.
4	A Street and/or B Street	Speed control Street lights	
5	A Street and/or B Street	safe walking sidwalks	
6	A Street and/or B Street	More street lighting	No
7	A Street and/or B Street	More traffic lights	That homeless people have places to go, because I feel unsafe with their presence.
8	A Street and/or B Street	Cameras at traffic lights, but not the kind that sends photos, but rather to catch those who are going at high speed.	
9	A Street and/or B Street	Outdoor activities for young people and families to spend time together	no
10	A Street and/or B Street	More security, police officers watching the area.	Better street lighting.
11	A Street and/or B Street	Wider streets Safe crossings Speed control	
12	A Street and/or B Street	more streetlights	Drivers need to be more respectful towards the school bus. Please
13	A Street and/or B Street	less homeless, for security be more police presence.	the cars need to slow down speed
14	A Street and/or B Street	more lighting at night.	at parking on the street, there are too much for industrial, but we need more for the community residents.
15	A Street and/or B Street	more public lighting, more bus stops.	cars to slow down
16	A Street and/or B Street	in my opinion I think this is good.	we need help to be safer.
17	A Street and/or B Street	More surveillance, police care More police presence	Light signals at intersections.
18	A Street and/or B Street	better street lighting	bike lines affect the traffic.
19	A Street and/or B Street	Better lighting	Security
20	A Street and/or B Street	More traffic lights on the streets	no no
21	A Street and/or B Street	The most is the light. on the streets.	no
22	A Street and/or B Street	In my opinion, I think it's better to improve in the speed bumps	
23	A Street and/or B Street	speed bumps	stop signs
24	A Street and/or B Street	Lights and people to respect.	
25	A Street and/or B Street	More surveillance so that students feel safer walking on A St.	More speed bumps to reduce speed.
26	A Street and/or B Street	They should put speed meters	To reduce the speed limit.
27	A Street and/or B Street	put more speed bumps to reduce the speed of cars.	more security, police monitoring, especially during school hours.
28	A Street and/or B Street	Crosswalk signals	Bike lanes.
29	A Street and/or B Street	They should put up more speed bumps and thus reduce the speed.	no
30	A Street and/or B Street	More security during school hours.	I would like more police presence to ensure that the rules are followed.
31	A Street and/or B Street	Safe and visible crossings.	More surveillance because there is vandalism.
32	A Street and/or B Street	speed bumps	
33	A Street and/or B Street	more police presence.	fix streetlights
34	A Street and/or B Street	Better signs, more traffic lights.	homeless help!
35	A Street and/or B Street	reduce the speed limit for the school zone and add more speed bumps.	people drive very fast, down A St.
36	A Street and/or B Street	fix potholes.	not really.
37	A Street and/or B Street	More police or surveillance Many homeless and they are often very aggressive.	
38	A Street and/or B Street	slow driving.	N/A
39	A Street and/or B Street	making a way to keep drivers alerted of their surroundings at all times.	

	Q1: Select if this is for	Q7: What is the single most important improvement you would like to see to make these streets safer?	Q8: Do you have anything else to share?
40	A Street and/or B Street	better street lighting	no
41	A Street and/or B Street	More surveillance.	There are many homeless people.
42	A Street and/or B Street	More lighting near bart	They should do something to reduce the number of homeless people.
43	A Street and/or B Street	speed bumps at each corner	do something to avoid car donuts
44	A Street and/or B Street	speed bump in every corner	do something to avoid donuts in the street
45	A Street and/or B Street	put bumpers at every corner	they should control the number of turns or girls on street corners
46	A Street and/or B Street	more speed bump	find the way how to estop donuts
47	A Street and/or B Street	more street lights for people could feel more safe	no
48	A Street and/or B Street	less homeless	during downtown event more traffic control
49	A Street and/or B Street	more surveillance for more security	insecurity is felt with the presence of homeless people
50	A Street and/or B Street	more street lights	I believe to make a street saver the people lives there should take the iniciative like help the pedatrians obey the rule
51	A Street and/or B Street	more police surveillance	streets without much light are very unsafe and the presence of so many homeless people causes a lot of insecurity.
52	A Street and/or B Street	I feel safe	
53	A Street and/or B Street	lights and police	people do not respect traffic signals
54	A Street and/or B Street	security	cars go by too fast
55	A Street and/or B Street	more cleaning too many homeless people	more lighting
56	A Street and/or B Street	leaser traffic along with traffic flow	I feel as if there's to many traffic light
57	A Street and/or B Street	more crossing signs more lights more security	
58	A Street and/or B Street	more police officers	more lights on the streets
59	A Street and/or B Street	more lights security	
60	A Street and/or B Street	flashing lights more attention at crossings	
61	A Street and/or B Street	less intolerance W/the business owner/employees	
62	A Street and/or B Street	This person was in a laundry and was attacked by an armed man.	More police attention for the community
63	A Street and/or B Street	Help old people	no
64	A Street and/or B Street	More traffic signs	Many homeless people leaving trash everywhere.
65	A Street and/or B Street	Drivers to reduce speed	More security and police surveillance.
66	A Street and/or B Street	slowers cars	trash pick up
67	A Street and/or B Street	his son was beaten nearly to death by delinquents when he left Chavez School.	Police surveillance is not very efficient; when they are called, they arrive up to 40 minutes later.
68	A Street and/or B Street	More lights to feel safer	fix bus stop better
69	A Street and/or B Street	Provide accessible and continuous sidewalks	The number of homeles seen to lower but they sleep at bus stations.
70	A Street and/or B Street	more police presence, please	more crosswalks
71	A Street and/or B Street	Cleaner streets	sometimes homeless people are very aggressive and disturb the community
72	A Street and/or B Street	More traffic lights.	
73	A Street and/or B Street	More safe pedestrian crossings/ more lighting	
74	A Street and/or B Street	More security in shopping centers, especially in parking lots.	no
75	A Street and/or B Street	New paint/bike lanes	Maintained street cleaning Ness of landscape & big difference
76	A Street and/or B Street	More security, more police presence.	Streets are dirty.
77	A Street and/or B Street	Better street lighting. Pruning of trees to improve street lighting.	traffic signals that work all the time.
78	A Street and/or B Street	Better keep up, make if cleaner.	Lots of crime in area
79	A Street and/or B Street	Clean streets.	
80	A Street and/or B Street	Help for the homeless safety for pedestrians	
81	A Street and/or B Street	On A St near McDonald's they don't respect the pedestrian light	more flashing pedestrian crossings are needed
82	A Street and/or B Street	Repair of pedestrian crossings	safer pedestrian crossings.
83	A Street and/or B Street	Repair the pavement on A St St. passing Santa Clara St. there are many holes.	A St is dangerous for bicyclists.
84	A Street and/or B Street	Homeless Cleanup	Better street lighting
85	A Street and/or B Street	improve the pavement on A St. and pay more attention to fixing the camera lights.	many drug addicts are seen and vandalize cars a lot

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86	A Street and/or B Street	Improve street lighting	I see many people on the streets under the influence of substances, I would like the city to do something about it to eliminate this because it is a bad example for the community.
87	A Street and/or B Street	more crossings for people	put speed bumps to slow down the cars
88	A Street and/or B Street	Fine people who throw a lot of garbage on the streets	the avenue looks very ugly with a lot of garbage
89	A Street and/or B Street	A St. passing the Costco needs pavement repair	a lot of garbage and a lot of homeles
90	A Street and/or B Street	a lot of drug addicts	
91	A Street and/or B Street	Street improvements and repairs	
92	A Street and/or B Street	The cars need slow down	
93	A Street and/or B Street	Put speed bumps to reduce speed	more signs for pedestrians
94	A Street and/or B Street	The intersection of A St and Mission Blvd is very dangerous	
95	A Street and/or B Street	A St is a very unsafe street due to the high number of homeless people.	more speed limit sings
96	A Street and/or B Street	there are many homeless people on the street	pay more attention to make more shelters for the homeless
97	A Street and/or B Street	Drivers slow down. Safety for students, because drivers do not respect when they are crossing the street.	
98	A Street and/or B Street	More police surveillance of the homeless.	repair the streets of the holes and traffic lights.
99	A Street and/or B Street	Speed bumps	Put more electric lighting on the streets.
100	A Street and/or B Street	More police presence, especially at night.	
101	A Street and/or B Street	Many homeless people living and sleeping on the streets and doing their business without caring who can see them, that causes a lot of insecurity.	A Street has many potholes in the pavement
102	A Street and/or B Street	keep more cleanliness and put more light bulbs so that it is not too dark	more help for the elderly
103	A Street and/or B Street	more police patrol.	trafic lights
104	A Street and/or B Street	more cleanliness in the sidewalks of the street	more garbage cans and respect for pedestrians.
105	A Street and/or B Street	More traffic lights.	
106	A Street and/or B Street	More cleanliness	Help for the homeless.
107	A Street and/or B Street	The bus pass more often, the bus less expence. More bus going to the Mall.	
108	A Street and/or B Street		The bus should go to Sunset Adult School, and Bart, and Southland Mall.
109	A Street and/or B Street	more traffic signal, traffic control.	no
110	A Street and/or B Street	a delay when the light change- in case strangers or people quick to go.	
111	A Street and/or B Street	Traffic is always backed up. I feel unsafe on A Street, especially when I have to turn into Mission.	I hate the lop still kind
112	A Street and/or B Street	more lighting.	Traffic signals should be timed, It takes forever to drive around down town. I avoid going there when possible.
113	A Street and/or B Street	Respect crosswalks, speed, homeless	
114	A Street and/or B Street	clean up garbage	
115	A Street and/or B Street	Changing one-way streets.	
116	A Street and/or B Street	lighting	
117	A Street and/or B Street	tratic, improvements, repair of streets	
118	A Street and/or B Street	put more traffic signals	
119	A Street and/or B Street	No homeless people	
120	A Street and/or B Street	more securty, more police prepuce	N/A
121	A Street and/or B Street	lower the speed limit	
122	A Street and/or B Street	police patrol	hayward is a beautiful place keep it safe
123	A Street and/or B Street	shining lights	
124	A Street and/or B Street	safer sidewalks	
125	A Street and/or B Street	no druks drivers	
126	A Street and/or B Street	slow down traffic and more better traffic flow	
127	A Street and/or B Street	bickers not to be an umpadiment	
128	A Street and/or B Street	keep the bus schedule on time	

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129	A Street and/or B Street	The second of A by Second is a crooked disaster; I saw someone hit in a crosswalk the other day (the one with flashing lights) on the lead up to it. The lanes don't go straight, people go straight from the left hand turn lane on Second, and I've already been hit there on my way home from work by someone doing so. The lanes are faded, the road is pitted, and the entire area when you come down through Castro Valley towards Second and beyond is simply a mess. Everything worked better before the loop was created...I remember it clearly.	
130	A Street and/or B Street	Help with congestion. Lots of people get stuck at the intersections and sometimes block crosswalks.	
131	A Street and/or B Street	Move food vendors from the sidewalks so they don't obstruct traffic or the bike lane.	More shelter for the homeless
132	A Street and/or B Street		Mental health/ homeless
133	A Street and/or B Street	More lighting	like to see more patrols
134	A Street and/or B Street	more space is needed in the streets for walking in the streets, especially for those sellers with so little space to pass.	
135	A Street and/or B Street	More safety in the evenings	
136	A Street and/or B Street	law enforcement	I'll add comments to the map.
137	A Street and/or B Street	Slow cars down with more enforcement.	It is only a matter of time before a person gets hurt or killed on A Street, again.
138	A Street and/or B Street	better tratfic lights	pedestrian and bike streets would be more friendly
139	A Street and/or B Street	more bumps in neighborhoods to slow down	need drivers to slow down
140	A Street and/or B Street	more lighting safety	
141	A Street and/or B Street	more supporting and safe for people	
142	A Street and/or B Street	More marking of bike lanes	to make the division more visible
143	A Street and/or B Street	SLOW DOWN TRAFFIC	CARS ARE GOIN TO WRONG
144	A Street and/or B Street	safe drivers	to prohibit making donuts on the streets
145	A Street and/or B Street	MORE SURVEILLANCE FOR STREET SIGNS	PEOPLE ARE DRIVING TOO FAST
146	A Street and/or B Street	there are many holes in the streets	crossings for people
147	A Street and/or B Street	MAKE THE MORE ACCESSIBLE AND SAFER FOR DISABLED PEOPLE	NOT AT THE MOMENT
148	A Street and/or B Street	SPEED BUMPS A LOT A PEOPLE DRIVE FAST	NO
149	A Street and/or B Street	make speed limet 30 mph	fix the pot hayes and makie bike lames
150	A Street and/or B Street	more safety	
151	A Street and/or B Street	FIX THE POTHOLES AND MAKE THE CROSSING LANES FOR PEDESTRIANS BETTER	
152	A Street and/or B Street	more lighting more safety more security	
153	A Street and/or B Street	SLOW TRAFFIC	
154	A Street and/or B Street	Slowing down drivers	Cleaner A street, better road conditions
155	A Street and/or B Street	More lighting and control of homeless people	More control with people at bart station.
156	A Street and/or B Street	Better street lighting	no
157	A Street and/or B Street	more lights/visibility for walkers	something needs to be done to reduce garbage/ misuse of open spaces/ encampments
158	A Street and/or B Street	street lighting with clearer lighting on poles more police surveillance	cleaning of the streets so that you do not see a lot of garbage
159	A Street and/or B Street	Street markings, streetlights, police surveillance, street cleaning	There is a lot of homeless, cleaning of parks and streets.
160	A Street and/or B Street	Make the streets safer	to ensure that they make the necessary improvements, especially for people with disabilities
161	A Street and/or B Street	More patrols at all hours	please provide more security near B Street where Bart is taken and around Luckys stire.
162	A Street and/or B Street	Fix uneven Streets	I would like A St to go back ways street
163	A Street and/or B Street	Street markings, streetlights, police surveillance, and truck cleaning	Cleanup of the park next to the schools, more cleanup, safe flashlights for pedestrians, additional streets for bicycles with security.
164	A Street and/or B Street	The Hayward bookstore has been beautifully renovated and even has a security guard inside.	However, outside at the entrance of the bookstore there are young people doing drugs and that is very unsafe and the security guard should be placed there for the safety of the community.
165	A Street and/or B Street	Repairing pedestrian crossings.	
166	A Street and/or B Street	Safe bicycle crossings and dismissal surveillance at Burbank High School.	On B Street there is a lot of insecurity, there are people living in their cars and at night they go out and do bad things, I personally do not feel safe and I have heard that people have died at the end of B Street, please more surveillance and more light at night.

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167	A Street and/or B Street	better street lighting.	
168	A Street and/or B Street	Street improvements.	
169	A Street and/or B Street	THE PARK ON B ST. YOU SEE A LOT OF GANG MEMBERS AND A LOT OF VIOLENCE AMONG THEM	THIS CAUSES INSECURITY FOR THOSE WHO LIVE NEAR THE PARK ALONG B STREET.
170	A Street and/or B Street	THE CARS OR DRIVERS DO NOT RESPECT THE STOP SIGNS	A LOT OF FEAR OF HOMELESS PEOPLE BECAUSE SOME OF THEM ARE VERY AGGRESSIVE.
171	A Street and/or B Street	NEAR GRANT STREET AND B "ST STREET THEY FIGHT AND SHOUT A LOT THE HOMELESS PEOPLE.	IT DOES NOT FEEL VERY SAFE TO WALK ALONG B "ST STREET AND THE GRANT, ESPECIALLY WHEN IT GETS DARK.
172	A Street and/or B Street	IN CANNERY PARK IN THE AFTERNOONS SEVERAL DRUG ADDICTS GATHER THERE	THE DRIVERS DRIVE VERY HARD, IT IS WORRYING BECAUSE I TAKE CARE OF AN ELDERLY PERSON AND IT IS SCARY THAT THEY DO NOT RESPECT THE CROSSING.
173	A Street and/or B Street	IN ADDITION TO DRIVING VERY HARD AND NOT RESPECTING THE CROSSWALKS THEY PASS BY BURNING TIRES.	I HOPE THAT IMPROVEMENTS ARE MADE ON THESE STREETS, A AND B STREETS, TO LIVE IN A HEALTHIER ENVIRONMENT FOR OUR FAMILIES
174	A Street and/or B Street	Please clean up more. I'm very concerned about the trash. I feel unsafe around homeless people walking down the street, because they look like they are on drugs.	On B Street and Filbert, I haveve noticed cars reaching girls most of the time. There is also a lot of dog poop on the streets. My neighbors have told me that their packages of things they order online are often stolen. There is a lot of crime on B Street. My husband feels very unsafe when he goes out at night to walk my dog.
175	A Street and/or B Street	There should be more security, that the lines of traffic on the streets be repainted.	The sidewalks should be kept cleaner, because they look bad.
176	A Street and/or B Street	Crossing guards, street signs, more pathways.	Streets are a bit compact for safe biking.
177	A Street and/or B Street	PUT FLASHING LIGHTS AT CROSSINGS FOR PEOPLE	IF BUMPS WERE PLACED WHEN APPROACHING A CROSSWALK, DRIVERS WOULD SLOW DOWN AND MANY ACCIDENTS COULD BE AVOIDED.
178	A Street and/or B Street	Better lighting, police patrol.	N/A
179	A Street and/or B Street	MORE SAFE CROSSINGS FOR ELDERLY PEOPLE WHO CAN'T WALK VERY FAST, PLEASE THINK ABOUT OUR ELDERLY.	TO BE STRICTER WITH DRIVERS WHO DO NOT RESPECT SPEED SIGNS.
180	A Street and/or B Street	N/A	IDK
181	A Street and/or B Street	If people would drive a little slower.	no
182	A Street and/or B Street	The walking and stopping lights.	
183	A Street and/or B Street	wider lanes with clear/ safer crossing	
184	A Street and/or B Street	Cannery Park is a family park, but there are a lot of homeless people and kids smoking marijuana, which looks very bad.	It is a danger for children to play there.
185	A Street and/or B Street	safer crossings for elderly people	lanes for electric skates; they are needed
186	A Street and/or B Street	BETTER STREET LIGHT	NO
187	A Street and/or B Street	SAFER CROSSWALK	MORE LIGHTING BETWEEN ALICE ST AND BST
188	A Street and/or B Street	SLOWDOWN DRIVERS	NO
189	A Street and/or B Street	SLOW DOWN DRIVERS	MANY ACCIDENTS ARE SEEN ALONG ALICE ST. AND B ST.
190	A Street and/or B Street	I LIVE ON B ST STREET	PEOPLE HAVE HAD THEIR CAR WINDOWS BROKEN AND TOOLS STOLEN.
191	A Street and/or B Street	more lights and more cops.	none
192	A Street and/or B Street	better lights on the streets	more cops patrolling, especially at night.
193	A Street and/or B Street	more lighting	speed bumps, more neighborhood meetings/neighborhood watch
194	A Street and/or B Street	I would like to see the street more cleaner.	no
195	A Street and/or B Street	Clean streets and better protection.	
196	A Street and/or B Street	more protection and need to be more clean areas.	none
197	A Street and/or B Street	more people to be watching over the street to keep us safe	not at the moment
198	A Street and/or B Street	More security for people who are walking, and respect for people.	I would like them to comply and make changes.
199	A Street and/or B Street	to have more security with the presence of the police, more vigilance in the park.	
200	A Street and/or B Street	that there be more vigilance in the park, because sometimes they are selling drugs.	
201	A Street and/or B Street	Find housing and support for the homeless, mental services for them.	
202	A Street and/or B Street	They need to have more control over people going on street, especially with the homeless.	I feel not safe with so many people living on streets.
203	A Street and/or B Street	there is too much insecurity going to the park, especially at night.	we need more police patrol.
204	A Street and/or B Street	that there be speed bumps, so that drivers reduce their speed.	
205	A Street and/or B Street	Surveillance for cars to make them stop, to put speed bumps to slow them down.	

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206	A Street and/or B Street	pediastrisars crossing for people to be safe	
207	A Street and/or B Street	more vigilance from the police because there are aggressive homeless people.	More lighting at night.
208	A Street and/or B Street	clean the street there is a lot of garbage	
209	A Street and/or B Street	street cleaning mostly around the bart station.	
210	A Street and/or B Street	more lighting	
211	A Street and/or B Street	[ared] dogs	
212	A Street and/or B Street	I don't feel safe because of the people living on the streets	
213	A Street and/or B Street	girls in the evenings	
214	A Street and/or B Street	eliminate homeless people	
215	A Street and/or B Street	better street lighting	i would like a safer bus stop because a lot of them are very unsafe
216	A Street and/or B Street	Street repairs	
217	A Street and/or B Street	more lighting more security at the intersection where people walk	
218	A Street and/or B Street	MORE STOP SING	NO
219	A Street and/or B Street	STOP SING/SLOWER LIMIT	MORE PARKS
220	A Street and/or B Street	STOP SING/SLOWING DOWN	
221	A Street and/or B Street	that something be done to reduce the large number of homeless people	there are so many homeless people that it is not even possible to tell if they are drug addicts among them
222	A Street and/or B Street	SAFETY	NO
223	A Street and/or B Street	MORE POLICE SURVEILLANCE IS URGENTLY NEEDED	POST SIGNS TO LOOK OUT FOR EACH OTHER AS NEIGHBORS
224	A Street and/or B Street	TO HELP PREVENT CAR THEFT AND VANDALISM IN THE EARLY MORNING HOURS.	SIGNS IN NEIGHBORHOODS TO LOOK OUT FOR EACH OTHER AS NEIGHBORS
225	A Street and/or B Street	ADD SPEED BUMPS TO REDUCE DRIVERS' SPEED	BETTER TRAFFIC SIGNAL LIGHTS, ESPECIALLY WHEN TURNING INTO A STREET.
226	A Street and/or B Street	INSTALL SPEED BUMPS TO REDUCE SPEED	ADD MORE TRAFFIC LIGHTS
227	A Street and/or B Street	MORE SAFETY ON THE STREETS	
228	A Street and/or B Street	MORE PUBLICITY ON SAFETY	BETTER SIGNAL FOR PEDESTRIAN CROSSINGS
229	A Street and/or B Street	TRAFFIC LIGHTS AND STOP SIGNS ARE TOO FAR APART	AND DRIVERS DO NOT RESPECT THE SIGNALS AND DRIVE TOO FAST.
230	A Street and/or B Street	TO PUT UP SLOWER DRIVING SIGNS, TO MAKE IT SAFER FOR CHILDREN WALKING HOME FROM SCHOOL.	MORE SPEED BUMPS NEAR SCHOOLS TO MAKE DRIVERS RESPECT SPEED LIMITS AND CHILDREN'S CROSSINGS
231	A Street and/or B Street	THERE ARE MANY HOMELESS PEOPLE ON A STREET, SO THEY DO NOT FEEL SAFE.	PLEASE PUT MORE CROSSWALKS WITH FLASHING LIGHTS WHEN PEOPLE CROSS
232	A Street and/or B Street	Better bicycle signage.	Better street lighting.
233	A Street and/or B Street	Pedestrian crossing lights.	Let the lanes be divided, so that the bicycle lanes are safer.
234	A Street and/or B Street	More police surveillance.	
235	A Street and/or B Street	More police presence.	They should put speed bumps so drivers slow down.
236	Tennyson Road	Fewer homeless people and reduced speed limits for drivers.	Traffic signs in pedestrian zones.
237	Tennyson Road	More lighting	
238	Tennyson Road	more surveillance	
239	Tennyson Road	more surveillance	
240	Tennyson Road	Better lights and cross walks	no
241	Tennyson Road	Slowing down drivers	
242	Tennyson Road	find a way to slow drivers down and make them be aware of their surroundings.	No
243	Tennyson Road	more police patrol for street racing.	no
244	Tennyson Road	more traffic lights.	no
245	Tennyson Road	more lighting and more visible signage.	
246	Tennyson Road	more lighting for pedestrians and a traffic light to warn them to cross the street.	more lighting.
247	Tennyson Road	to make the streets safer	no
248	Tennyson Road	Driving more carefully	no
249	Tennyson Road	pedestrian crosswalks plus lighting.	The bus stops are very unsafe. Listen to the residents, really listen to their needs.
250	Tennyson Road	better street lighting.	no
251	Tennyson Road	that there be more police presence.	
252	Tennyson Road	to improve street lighting.	Cyclists should not use the sidewalks. People using scooters (electric scooters) have knocked down pedestrians while using the sidewalks.
253	Tennyson Road	traffic safety, and that drivers respect traffic signs and signals.	no

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254 Tennyson Road	more pedestrian crossings	To pay more attention because the only pedestrian crossing on W Tennyson has not been fixed.
255 Tennyson Road	In the nearby shops there are many men drinking and there is a lot of violence between them.	the crosswalk is useless and cars do not respect pedestrians
256 Tennyson Road	The cars do not respect the traffic light	do something to stop the violence on the street
257 Tennyson Road	More surveillance Faster response when the police are called	please more crosswalk signs along W Tennyson Rd.
258 Tennyson Road	the pedestrian crossing is not being respected	more policemen watching, since there is a lot of insecurity due to the many homeless people who fight in the streets.
259 Tennyson Road	More proper enforcement on loiters, and those who disturb the peace.	I am concerned about the needs that homeless people may have.
260 Tennyson Road	more lighting and less homeless.	These streets are unsafe and at times very dangerous! We need to clean up and enforce Tennyson Rd.
261 Tennyson Road	more police, better street lights, cleaner streets.	no
262 Tennyson Road	more police patrol and presence, cleaner streets.	
263 Tennyson Road	more speed enforcement.	none
264 Tennyson Road	monitoring the speed.	cleaner streets specially near parks.
265 Tennyson Road	more public light, more police presence.	
266 Tennyson Road	Drivers to reduce and respect speed. Signals should work when pedestrians want to cross.	I like that they have fixed the bike lanes, it gives security. I see that the bus stops have been fixed.
267 Tennyson Road	Crosswalks should be in operation at all times and drivers should respect the signals.	Pedestrian crosswalks only work in summer.
268 Tennyson Road	More traffic lights, more lights.	Near the schools there are not enough traffic lights.
269 Tennyson Road	Drivers to reduce their speed.	no.
270 Tennyson Road	More police presence.	
271 Tennyson Road	There should be more police surveillance, drivers should reduce their speed, and respect pedestrians.	I have seen that drivers do not respect pedestrians.
272 Tennyson Road	More surveillance, let the patrols be on watch.	there should be more crosswalks.
273 Tennyson Road	More police surveillance.	
274 Tennyson Road	install speed limit meters	They should work on creating homes for the homeless, as there are many on the streets.
275 Tennyson Road	to repair the only pedestrian crosswalk	More crossings for pedestrians are needed.
276 Tennyson Road	more police officers watching/passing by W Tennyson Rd.	There is too much vandalism on W Tennyson Rd.
277 Tennyson Road	there is a lot of homeless people urinating in the street.	I think it's a very unsafe avenue for teens and adults. Some homeless people are aggressive.
278 Tennyson Road	do not respect the pedestrian crosswalk light	Please, put in more pedestrian crossings.
279 Tennyson Road	the cars to slow down and respect when crossing the lights	
280 Tennyson Road	safety yellow light every pedestrian	thank you for caring about making good changes for the entire community
281 Tennyson Road	more speed meters, because they go at high speed.	Drivers do not respect the cyclists' lane.
282 Tennyson Road	Security guards monitoring the streets	
283 Tennyson Road	more security	They should put in more police surveillance.
284 Tennyson Road	more surveillance	
285 Tennyson Road	more surveillance	we want more security
286 Tennyson Road	Speed bumps	More surveillance
287 Tennyson Road	more pedestrian crossings with lights	more police security
288 Tennyson Road	police take too long to arrive when an incident or accident happens	more public security and homeless shelters
289 Tennyson Road	police	a lot of crime in W Tennyson Rd
290 Tennyson Road	traffic lights are not respected	more police surveillance
291 Tennyson Road	More civil security (surveillance)	Pedestrian crossing signs.
292 Tennyson Road	Speed meters would help a lot	The cars pass by at high speed.
293 Tennyson Road	I want to safer place here because lot of homeless people was fighting and we aren't feel safe when we are walking with children	Lot of shooting happened here please more police take a time to help people around
294 Tennyson Road	bicycle and e-scooter lanes	Food vendors obstruct the bicycle lane
295 Tennyson Road	more police surveillance	do something to reduce the number of homeless
296 Tennyson Road	Cleaner streets, no homeless, more trashcans, more police officers, partaking traffic cameras to make it safer.	Convert underused/ inactive spaces into pedestrian plazas
297 Tennyson Road	more crossings to turn on the lights for pedestrians to pass	more public safety surveillance
298 Tennyson Road	more police surveillance	more street lighting please
299 Tennyson Road	More light at cress walks especially at big intersections	Add more streetlights, navigability at night very unsafe.

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300 Tennyson Road	There are many homeless people on the street and they leave a lot of garbage on the sidewalks.	cars drive by very fast and do not respect motorcyclists
301 Tennyson Road	control of homeless people because when there are too many, there is a feeling of insecurity.	safer crossings for pedestrians
302 Tennyson Road	More security, because there are many car thefts (car parts), cleaner streets because there is a lot of garbage.	lane lines to be more visible (need to be painted).
303 Tennyson Road	more lighting, cops need to more present.	
304 Tennyson Road	less traffic	
305 Tennyson Road	Better lighting, more speed signs.	
306 Tennyson Road	Security in the streets.	
307 Tennyson Road	Try not to have too many cars during rush hour.	
308 Tennyson Road	better streetlights	
	In the space from Huntwood to where it kicks up to 35mph as you head to Patrick, start slowing people down to the 25mph they are supposed to be going. I see drivers each day not stopping at the flashing crosswalk by the ice cream shop, and people constantly speed at 35mph+. The area has too much going on for people to be going that fast. Past Huntwood to Mission, however, the 25mph zone is odd and useless. It was fine as it was. It's also a shame the police substation left this area.	
309 Tennyson Road		
310 Tennyson Road	Potosless fixed	N/A
311 Tennyson Road	NOT AS MUCH DRUNKS DRIVER	
312 Tennyson Road	LESS HOMELES ON THE STREERS	
313 Tennyson Road	CLEAN UP NEIBORHOOD	CLEAN UO STREET
314 Tennyson Road	SAFETY AT CROSSWALKS	
315 Tennyson Road	MORE SPEED BUMPS	SAFER SIDEWALKS FOR PEDESTRIANS
316 Tennyson Road	SAFE,CLEAN AND WALKABLE FOR STUDENTS	MANY FAMILIES AND STUDENTS WALK THIS AREA AND IT BE SAFER
317 Tennyson Road	CLEANER STREET	
318 Tennyson Road	CLEAN MORE	
319 Tennyson Road	SURVEILLANCE OUTSIDE CHAVEZ ELEMENTARY SCHOOL AND TENNYSON HIGH SCHOOL	
320 Tennyson Road	MORE LIGHTING AND ALSO MORE CROSSWALKS FOR PEOPLE	THERE IS VERY LITTLE SECURITY AS THERE ARE MANY PEDESTRIANS
321 Tennyson Road	MORE SURVEILLANCE	WE WANT MORE SECURITY
322 Tennyson Road	slow drivers down, better crosswalk lighting	love that improvement are being made
323 Tennyson Road	safe streets, lights on crosswalk parenent	the car on huntwood continue to be hit becasue of bikelines
324 Tennyson Road	safe streets	cars are always being hit on huntwood
325 Tennyson Road	TENNYSON TURNS ISLANDS CAUSE WIDE TURNS AND PRONE TO ACCIDENTS	
326 Tennyson Road	more supporting more safety for people	be nice to each other because life is short.
327 Tennyson Road	slowdown trafic because their are crazy drivers	
328 Tennyson Road	SPEED CONTROL	
329 Tennyson Road	TENNYSON TURNS ISLANDS CAUSE WIDE TURNS AND PRONE TO ACCIDENTS	
330 Tennyson Road	Better/clearer/safe bike lane/ walkways	
331 Tennyson Road	SPEED CONTROL	
332 Tennyson Road	MORE PUBLIC SAFETY	SAFE CROSSINGS FOR PEOPLE
333 Tennyson Road	traffic enforcement	
334 Tennyson Road	BETTER TRAFFIC ENFORCEMENT	
335 Tennyson Road	SLOW DRIVERS	
336 Tennyson Road	Bike lanes and crossing of cars	We normaly drive through its not safe when change lanes
337 Tennyson Road	THIS BIKE LINE BARRIERSON TENNYSON & HESPERIAN CAUSE TOO MUCH TRAFFIC & ACCIDENTS	
338 Tennyson Road	The eticks that protect like lanes	
339 Tennyson Road	Better sidewalks	
340 Tennyson Road	MAKE MORE LIGHT POST	NO
341 Tennyson Road	Lighting with bike signals	
342 Tennyson Road	safe streets	not at the moments
343 Tennyson Road	to put speed meters	more police surveillance
344 Tennyson Road	at night you feel more insecure	
345 Tennyson Road	MORE POLICE CONTROL. THERE ARE DRIVERS SPEEDING.	SAFER STREETS
346 Tennyson Road	CLEAN THE STREETS AND ENSURE THERE ARE NO DRUG ADDICTS CIRCULATING THE STREETS. THEY ARE A DANGER.	TENNYSON STREET AND HUNTWOOD STREET ARE VERY DANGEROUS
347 Tennyson Road	MANY ACCIDENTS ON TENNYSON STREET.	THEY DRIVE VERY FAST ON THAT STREET.

Q1: Select if this is for	Q7: What is the single most important improvement you would like to see to make these streets safer?	Q8: Do you have anything else to share?
348 Tennyson Road	More order with street vendors	Parked vehicles
349 Tennyson Road	Speed control on streets and avenues.	That in Tennyson area shopping centers some informal businesses block the view or block bus stops.
350 Tennyson Road	Fewer homeless people and drug addicts on the streets.	
351 Tennyson Road	Safer intersections and cross walks for pedestrians.	
352 Tennyson Road	more lights.	more safe parking areas.
353 Tennyson Road	a little more sign to walk and the entrance or exists from the freeway to the streets.	
354 Tennyson Road	Yes, more security for the homeless.	nothing, thank you.
355 Tennyson Road	Security	N/A
356 Tennyson Road	Idk	Idk
357 Tennyson Road	N/A	N/A
358 Tennyson Road	people slowing down when they see a pedestrian.	no
359 Tennyson Road	add more IDK	IDk
360 Tennyson Road	Crosswalk and sidewalk improvements around the 880 overpass.	
361 Tennyson Road	more street lighting especially after South Hayward Point.	The city should look into Silva St.
362 Tennyson Road	more lighting	
363 Tennyson Road	Lamps, trash cans.	
364 Tennyson Road	Walking safety.	remove from the streets people who are dedicated to drinking alcohol and making groups.
365 Tennyson Road	Homeless cleanup	
366 Tennyson Road	MORE POLICE PATROL	THEY PARK ON HARVEY ST. AND PEOPLE DRIVE TO FAST,AND THAT LOOK SUSPECTS
367 Tennyson Road	nme	nme
368 Tennyson Road	There should be more shelters for homeless people.	
369 Tennyson Road	More police surveillance.	Drivers should slow down.
370 Tennyson Road	Provide more security, more police.	Make the sidewalks wider.
371 Tennyson Road	flashing lights for pedestrians on crosswalks.	
372 Tennyson Road	Put up speed bumps to reduce speed, put up more traffic signs.	Drivers should slow down.
373 Tennyson Road	They should clearly mark the traffic signs.	
374 Tennyson Road	More traffic signs. Drivers, please respect pedestrians.	There should be more security, because there are many homeless people and they are not respectful.
375 Tennyson Road	Streets maintenance.	No
376 Tennyson Road	More lighting during the night.	No
377 Tennyson Road	To put more speed limit.	To clean more the streets.
378 Tennyson Road	no	no
379	bring back the 91 bus or 31 bus, that used to travel on Whitman street, in front of Tennyson High School	
380	MORE POLICE WATCHING	

Hayward HIN Safety Plan

A STREET

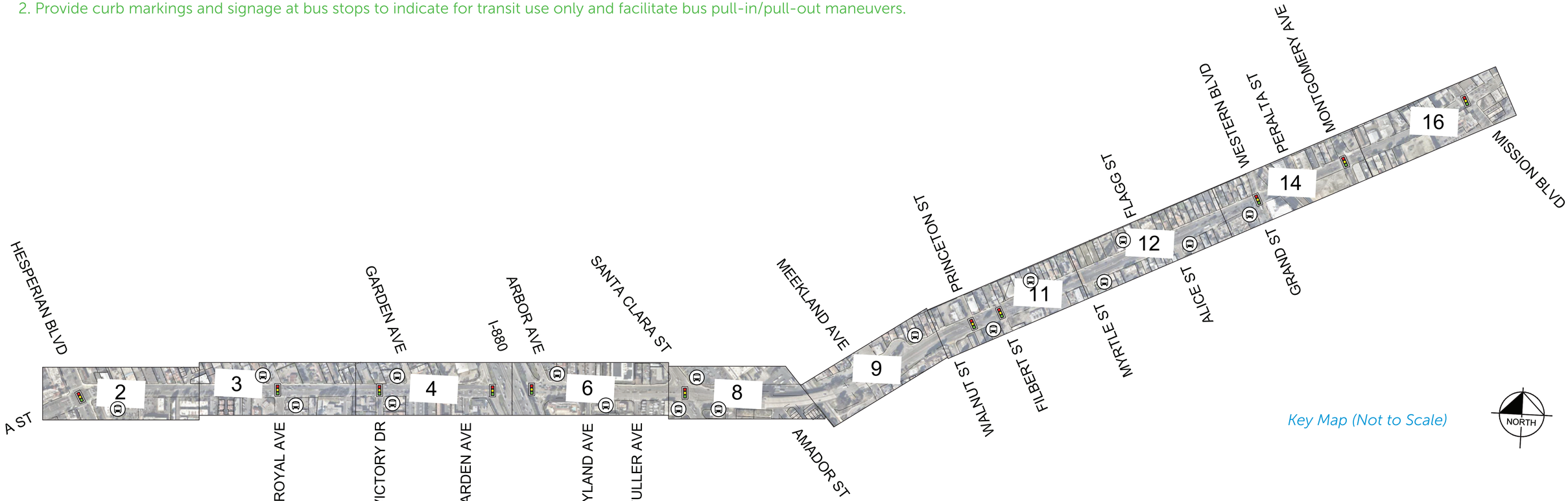
A Street Illustrative Concepts

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)

Hayward HIN Safety Plan

A STREET

Segment 1 — Hesperian Boulevard to I-880 Interchange

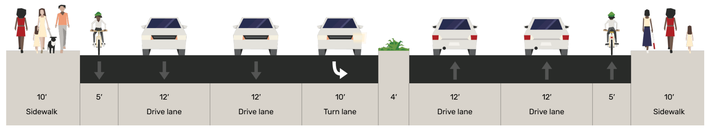
SHEET 1

Legend

- Cross Section Location
- Railroad
- Signalized Intersection

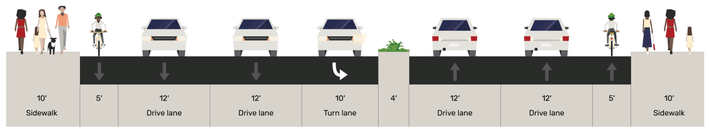
EXISTING CONDITIONS

Class II bike lanes in both directions.



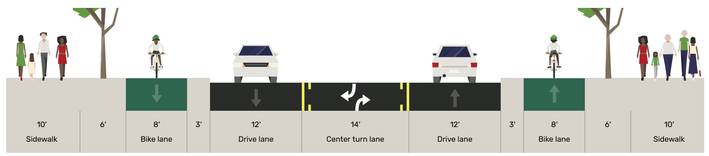
LOW IMPACT OPTION:
Existing Conditions with Spot Improvements

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



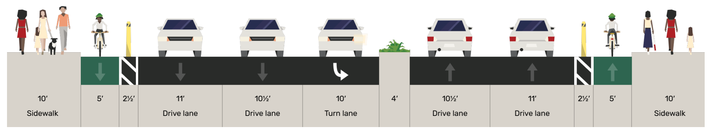
HIGH INVESTMENT OPTION 1:
Road Diet and Raised Separated Bike Facility

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



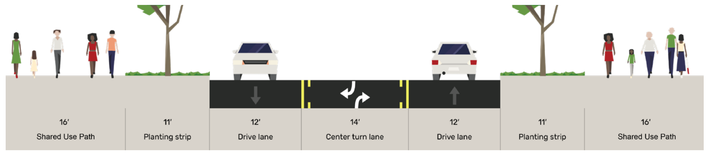
CONTINUOUS BIKE FACILITY:
Lane Narrowing and Flex Post Separated Bike Facility

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

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

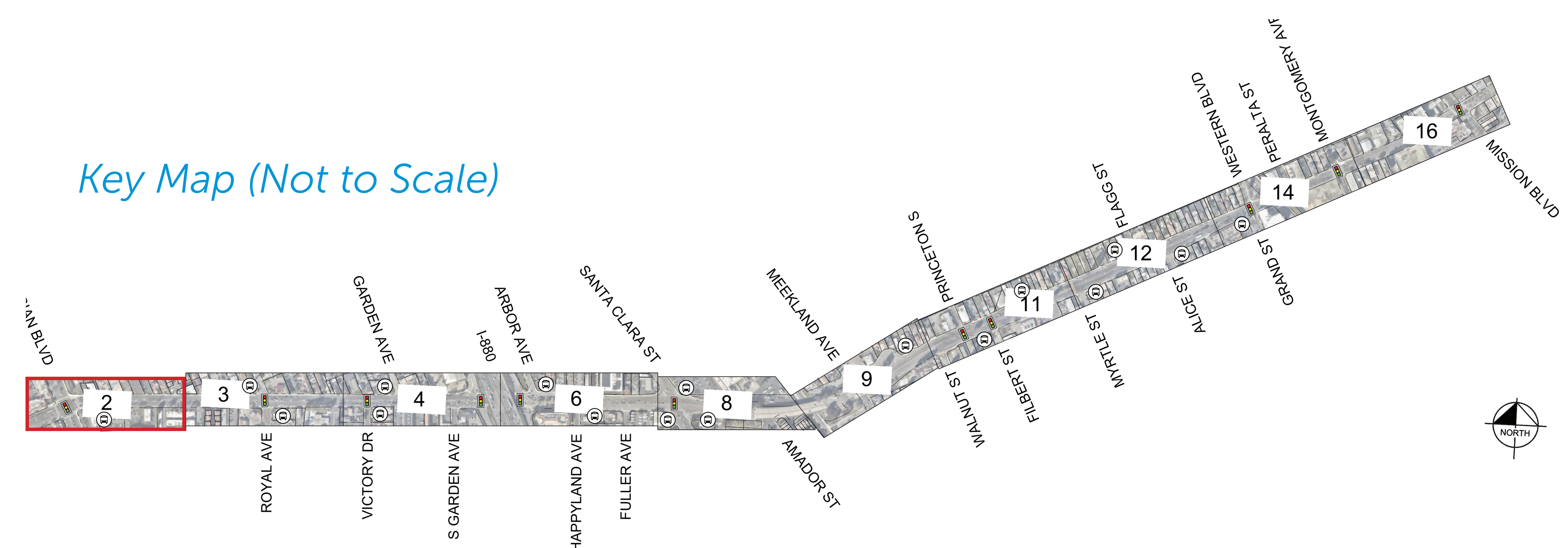
EXISTING

- Bus Stop
- Parcel Line
- Signalized Intersection

Typical Cross Sections

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

Key Map (Not to Scale)

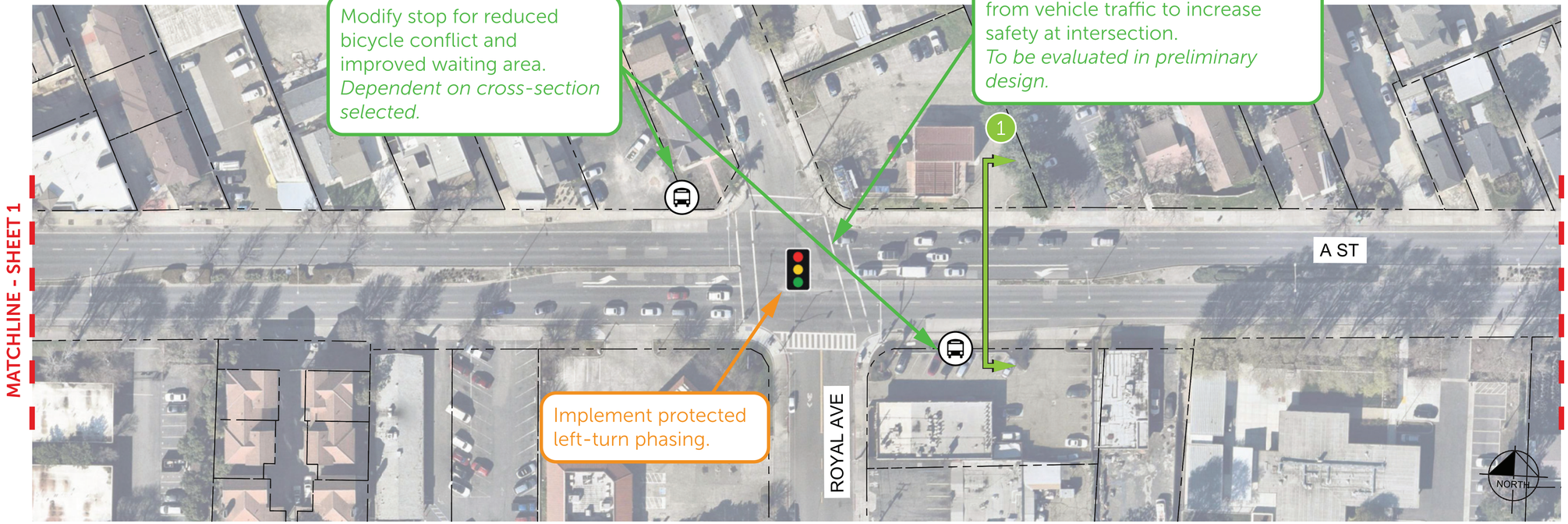


Hayward HIN Safety Plan

A STREET

Segment 1 — Hesperian Boulevard to I-880 Interchange

SHEET 3



Typical Cross Sections

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

Legend

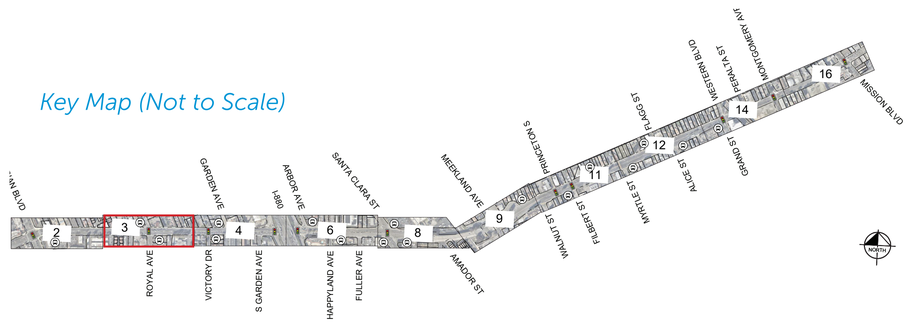
SPOT IMPROVEMENT

- 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)



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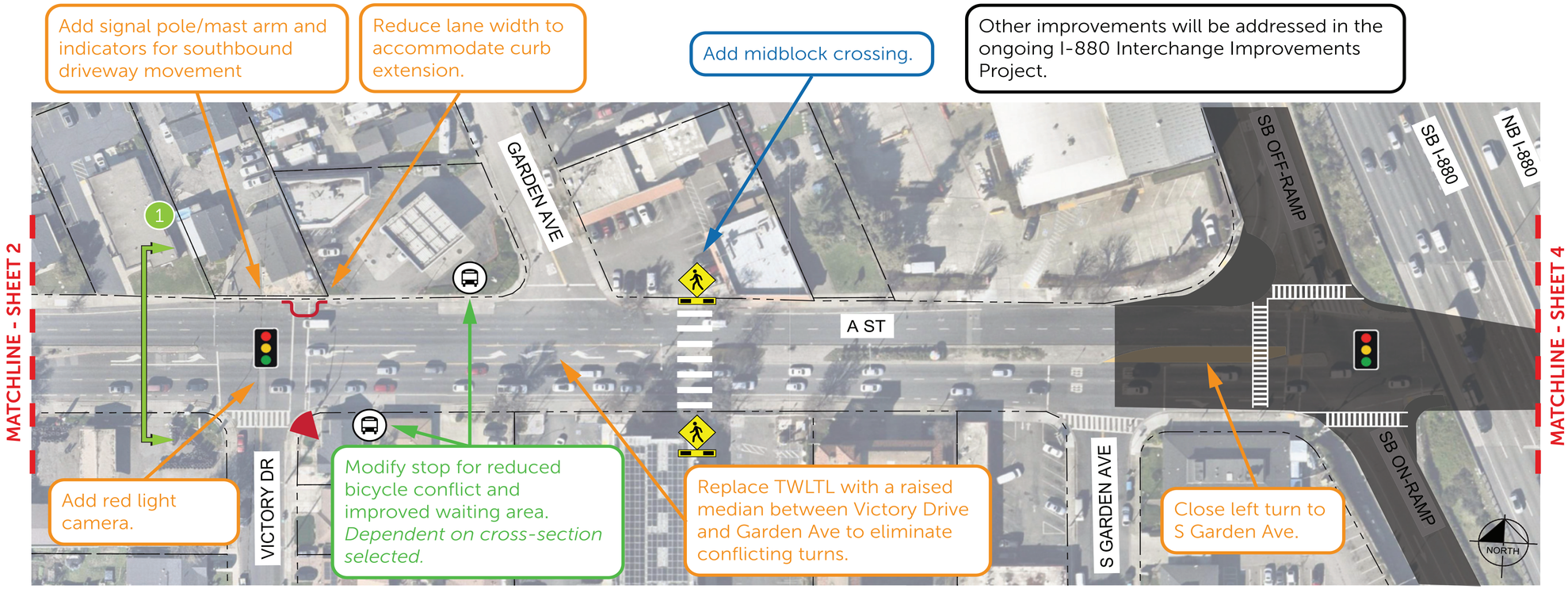
Hayward HIN Safety Plan

A STREET

Segment 1 — Hesperian Boulevard to I-880 Interchange

SHEET 4



Typical Cross Sections

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

Legend

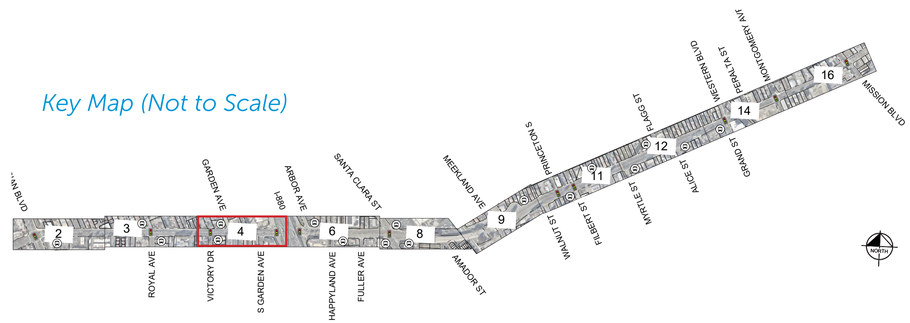
SPOT IMPROVEMENT

- 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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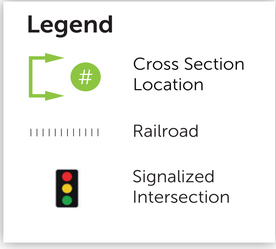
Hayward HIN Safety Plan

A STREET

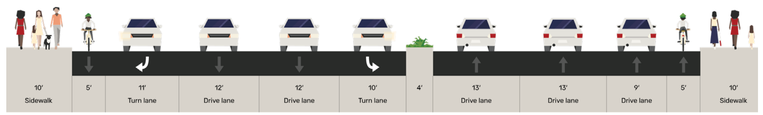
Segment 2 — I-880 Interchange to Hathaway Avenue

SHEET 5



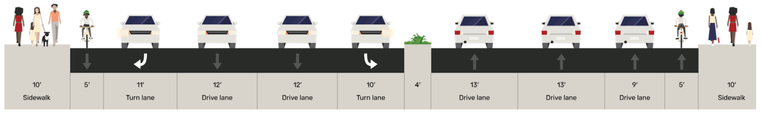
EXISTING CONDITIONS

Class II bike lanes in both directions.



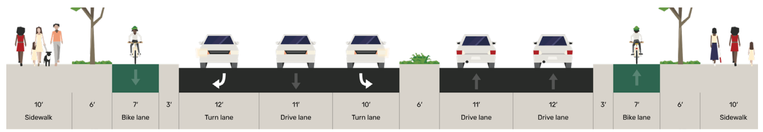
LOW IMPACT OPTION:
Existing Conditions with Spot Improvements

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



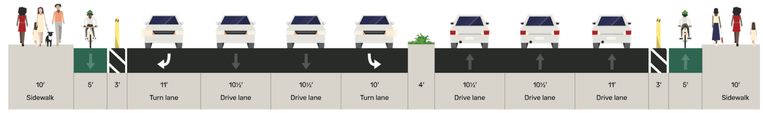
HIGH INVESTMENT OPTION 1:
Road Diet and Raised Separated Bike Facility

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



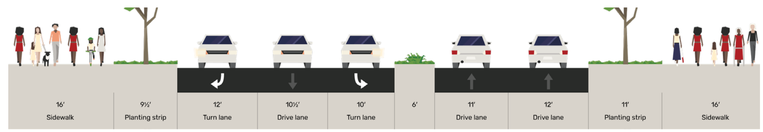
CONTINUOUS BIKE FACILITY:
Lane Narrowing and Separated Bike Facility

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.



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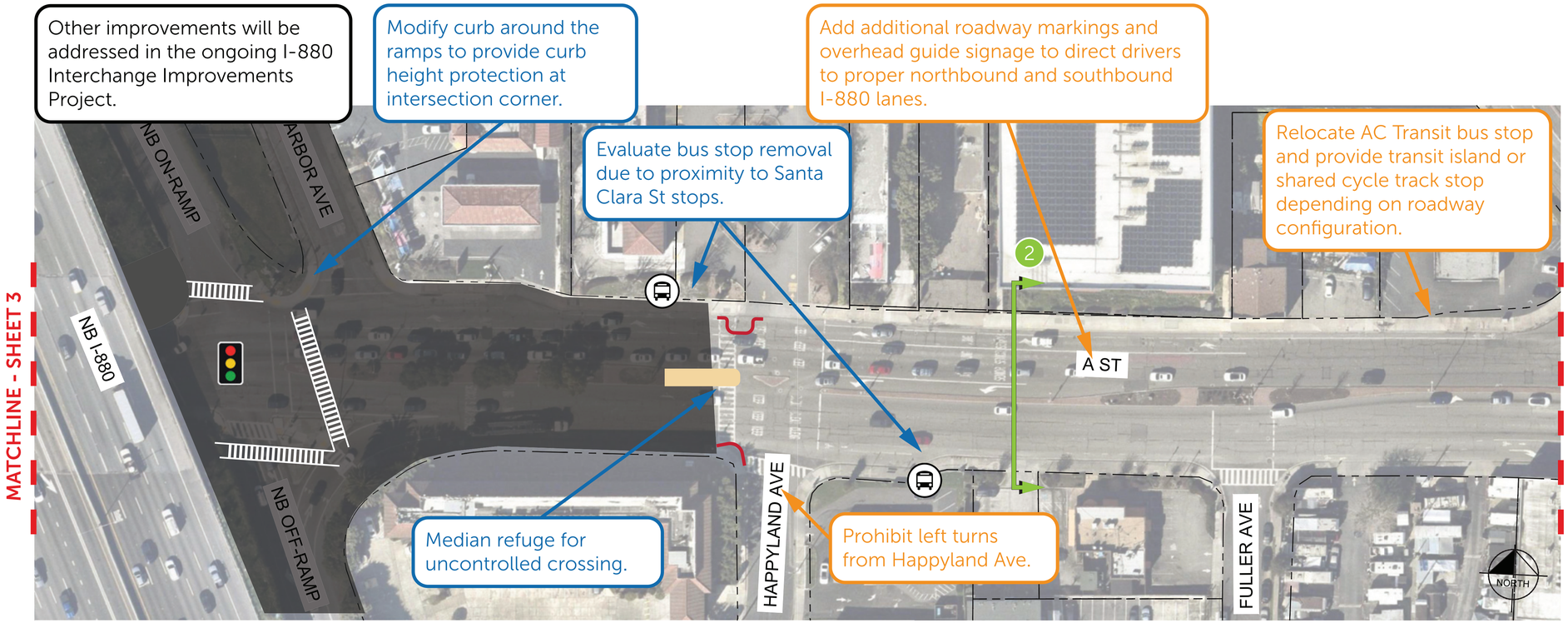
A STREET

Segment 2 — I-880 Interchange to Hathaway Avenue

SHEET 6



Typical Cross Sections

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

Legend

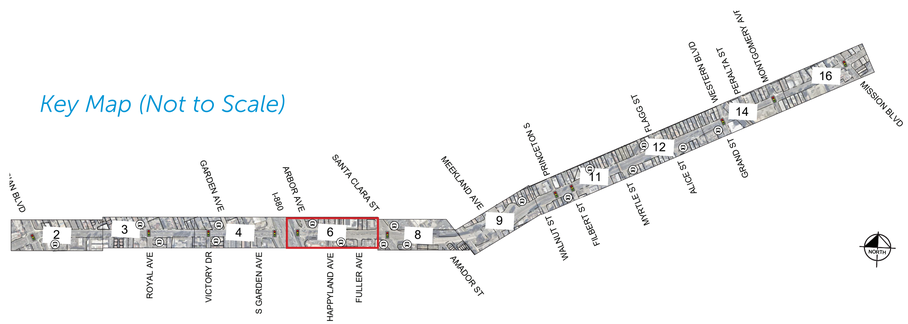
SPOT IMPROVEMENT

- 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)



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A STREET

Segment 3 — Hathaway Avenue to Meekland Avenue

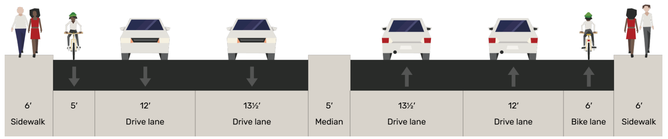
SHEET 7

Legend

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

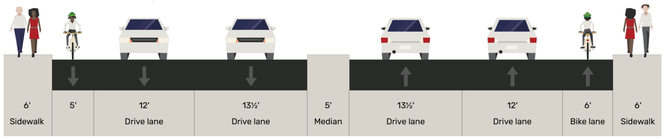
EXISTING CONDITIONS

Class II bike lanes in both directions.



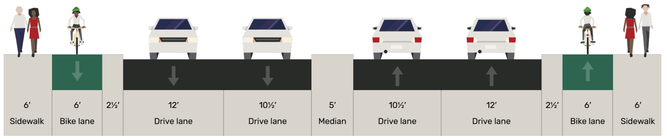
LOW IMPACT OPTION:
Existing Conditions with Spot Improvements

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



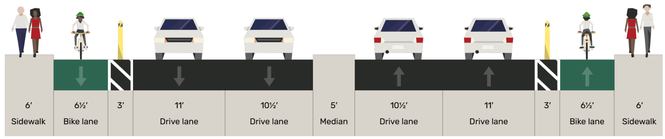
HIGH INVESTMENT OPTION:
Lane Narrowing and Raised Separated Bike Facility

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.

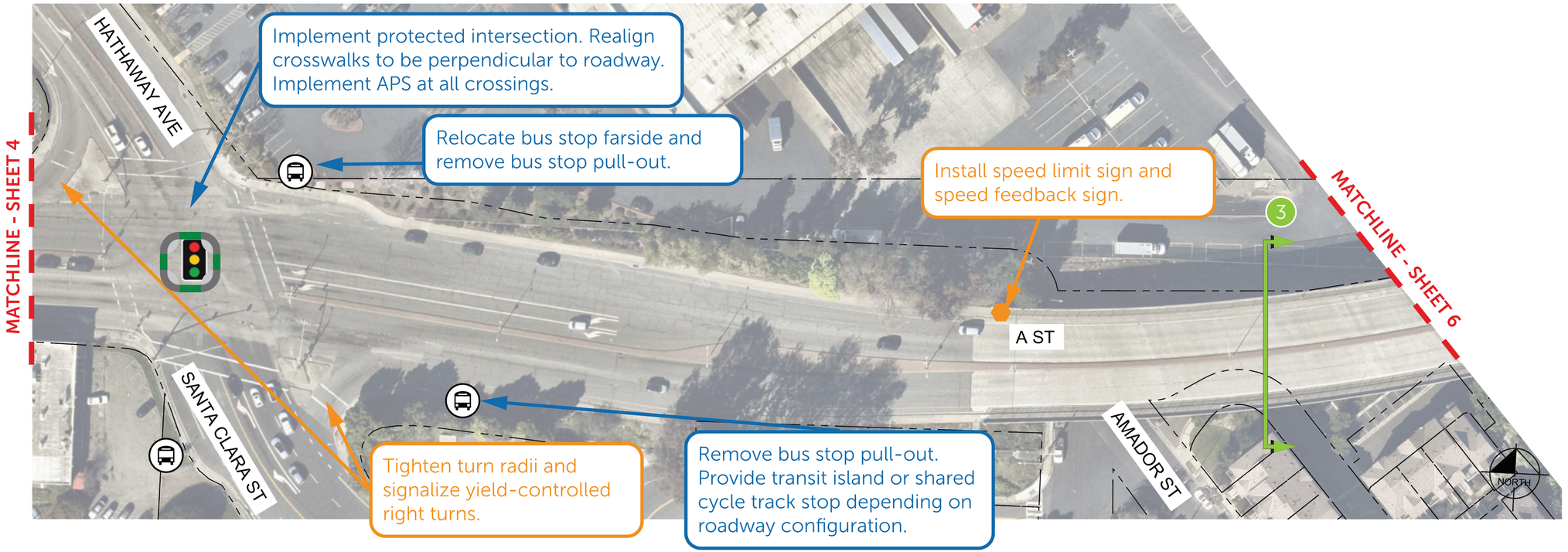


Hayward HIN Safety Plan

A STREET

Segment 3 — Hathaway Avenue to Meekland Avenue

SHEET 8



Typical Cross Sections

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

Legend

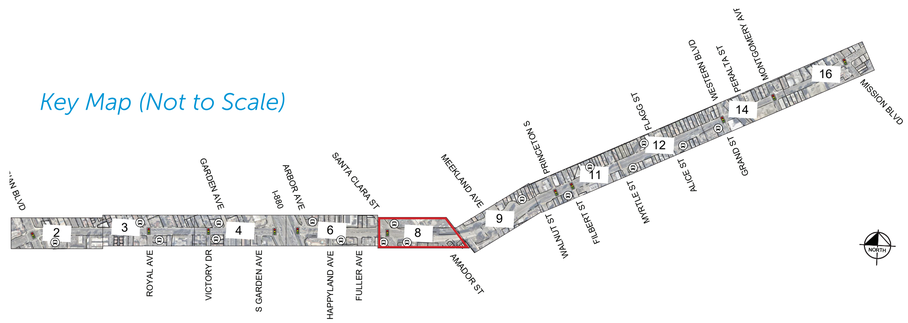
SPOT IMPROVEMENT

- 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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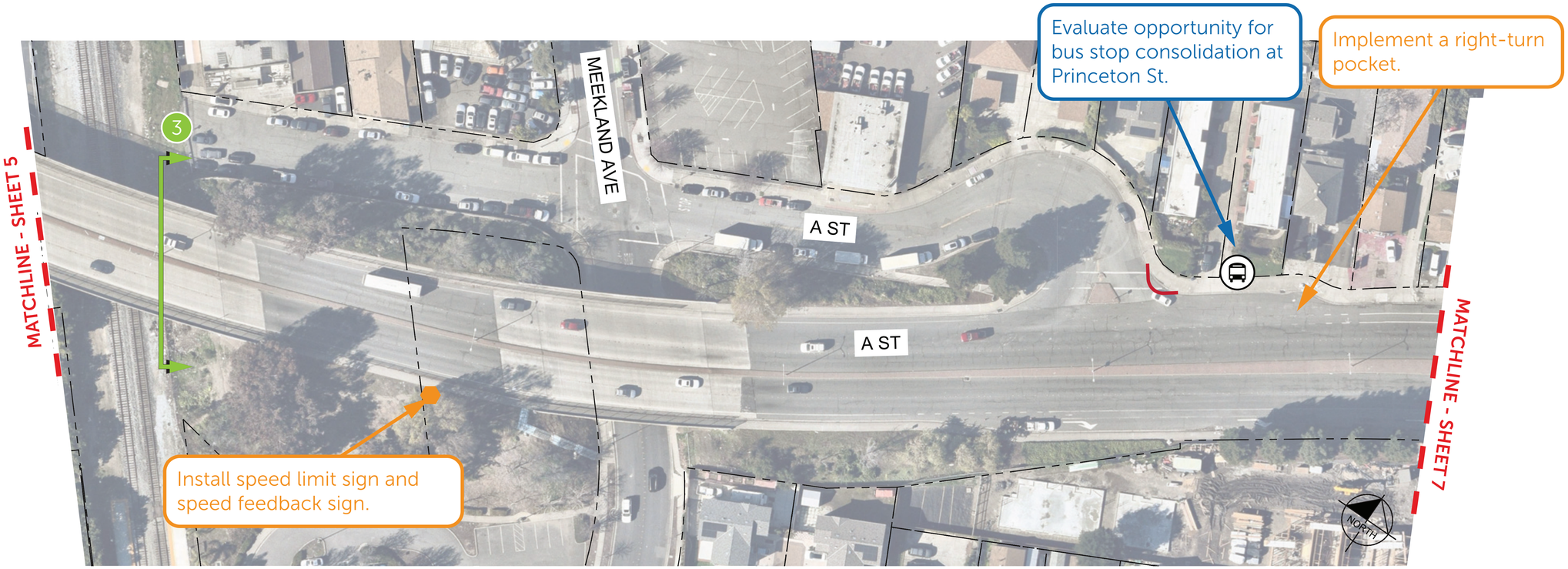
Hayward HIN Safety Plan

A STREET

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

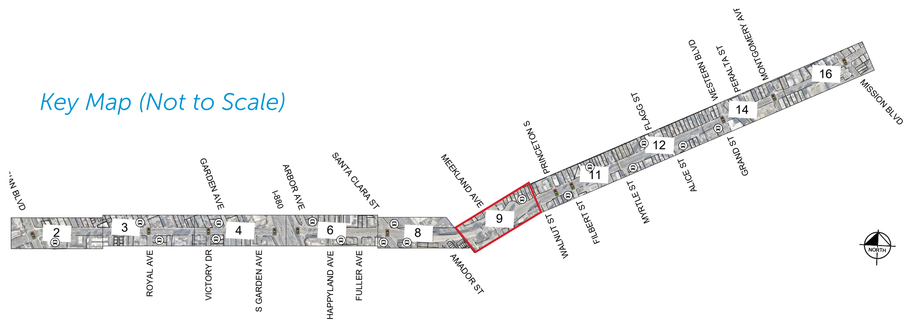
EXISTING

- Bus Stop
- Parcel Line
- Signalized Intersection

Typical Cross Sections

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

Key Map (Not to Scale)



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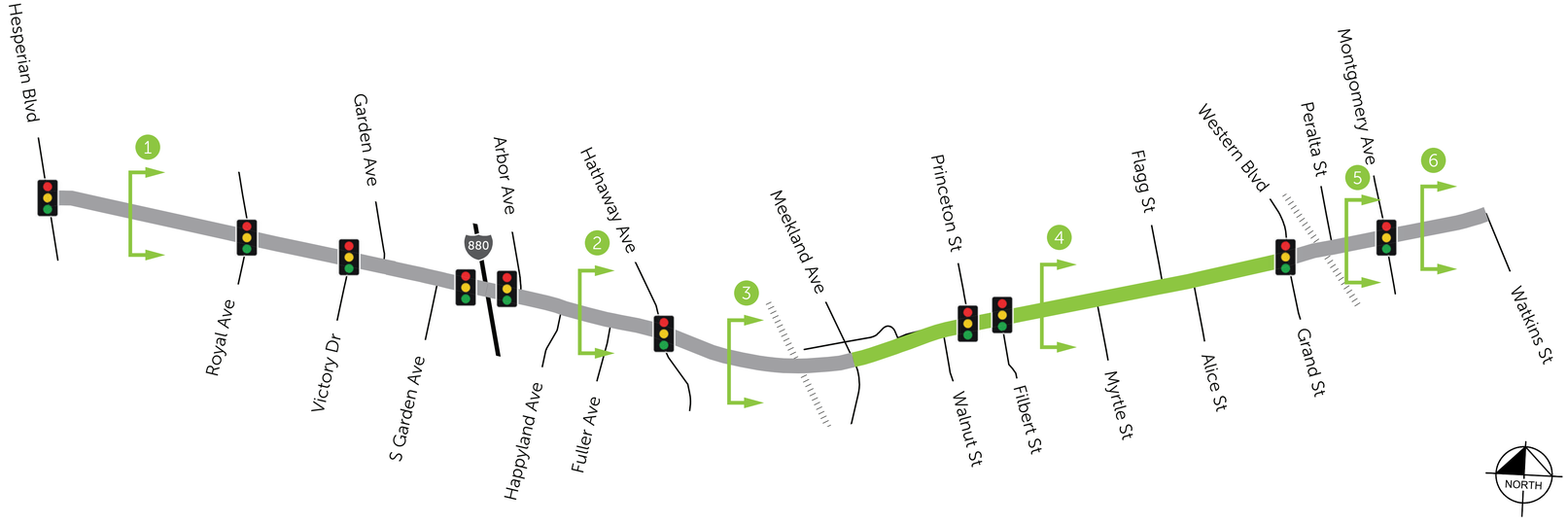
A STREET

Segment 4 — Meekland Avenue to Grand Street

SHEET 10

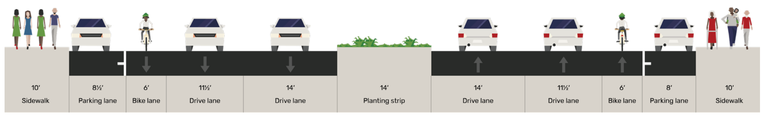


Legend

- # — Cross Section Location
- Railroad
- Signalized Intersection

EXISTING CONDITIONS

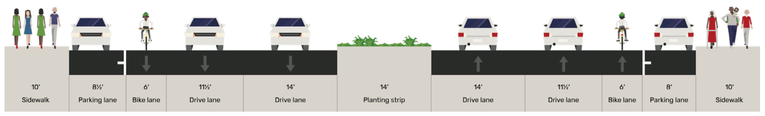
Class II bike lanes in both directions.



LOW IMPACT OPTION:

Existing Conditions with Spot Improvements

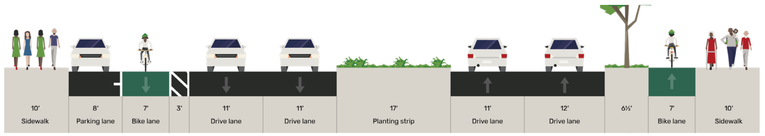
Existing conditions with spot improvements such as pedestrian scale lighting, protected signal phasing, RRFBs, etc.



HIGH INVESTMENT OPTION 1:

Lane Narrowing, Targeted Parking Removal and Partially Raised Bike Facility

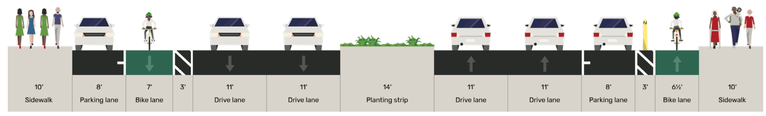
Remove parking on the south side of the street and narrow travel lanes to upgrade bike lanes to a sidewalk level Class IV separated bike lane in the eastbound direction and a Class IIB buffered bike lane in the westbound direction.



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.

CONTINUOUS BIKE FACILITIES:

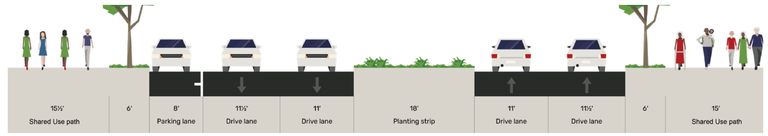
Lane Narrowing and Separated Bike Facility



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.



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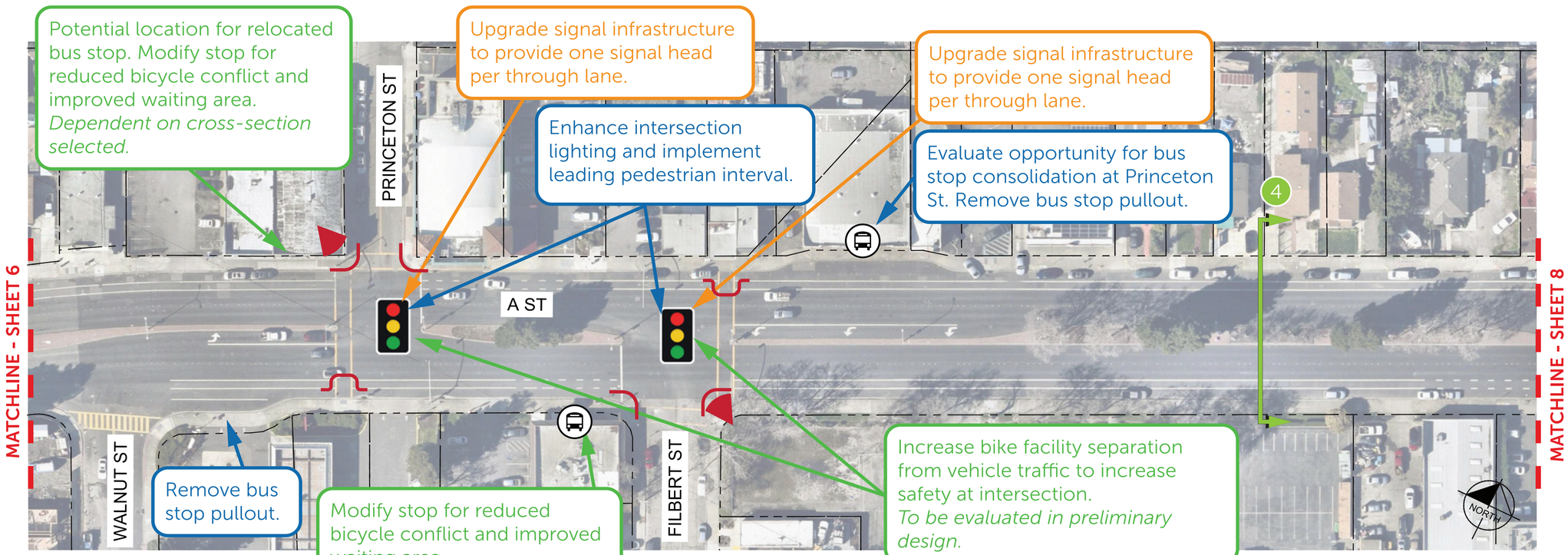
A STREET

Segment 4 — Meekland Avenue to Grand Street

SHEET 11



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

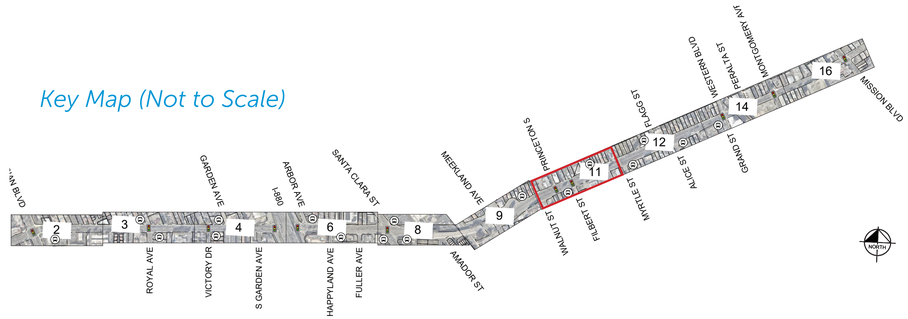
EXISTING

- Bus Stop
- Parcel Line
- Signalized Intersection

Typical Cross Sections

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

Key Map (Not to Scale)



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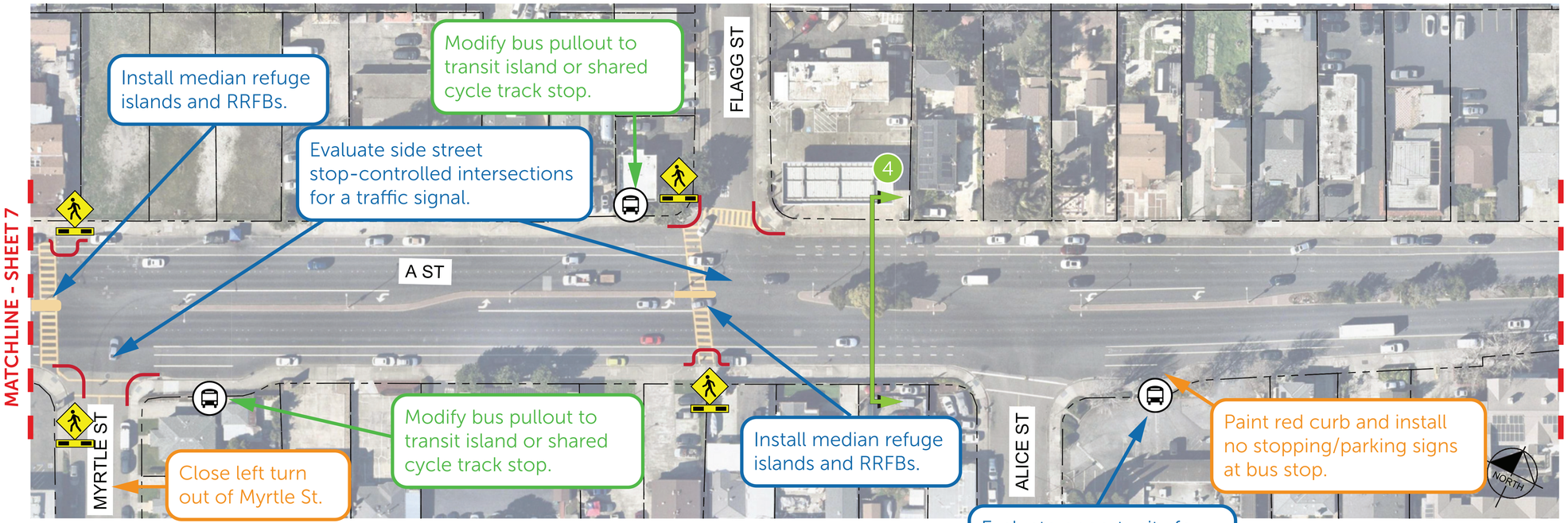
A STREET

Segment 4 — Meekland Avenue to Grand Street

SHEET 12



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

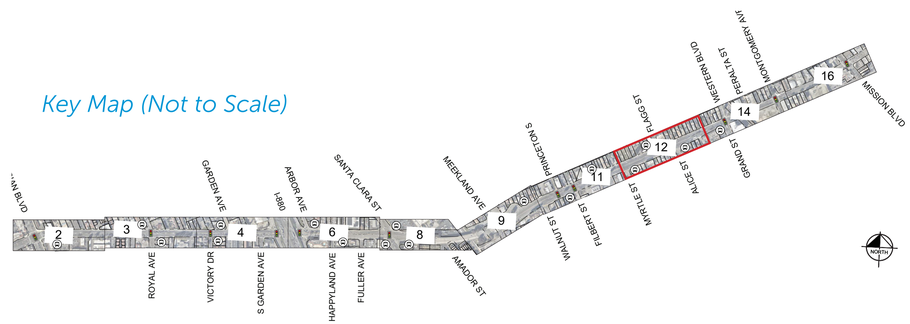
EXISTING

- Bus Stop
- Parcel Line
- Signalized Intersection

Typical Cross Sections

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

Key Map (Not to Scale)



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A STREET

Segment 5 — Grand Street to Montgomery Avenue

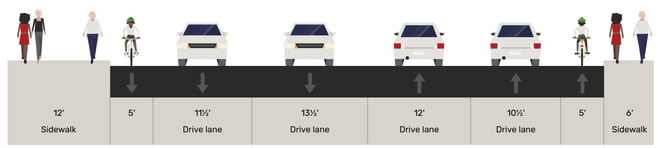
SHEET 13

Legend

- # — Cross Section Location
- Railroad
- Signalized Intersection

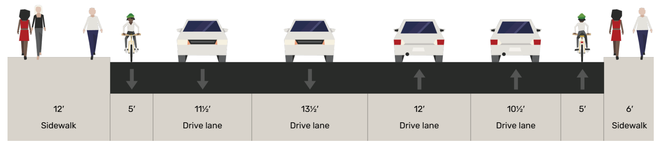
EXISTING CONDITIONS

Class II bike lanes in both directions.



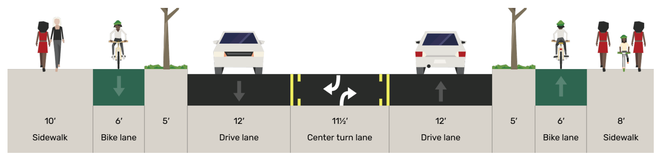
LOW IMPACT OPTION:
Existing Conditions with Spot Improvements

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



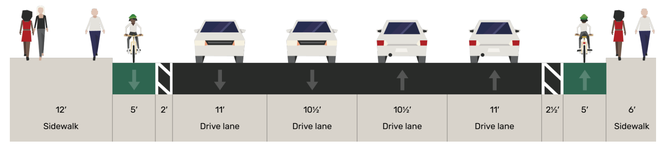
HIGH INVESTMENT OPTION 1:
Road Diet and Raised Separated Bike Facility

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.



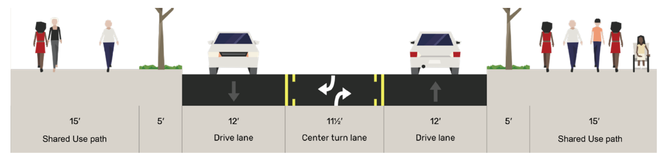
CONTINUOUS BIKE FACILITIES:
Lane Narrowing and Buffered Bike Lanes

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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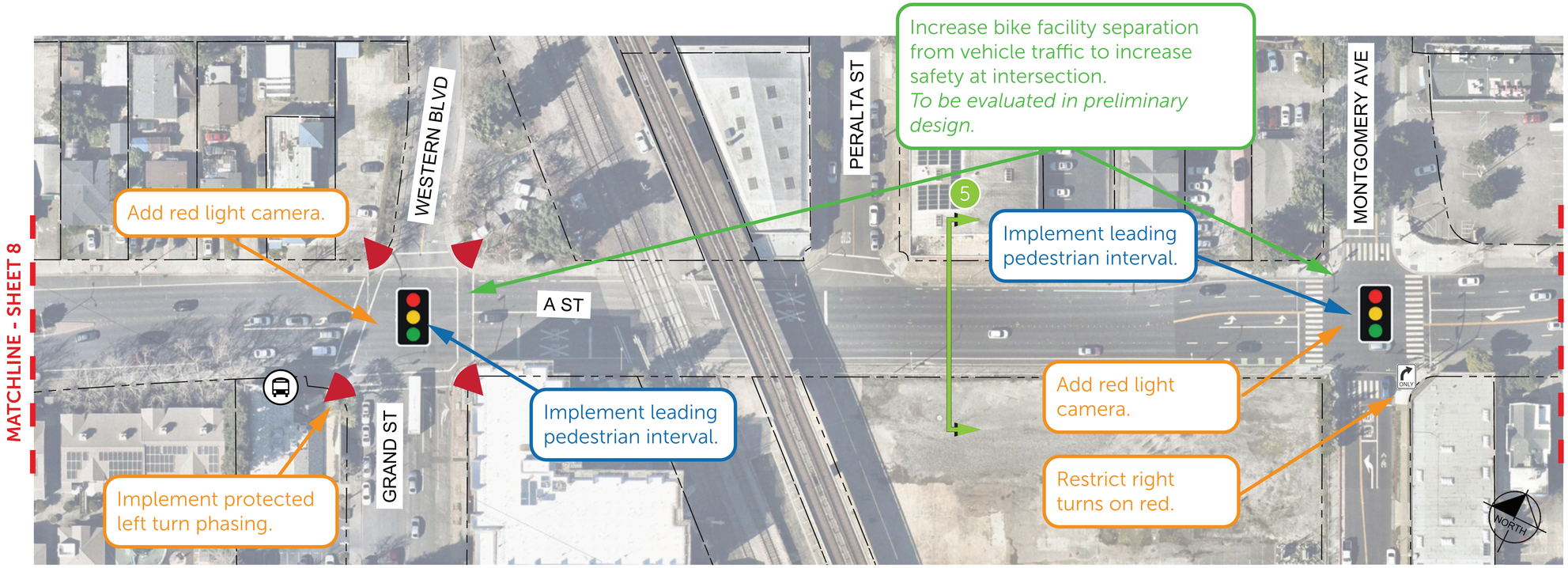
A STREET

Segment 5 — Grand Street to Montgomery Avenue

SHEET 14



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

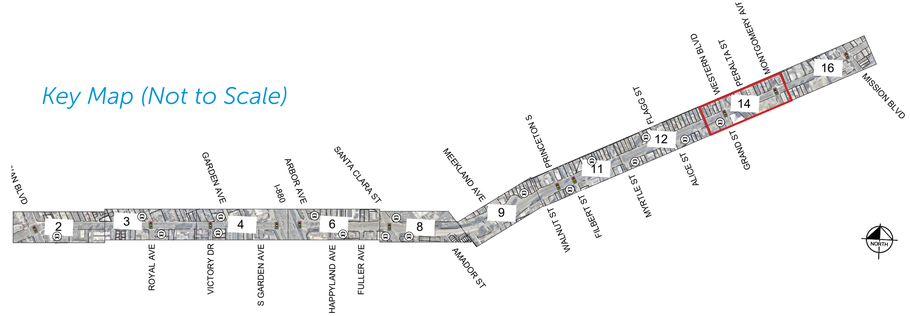
EXISTING

- Bus Stop
- Parcel Line
- Signalized Intersection

Typical Cross Sections

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

Key Map (Not to Scale)



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A STREET

Segment 6 — Montgomery Avenue to Watkins Street

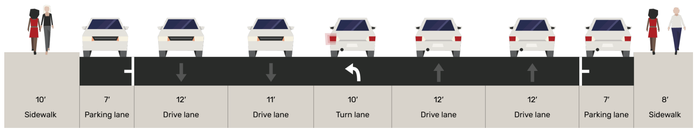
SHEET 15

Legend

- # — Cross Section Location
- Railroad
- Signalized Intersection

EXISTING CONDITIONS

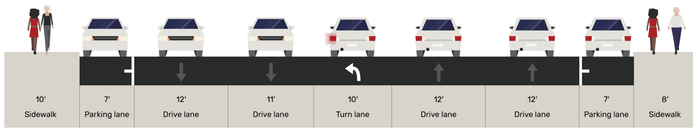
No existing bike facilities.



LOW IMPACT OPTION:

Existing Conditions with Spot Improvements

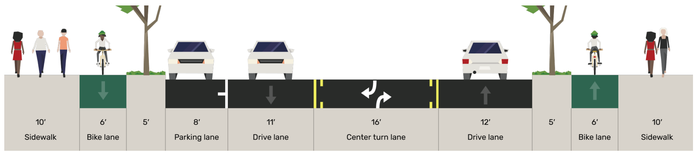
Existing conditions with spot improvements such as pedestrian scale lighting and crosswalk improvements



HIGH INVESTMENT OPTION 1:

Road Diet, Targeted Parking Removal, and Separated Bike Facility

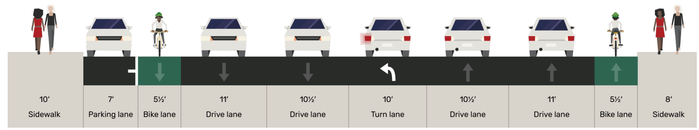
Implement a road diet to provide sidewalk level Class IV separated bike lanes and landscaping in both directions. The sidewalk on the south side of the street is widened, and a center turn lane is provided.



CONTINUOUS BIKE FACILITIES:

Lane Narrowing, Targeted Parking Removal, and Bike Lanes

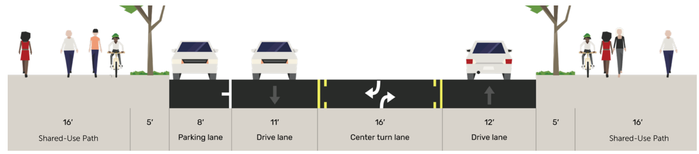
Remove parking on the south side of the street and narrow travel lanes to implement Class II bike lanes.



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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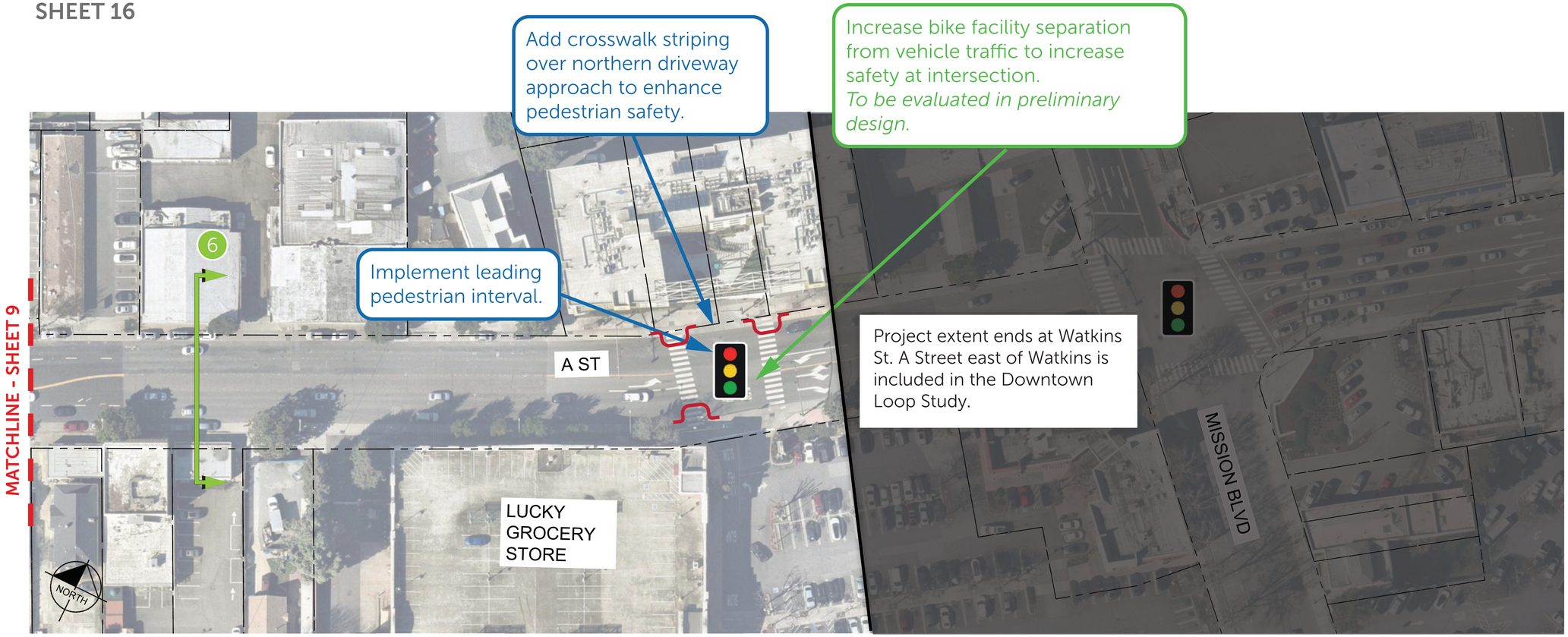
A STREET

Segment 6 — Montgomery Avenue to Watkins Street

SHEET 16



Typical Cross Sections

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

Legend

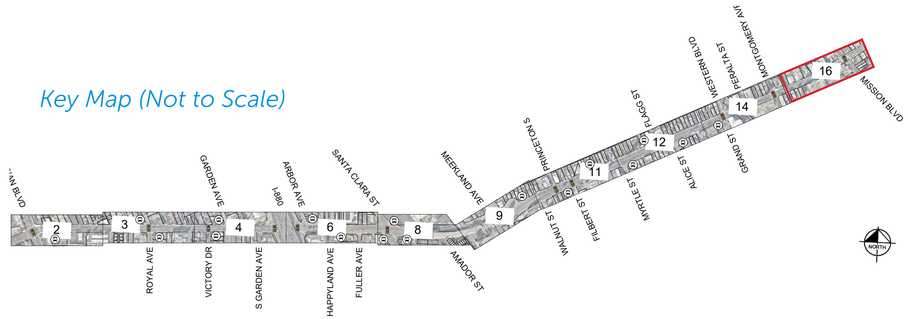
SPOT IMPROVEMENT

- 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)



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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.

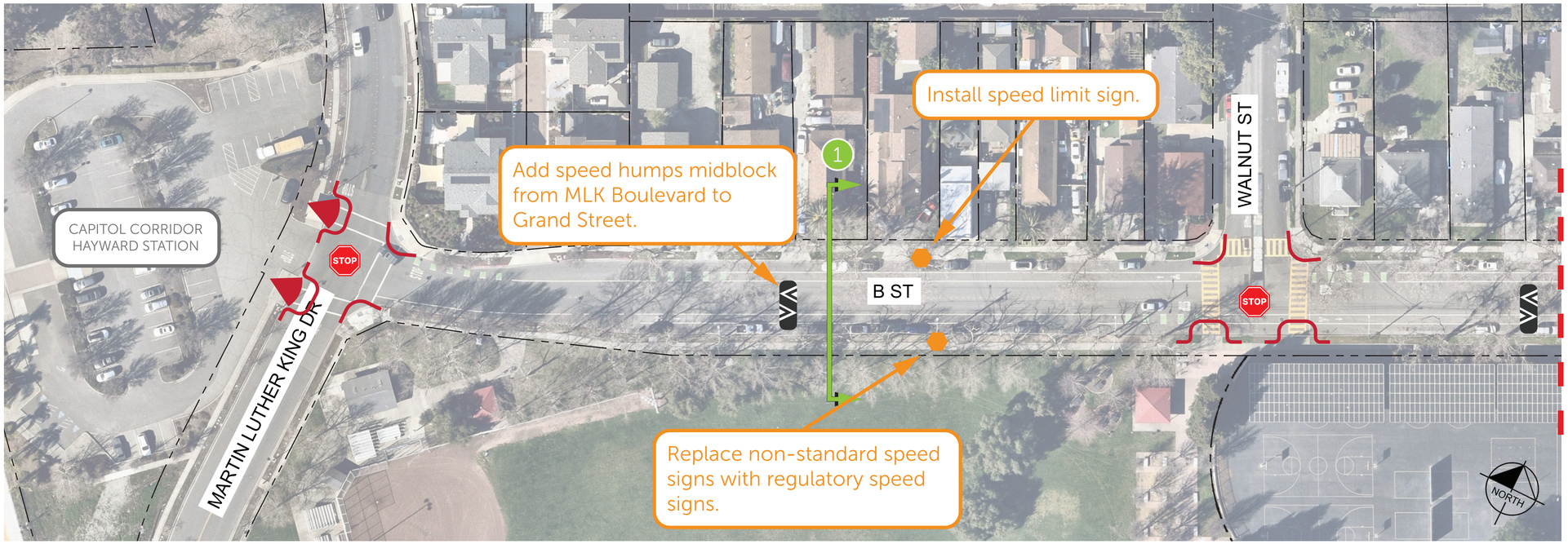
Key Map (Not to Scale)

Hayward HIN Safety Plan

B STREET

Segment 1 — Martin Luther King Drive to Myrtle Street

SHEET 1



Legend

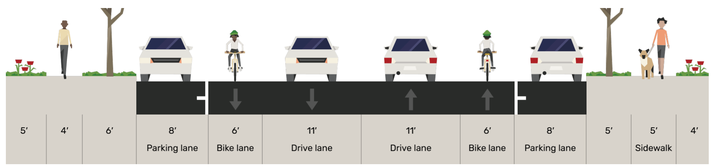
SPOT IMPROVEMENT

- 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

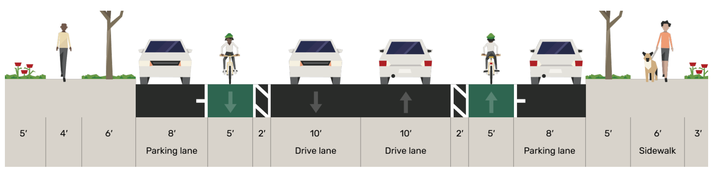
EXISTING

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

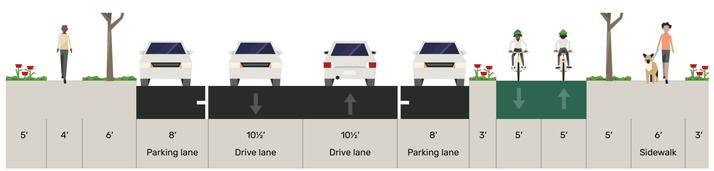
1 *Typical Cross Sections*



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.

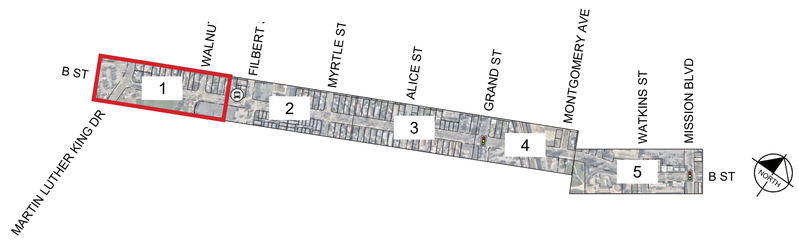


CONTINUOUS BIKE FACILITY
Narrow travel lanes to implement Class IIB buffered bike lanes. *Option to assess feasibility of traffic diverters.*



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

Key Map (Not to Scale)



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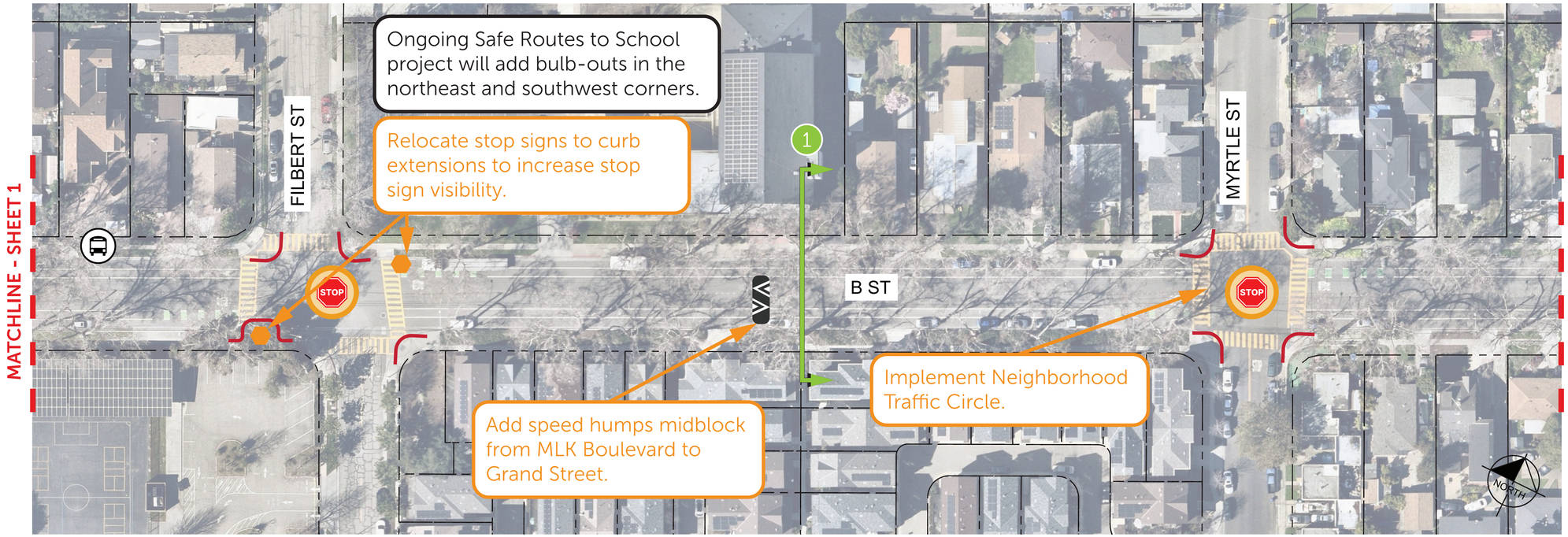
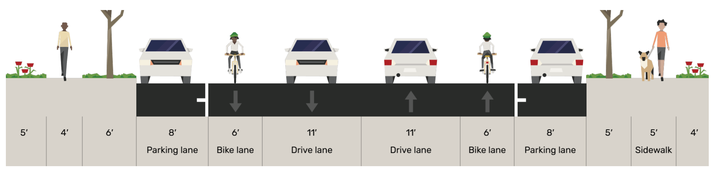
B STREET

Segment 1 — Martin Luther King Drive to Myrtle Street

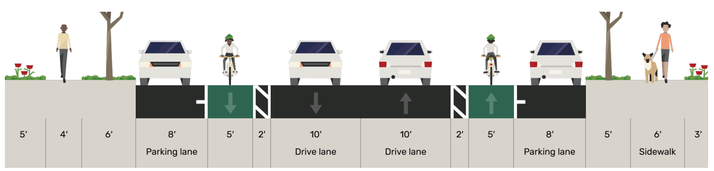
SHEET 2



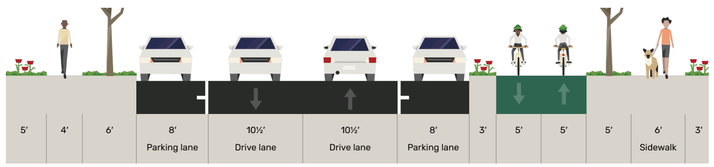
1 *Typical Cross Sections*



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

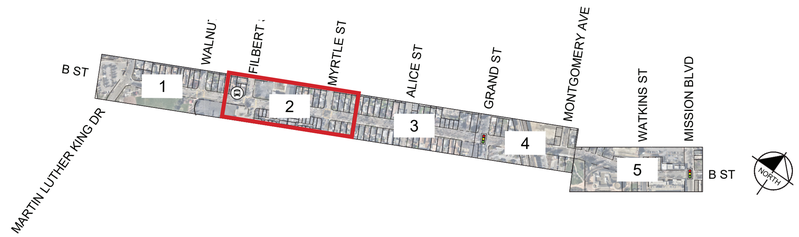
SPOT IMPROVEMENT

- 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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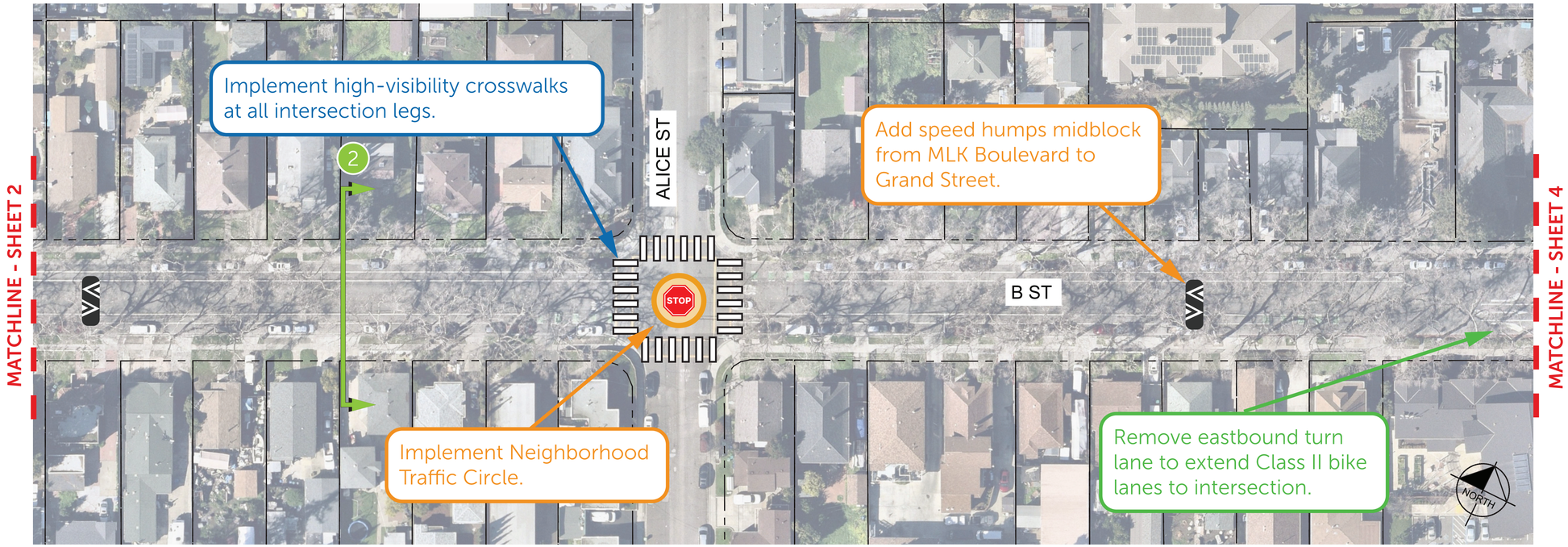
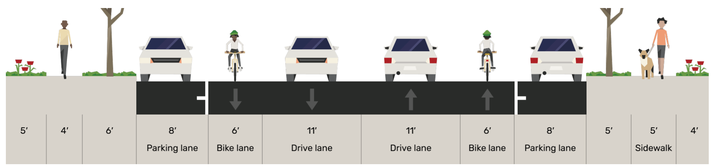
B STREET

Segment 2 — Myrtle Street to Grand Street

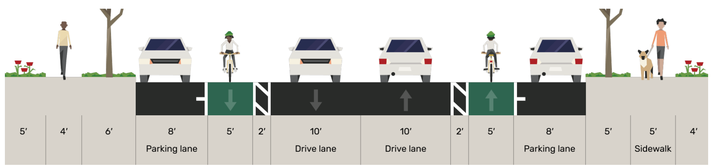
SHEET 3



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

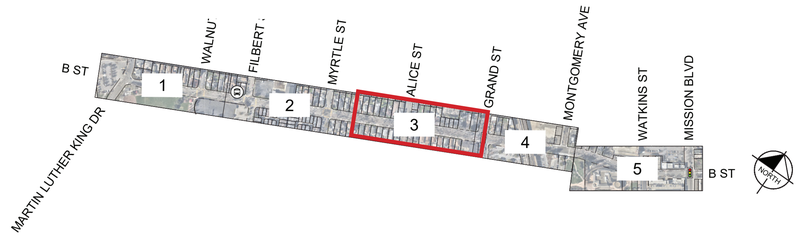
SPOT IMPROVEMENT

- 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)



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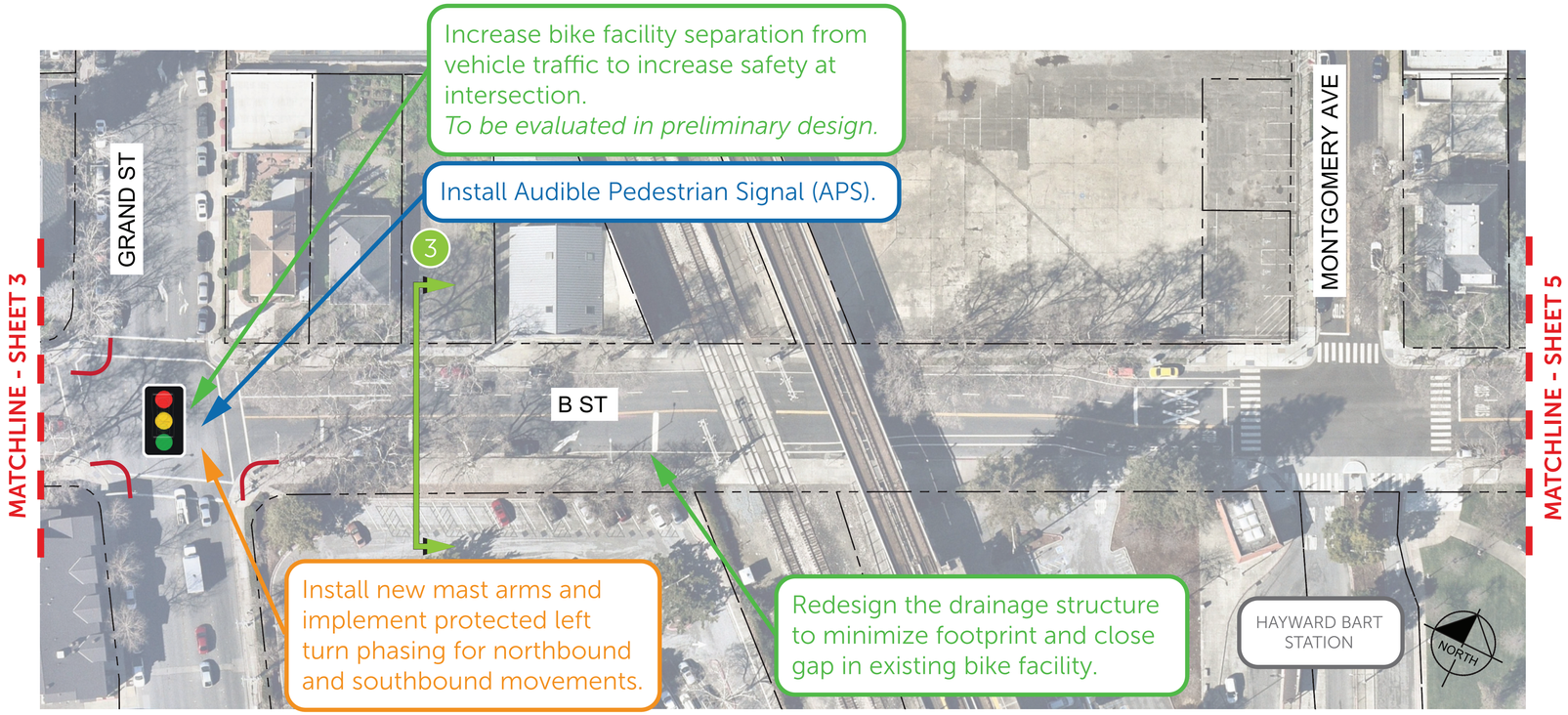
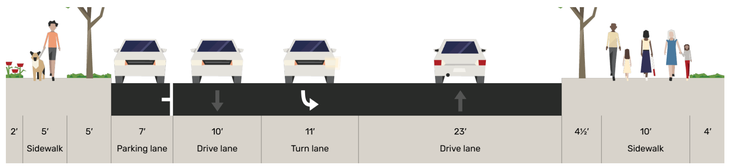
B STREET

Segment 3 — Grand Street to Montgomery Avenue

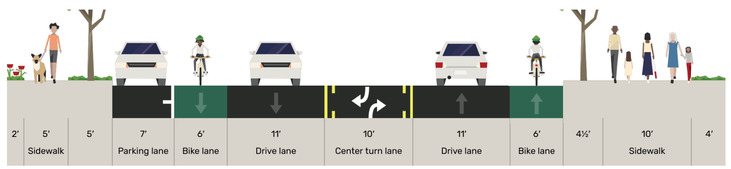
SHEET 4



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

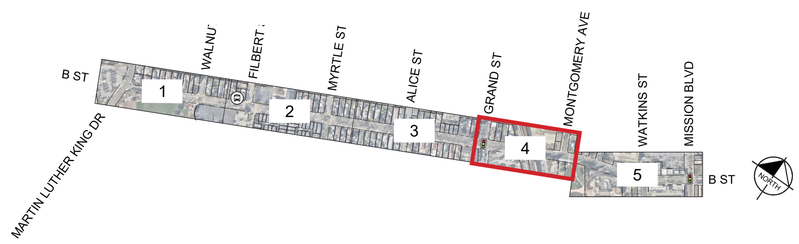
SPOT IMPROVEMENT

- 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)



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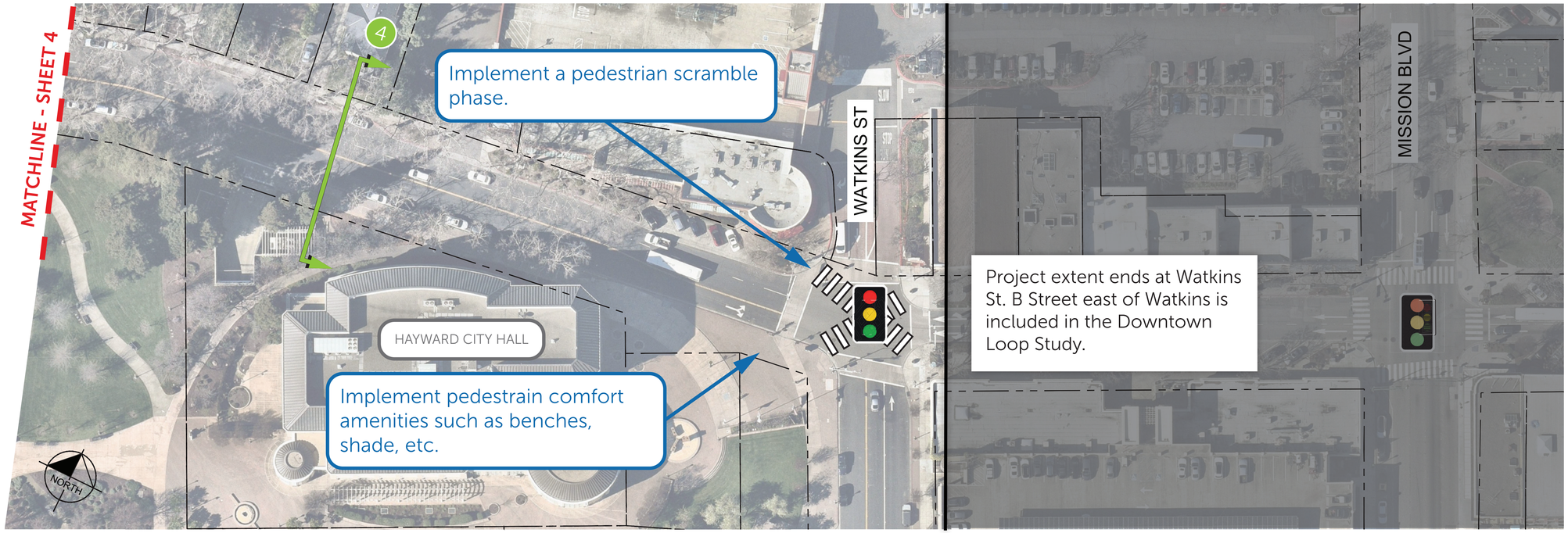
B STREET

Segment 4 — Montgomery Avenue to Watkins Street

SHEET 5



Legend

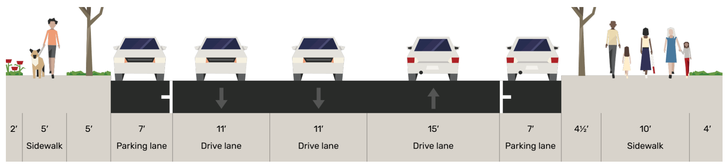
SPOT IMPROVEMENT

- 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

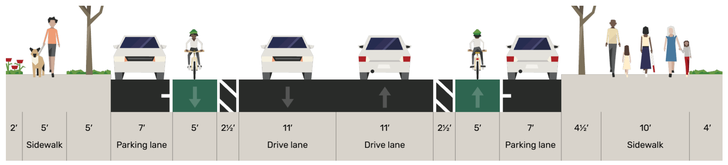
EXISTING

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

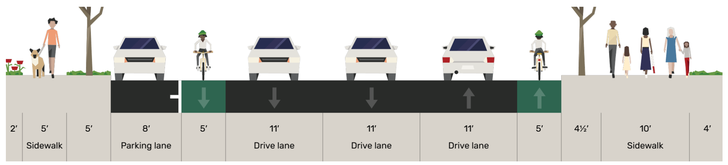
4 *Typical Cross Sections*



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.

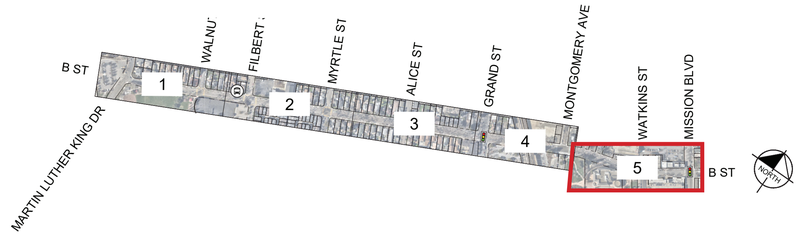


CONTINUOUS BIKE FACILITY OPTION 1
Implement a road diet to install Class IIB buffered bike lanes.



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)



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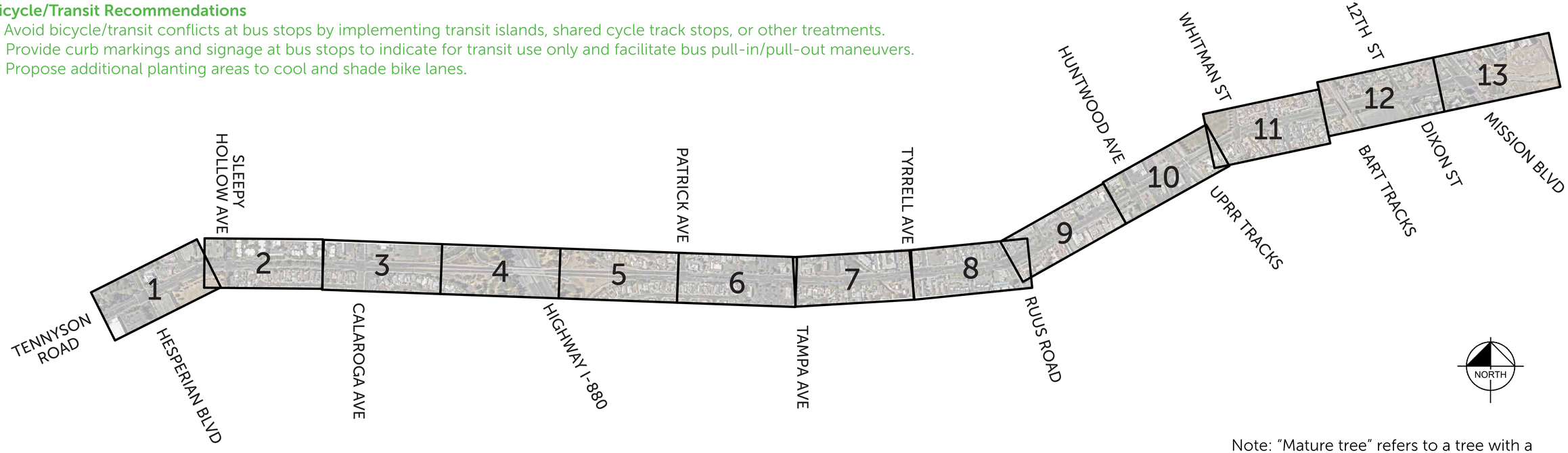
Tennyson Road Illustrative Concepts

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.

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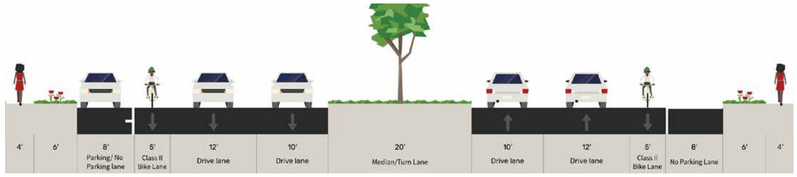
TENNYSON ROAD

Segment 1 — Hesperian Boulevard to Calaroga Avenue

SHEET 1

EXISTING CONDITIONS

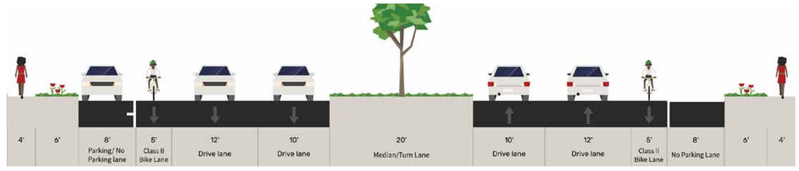
Class II bike lanes in both directions



LOW IMPACT OPTION

Existing Conditions + Spot Improvements

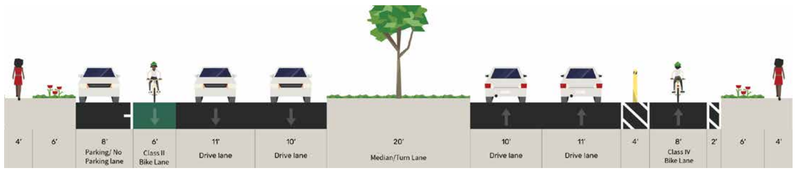
Existing conditions with spot improvements such as pedestrian scale lighting, bulb outs, protected signal phasing, etc.



CONTINUOUS BIKE FACILITY

Lane Narrowing + Flex Posts

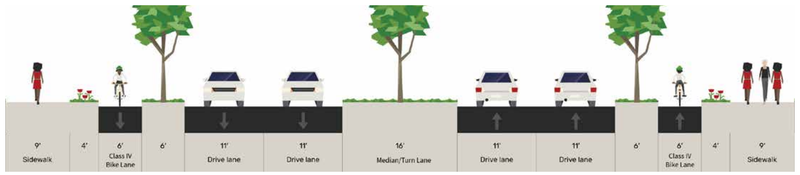
Upgrade bike lanes to Class IV separated bikeways where “no parking” lane exists; narrow travel lanes to provide wider bike lane where street parking exists



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



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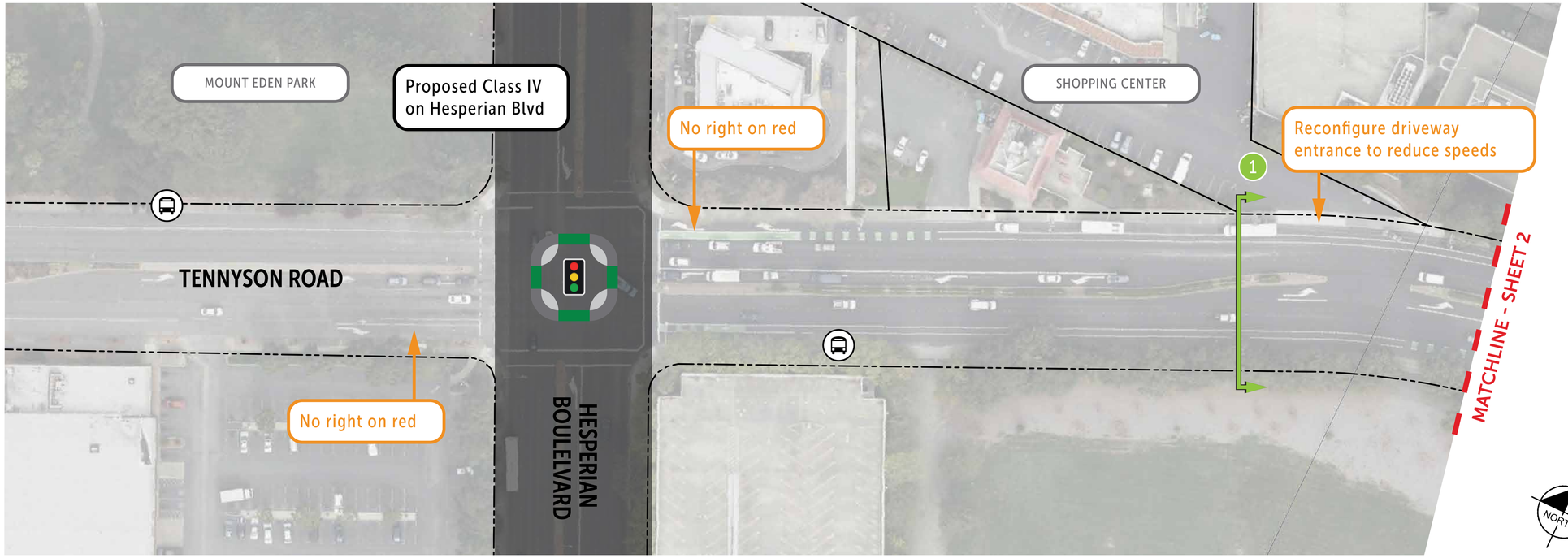
TENNYSON ROAD

Segment 1 — Hesperian Boulevard to Calaroga Avenue

SHEET 2



Legend

SPOT IMPROVEMENT

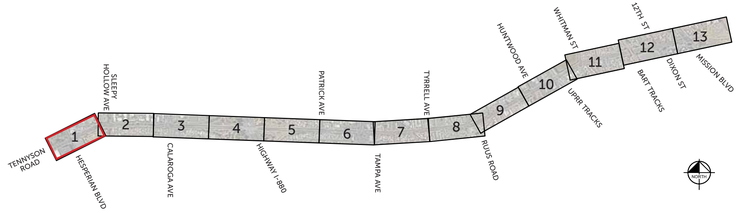
- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\ Corner Bulb-Out
- Add High Visibility Crosswalk
- Add Rectangular Rapid Flashing Beacons (RRFB)
- Add Right-Turn Only Signage
- Add Other Signage
- Pedestrian Refuge Island
- 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.



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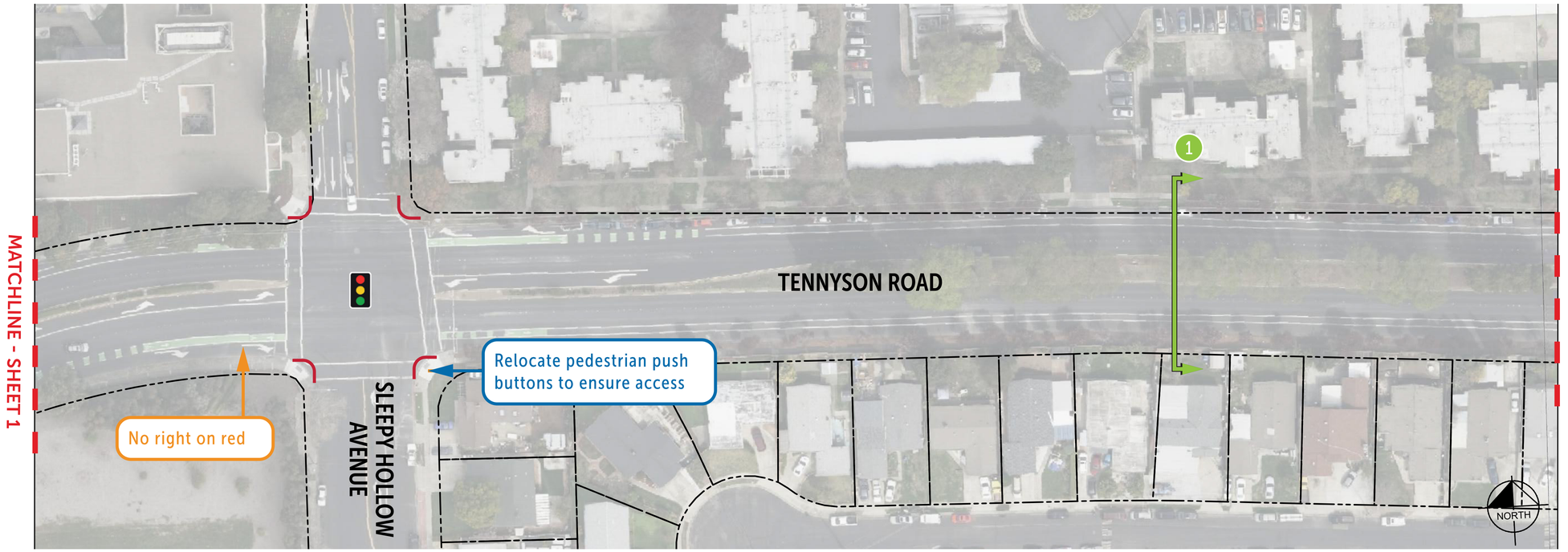
TENNYSON ROAD

Segment 1 — Hesperian Boulevard to Calaroga Avenue

SHEET 3



Typical Cross Sections

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

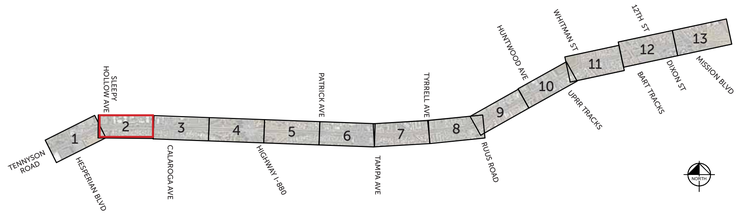
Legend

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
- 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)



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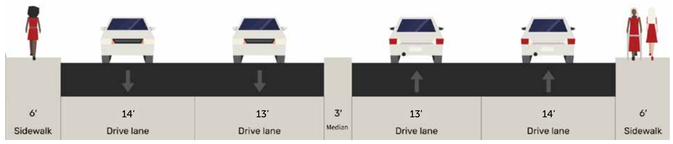
TENNYSON ROAD

Segment 2 — Calaroga Avenue to Patrick Avenue

SHEET 4

EXISTING CONDITIONS

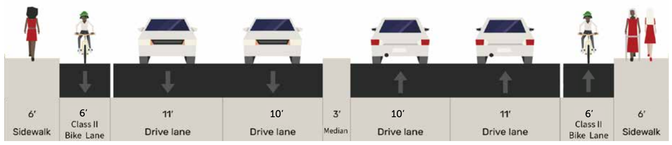
Sidewalks in both directions



CONTINUOUS BIKE FACILITY

Lane Narrowing + Bike Lanes

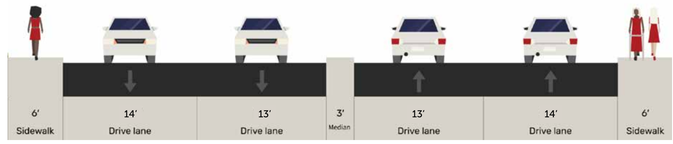
Narrow vehicular lanes and add bike lanes alongside existing sidewalks



LOW IMPACT OPTION

Existing Conditions + Spot Improvements

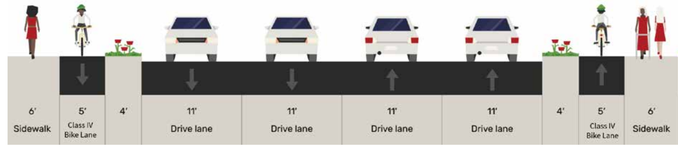
Existing conditions with spot improvements such as pedestrian scale lighting, bulb outs, protected signal phasing, etc.



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.

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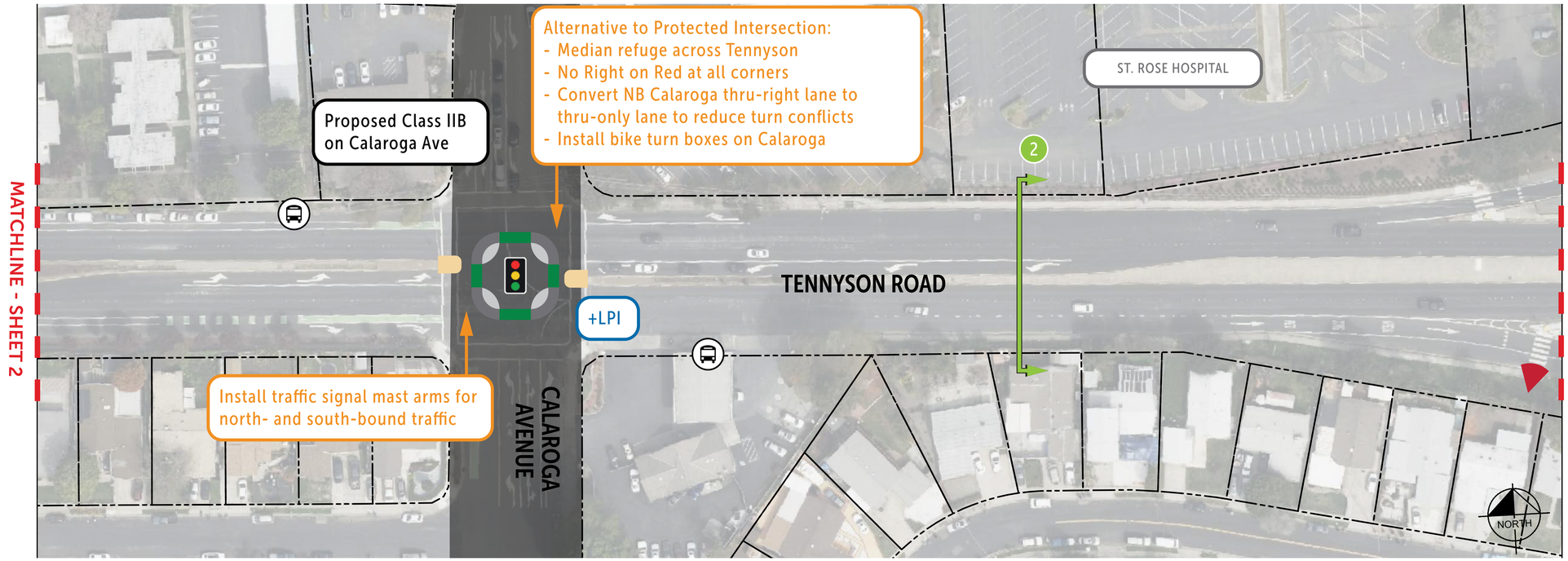
TENNYSON ROAD

Segment 2 — Calaroga Avenue to Patrick Avenue

SHEET 5



Legend

SPOT IMPROVEMENT

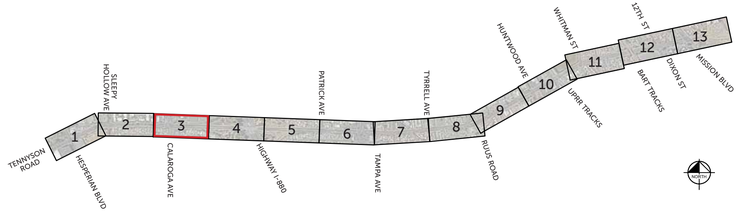
- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\ Corner Bulb-Out
- Add High Visibility Crosswalk
- Add Rectangular Rapid Flashing Beacons (RRFB)
- Add Right-Turn Only Signage
- Add Other Signage
- Pedestrian Refuge Island
- 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.



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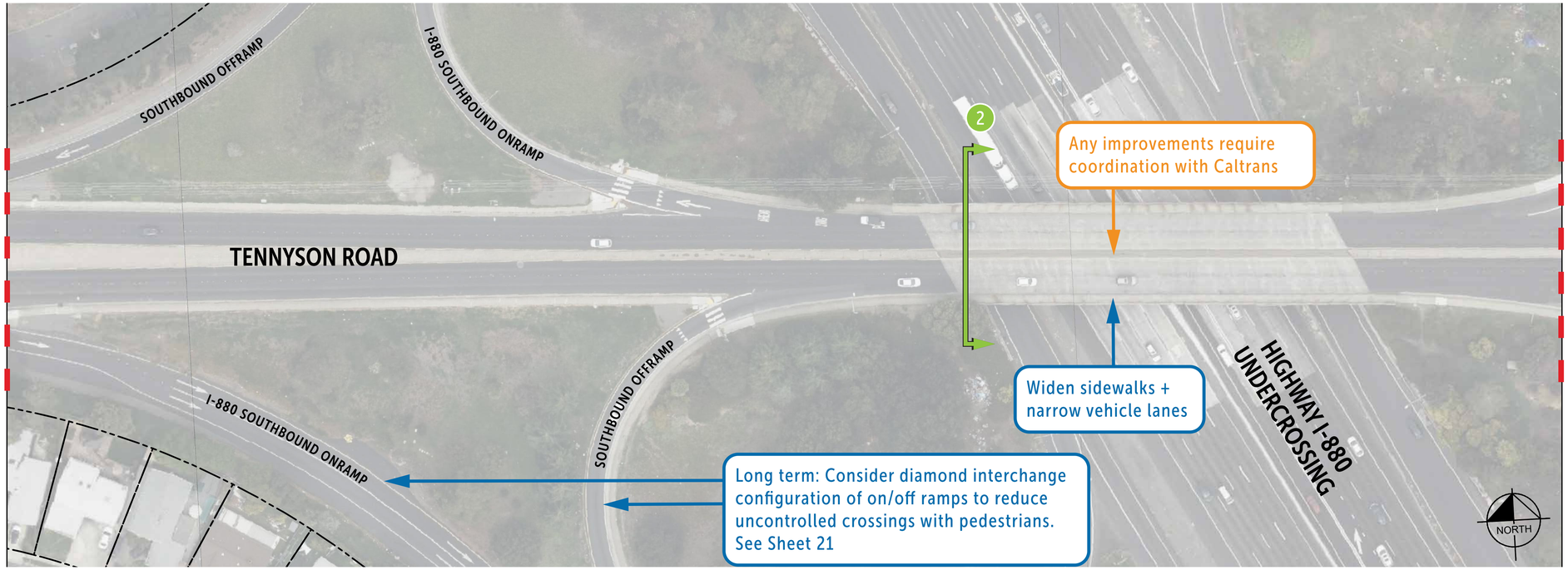
Segment 2 — Calaroga Avenue to Patrick Avenue

SHEET 6



Typical Cross Sections

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

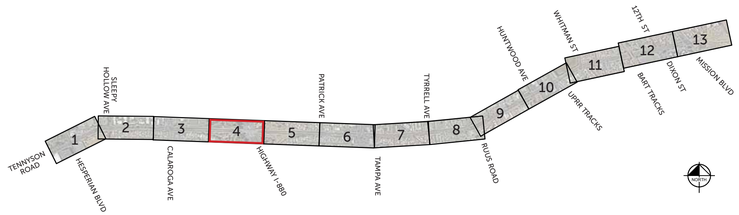
Legend

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)



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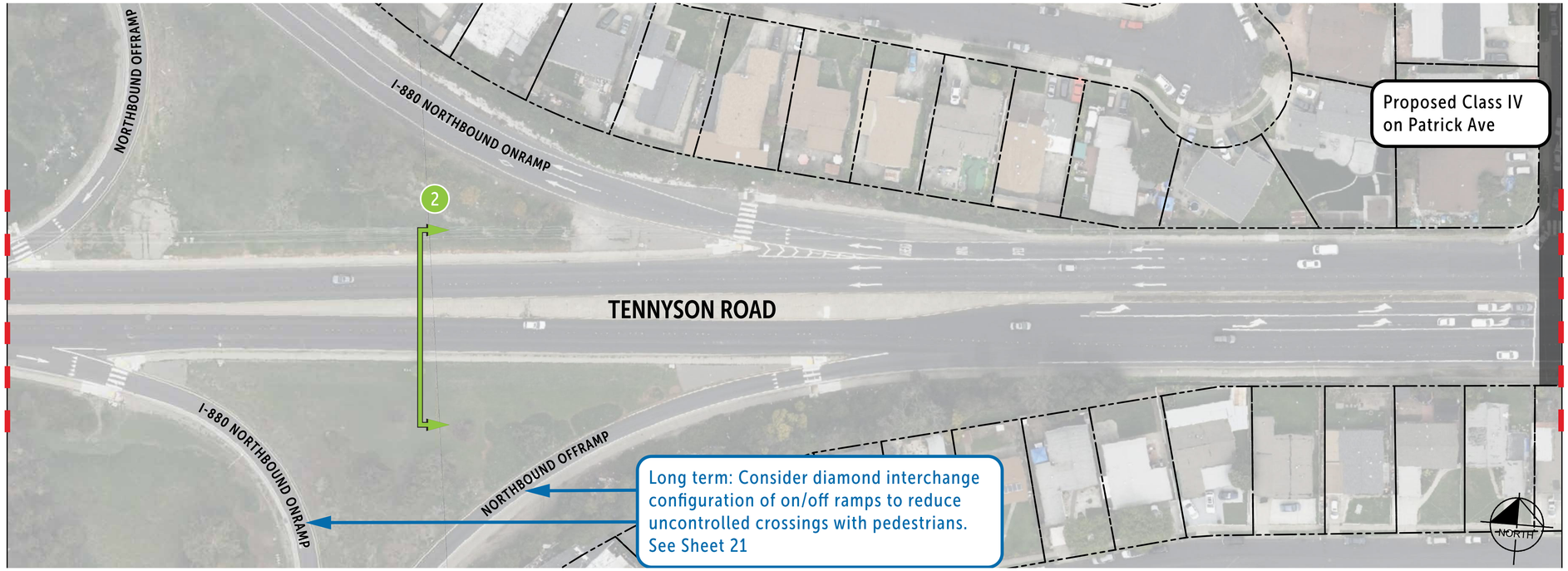
TENNYSON ROAD

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)
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- Implement Protected Intersection
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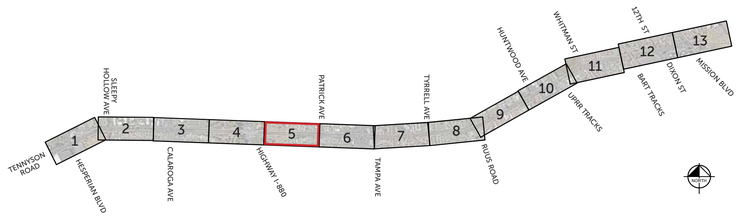
- East Bay Greenway alignment

EXISTING

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



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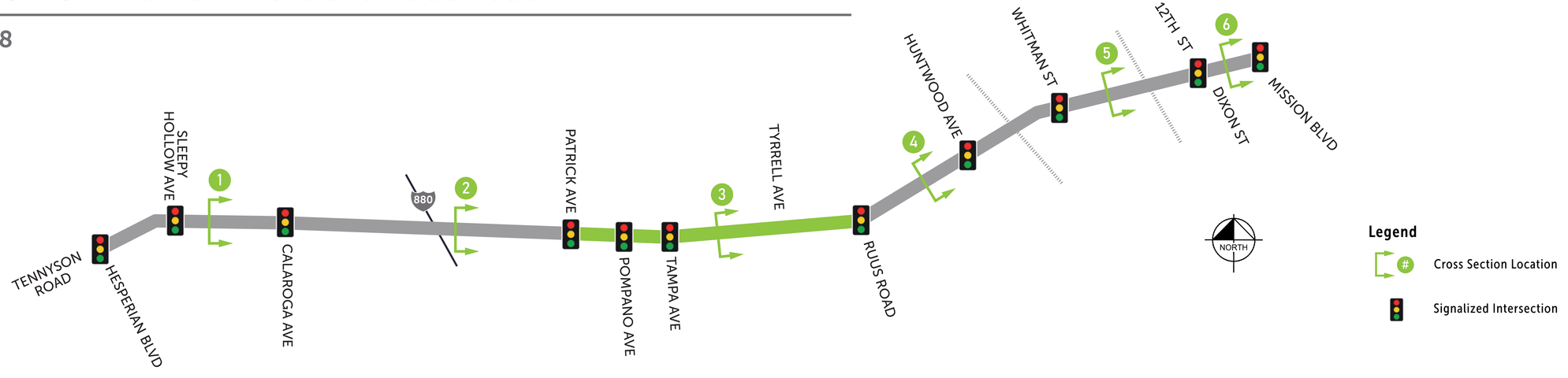
TENNYSON ROAD

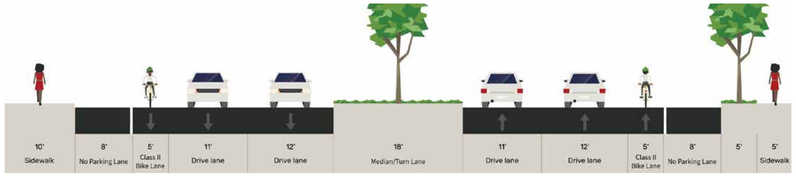
Segment 3 — Patrick Avenue to Ruus Road

SHEET 8



EXISTING CONDITIONS

Class II bike lanes in both directions



LOW IMPACT OPTION

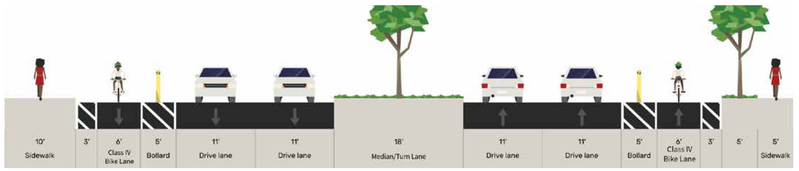
Existing Conditions + Spot Improvements

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

CONTINUOUS BIKE FACILITY

Lane Narrowing + Flex Post Buffer

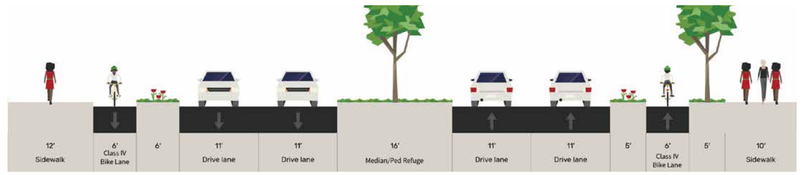
Replace "No Parking Lanes" on both sides of the road to upgrade bike lanes to Class IV flex post-protected bike lanes



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

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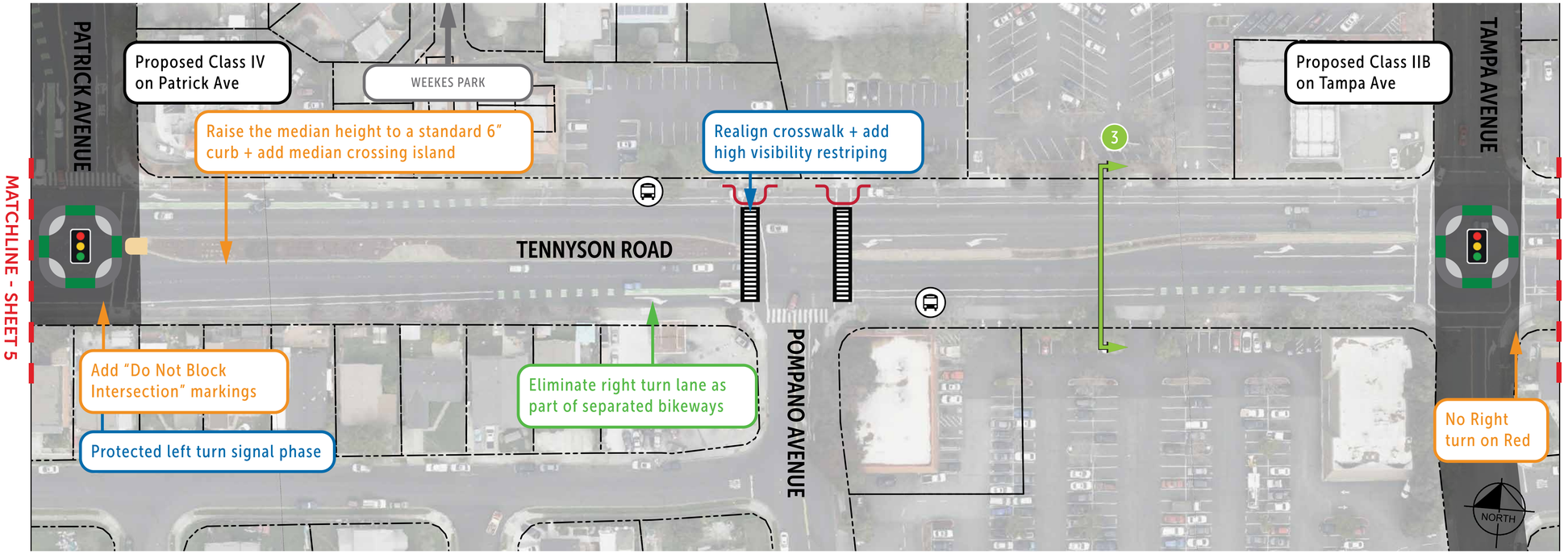
TENNYSON ROAD

Segment 3 — Patrick Avenue to Ruus Road

SHEET 9



Typical Cross Sections

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

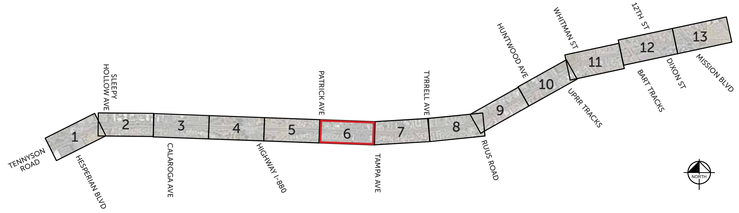
Legend

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)



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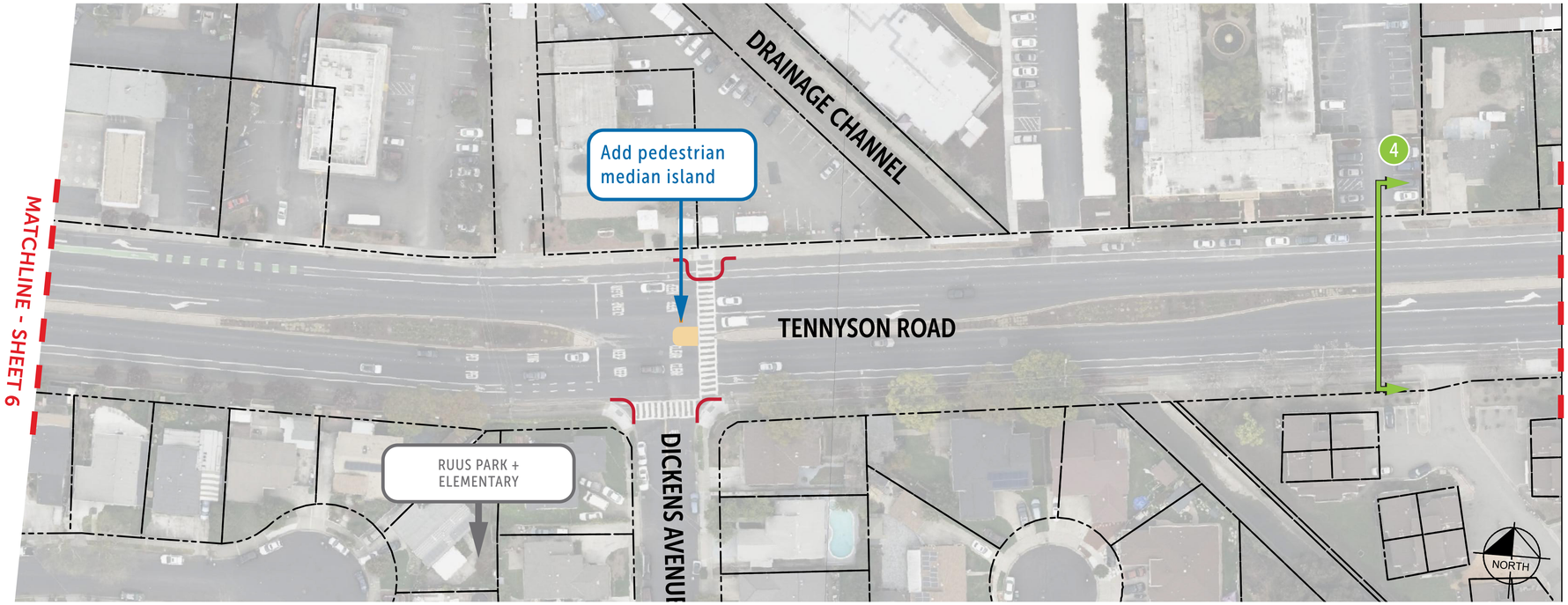
TENNYSON ROAD

Segment 3 — Patrick Avenue to Ruus Road

SHEET 10



Legend

SPOT IMPROVEMENT

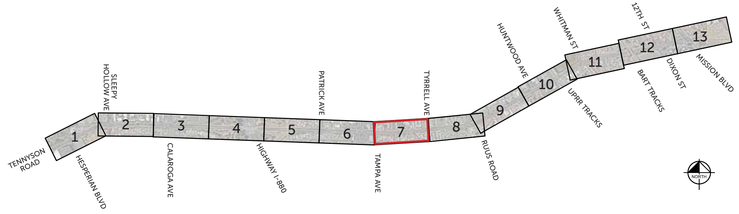
- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\ Corner Bulb-Out
- Add High Visibility Crosswalk
- Add Rectangular Rapid Flashing Beacons (RRFB)
- Add Right-Turn Only Signage
- Add Other Signage
- Pedestrian Refuge Island
- 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.



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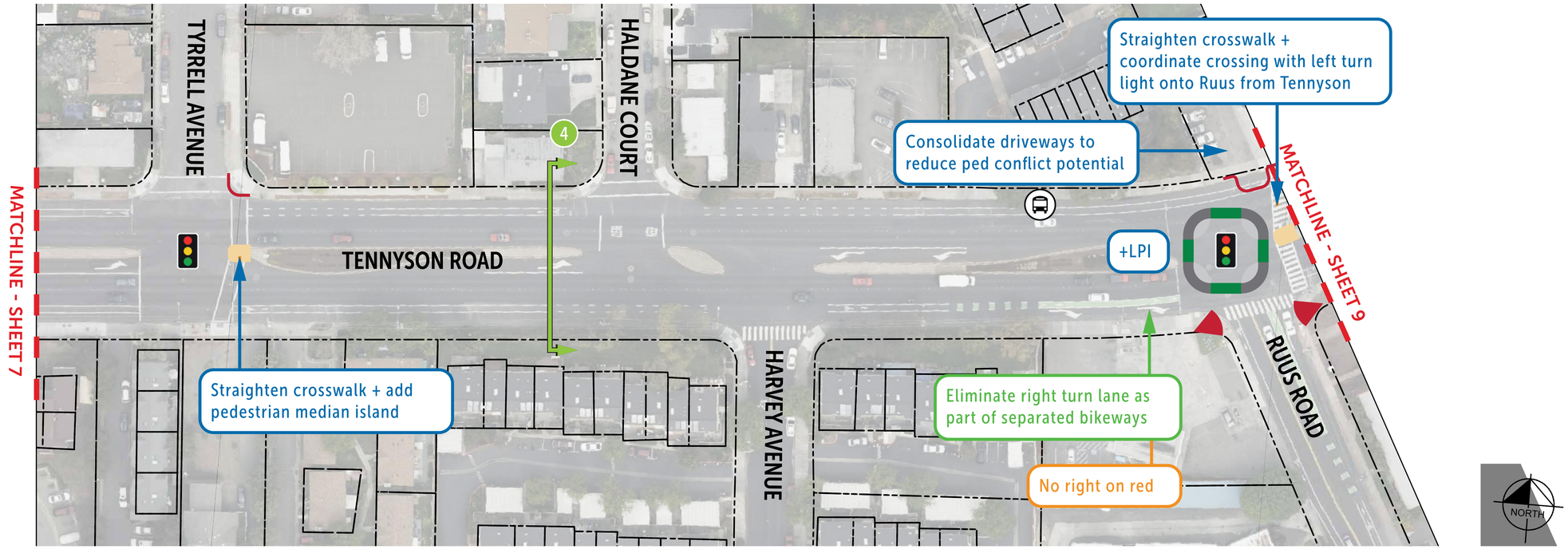
TENNYSON ROAD

Segment 3 — Patrick Avenue to Ruus Road

SHEET 11



Legend

SPOT IMPROVEMENT

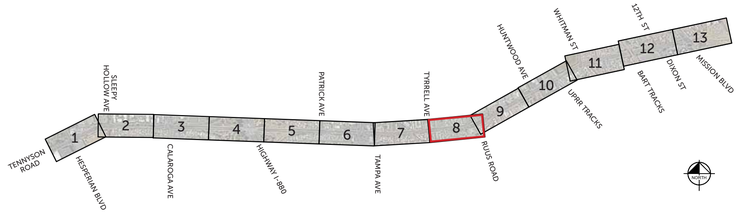
- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\ Corner Bulb-Out
- Add High Visibility Crosswalk
- Add Rectangular Rapid Flashing Beacons (RRFB)
- Add Right-Turn Only Signage
- Add Other Signage
- Pedestrian Refuge Island
- 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.



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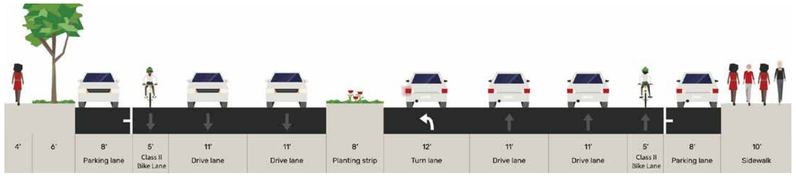
TENNYSON ROAD

Segment 4 — Ruus Road to Whitman Street

SHEET 12

EXISTING CONDITIONS

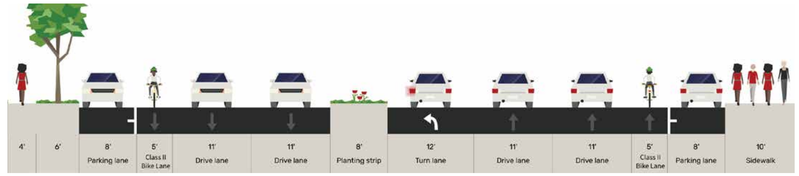
Class II bike lanes in both directions



LOW IMPACT OPTION

Existing Conditions + Spot Improvements

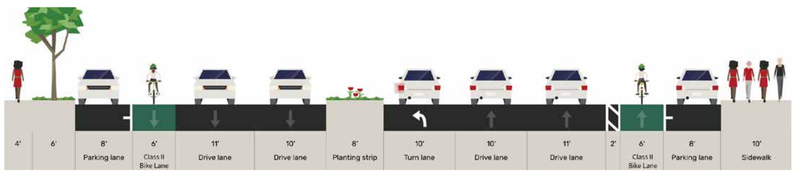
Existing conditions with spot improvements such as pedestrian scale lighting, bulb outs, protected signal phasing, etc.



CONTINUOUS BIKE FACILITY

Lane Narrowing + Striped Buffer

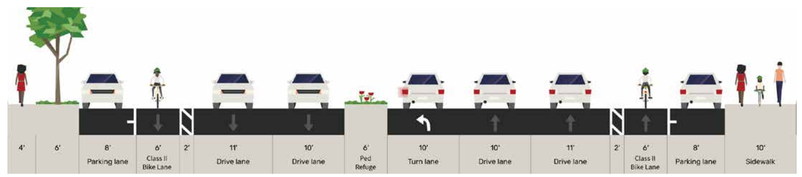
Narrow travel lanes to provide wider bike lanes and/or striped buffer where street parking exists



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



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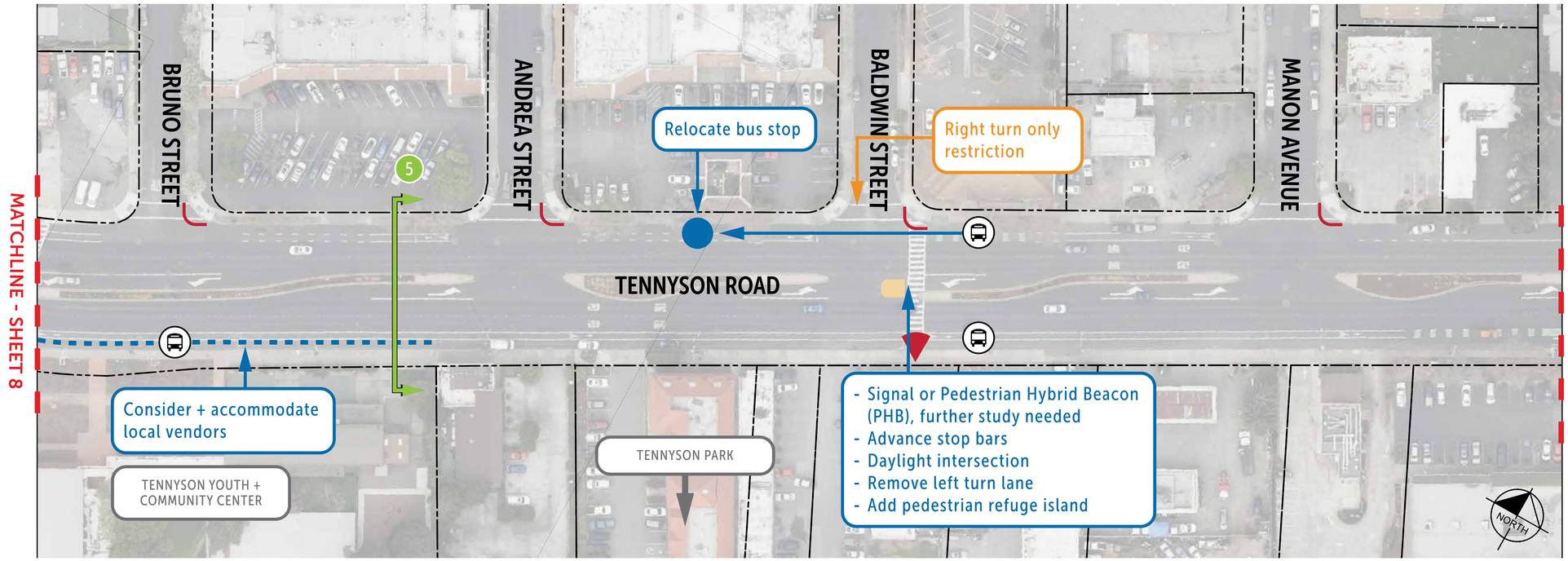
TENNYSON ROAD

Segment 4 — Ruus Road to Whitman Street

SHEET 13



Typical Cross Sections

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

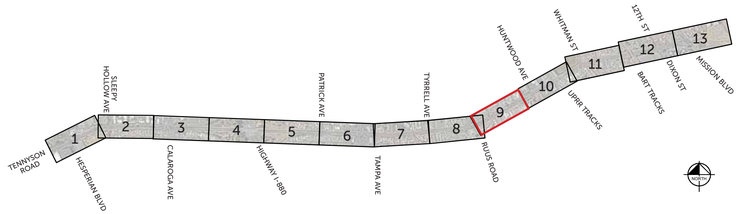
Legend

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)

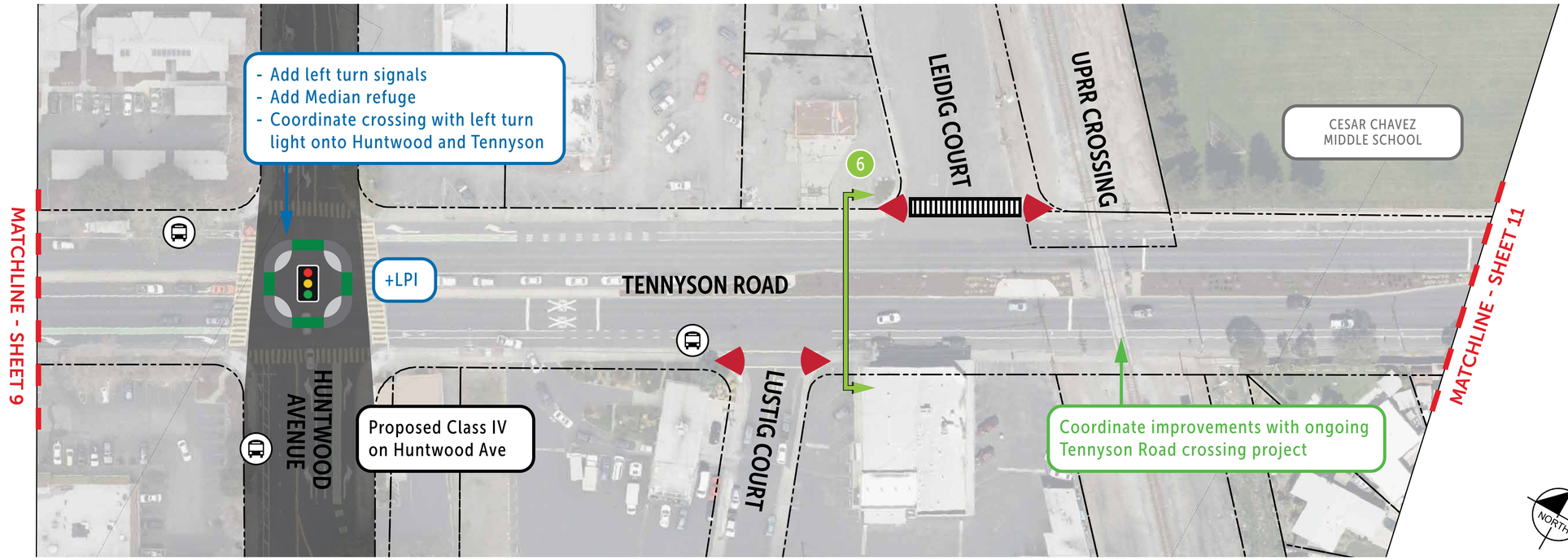


Hayward HIN Safety Plan

TENNYSON ROAD

Segment 4 — Ruus Road to Whitman Street

SHEET 14



Legend

SPOT IMPROVEMENT

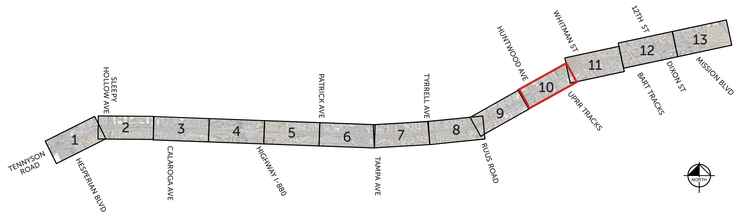
- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\ Corner Bulb-Out
- Add High Visibility Crosswalk
- Add Rectangular Rapid Flashing Beacons (RRFB)
- Add Right-Turn Only Signage
- Add Other Signage
- Pedestrian Refuge Island
- 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 12** for existing cross section and proposed alternatives.



Hayward HIN Safety Plan

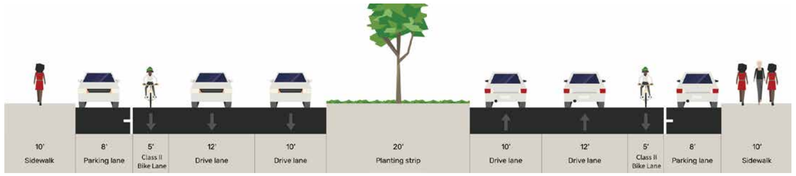
TENNYSON ROAD

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

SHEET 15

EXISTING CONDITIONS

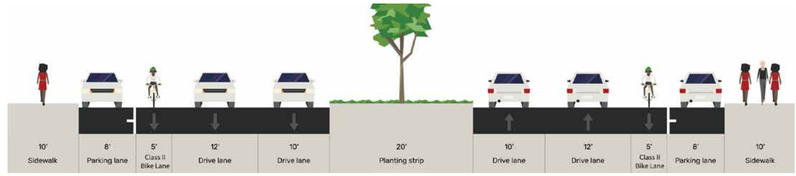
Class II bike lanes in both directions



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

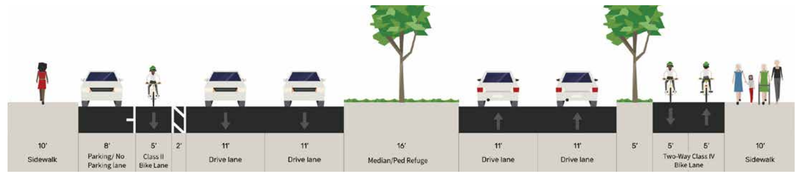
Lane Narrowing + Flex Post Buffer

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

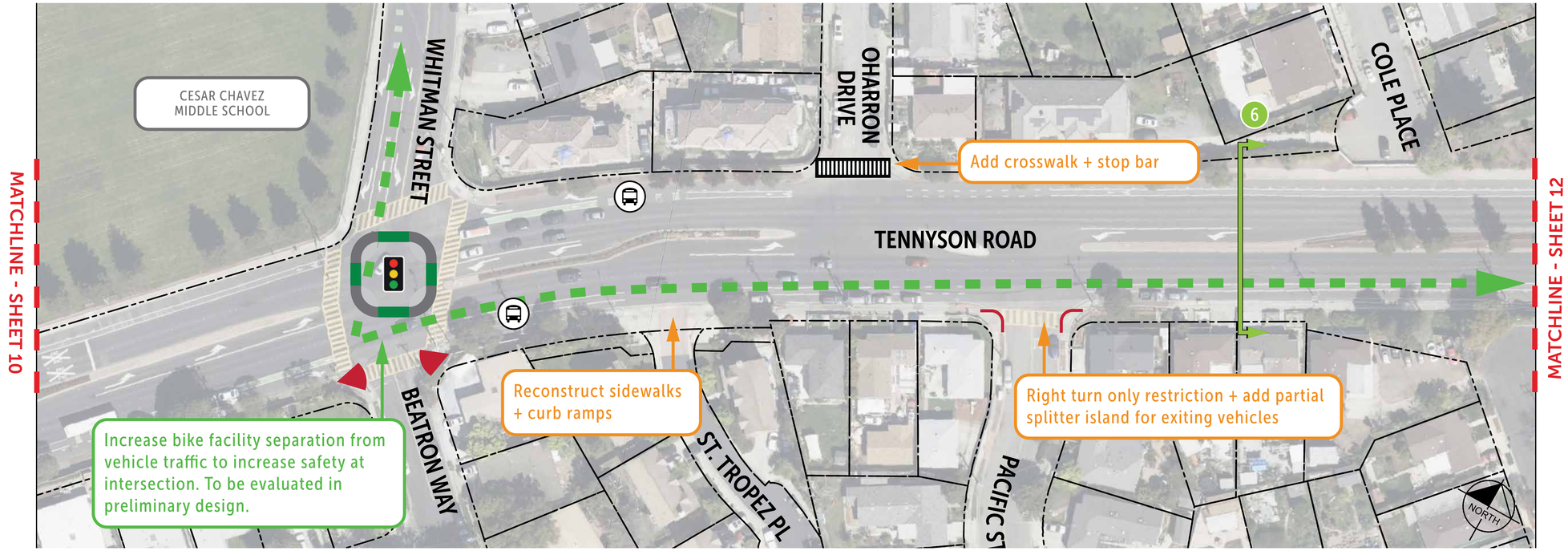


Hayward HIN Safety Plan

TENNYSON ROAD

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

SHEET 16



Typical Cross Sections

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

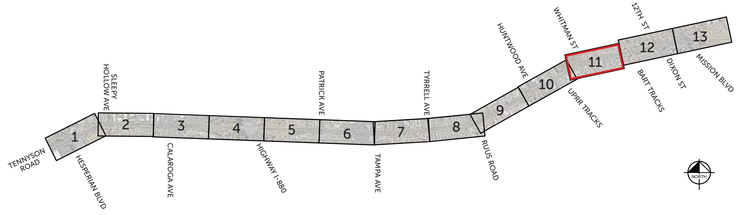
Legend

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)

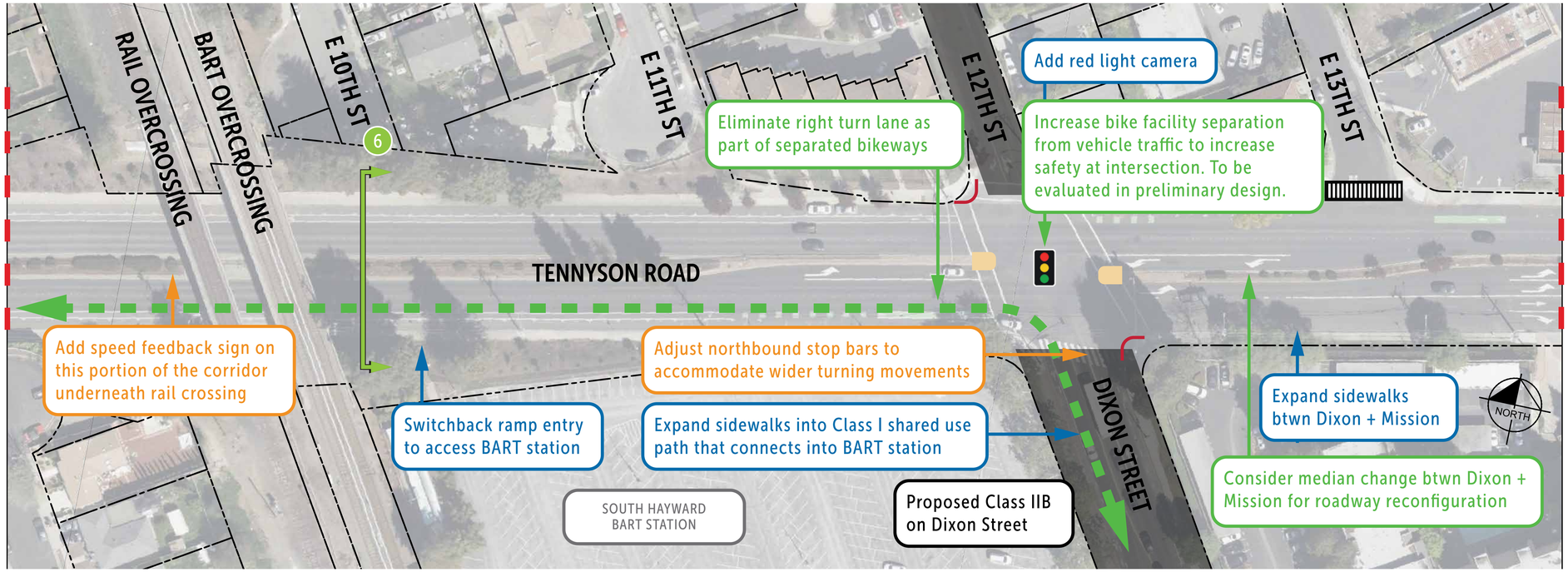


Hayward HIN Safety Plan

TENNYSON ROAD

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

SHEET 17



Legend

SPOT IMPROVEMENT

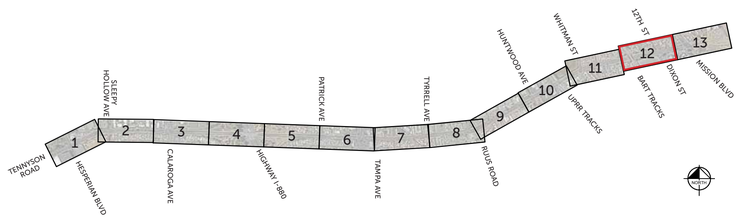
- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\ Corner Bulb-Out
- Add High Visibility Crosswalk
- Add Rectangular Rapid Flashing Beacons (RRFB)
- Add Right-Turn Only Signage
- Add Other Signage
- Pedestrian Refuge Island
- 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 15** for existing cross section and proposed alternatives.



November 2025

Hayward HIN Safety Plan

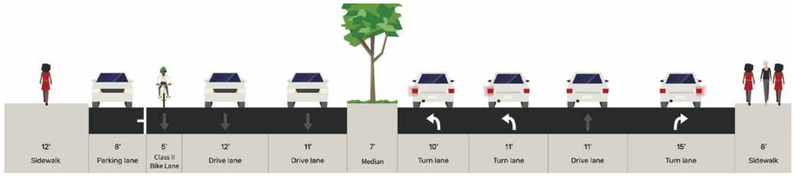
TENNYSON ROAD

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

SHEET 18

EXISTING CONDITIONS

Class II bike lanes in both directions

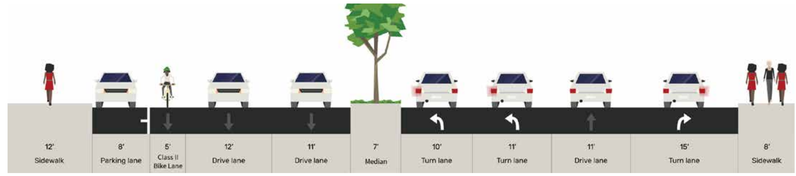


Note: Existing south sidewalk has numerous utilities which create barriers for pedestrians.

LOW IMPACT OPTION

Existing Conditions + Spot Improvements

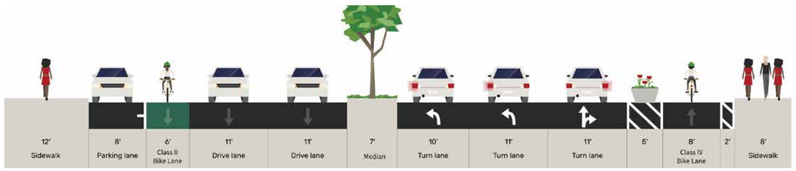
Existing conditions with spot improvements such as pedestrian scale lighting, bulb outs, protected signal phasing, etc.



CONTINUOUS BIKE FACILITY

Lane Narrowing + Striped Buffer

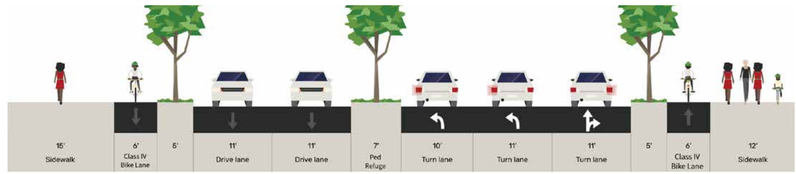
Replace turn lane on south side of road with a planter-protected one-way Class IV cycle track



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

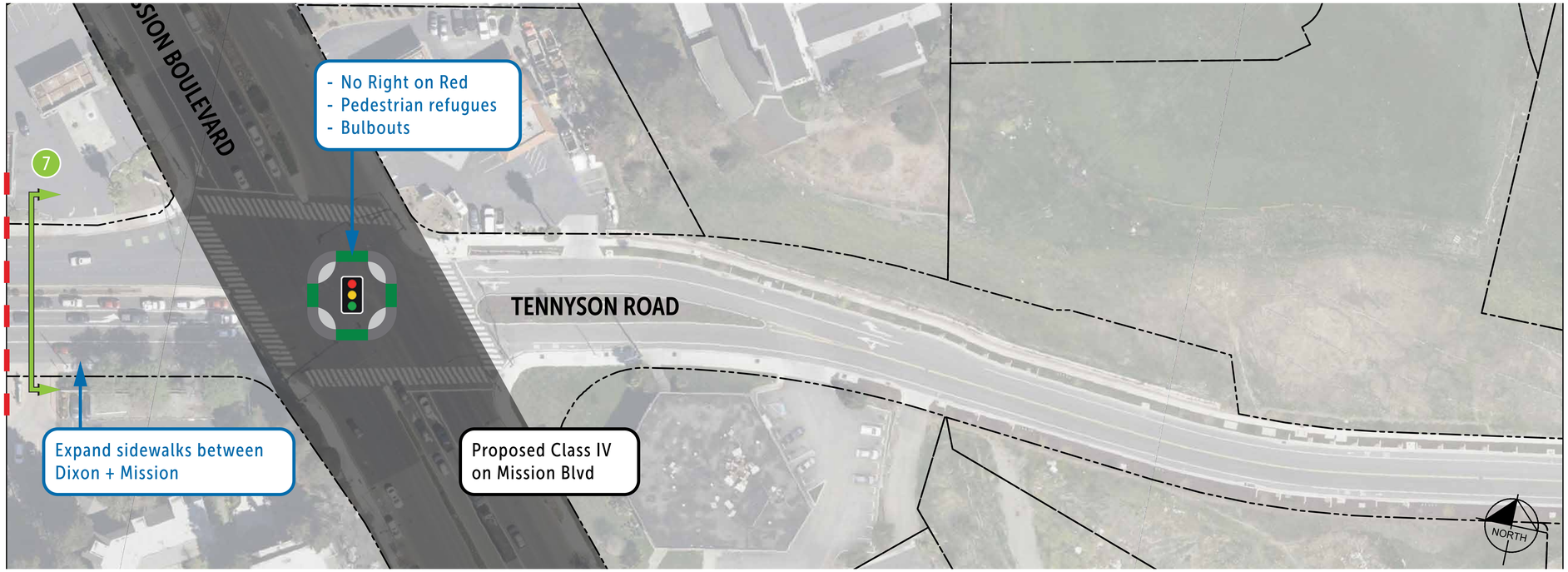


Hayward HIN Safety Plan

TENNYSON ROAD

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

SHEET 19



Legend

SPOT IMPROVEMENT

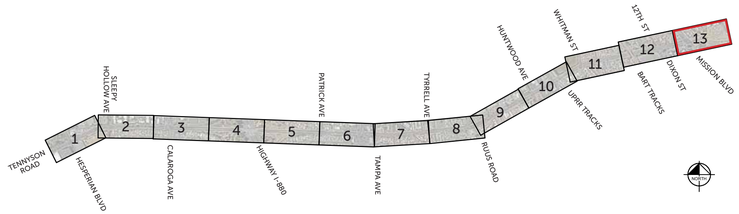
- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\ Corner Bulb-Out
- Add High Visibility Crosswalk
- Add Rectangular Rapid Flashing Beacons (RRFB)
- Add Right-Turn Only Signage
- Add Other Signage
- Pedestrian Refuge Island
- 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

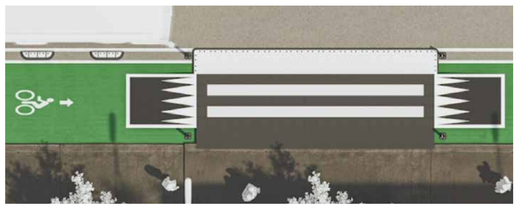
See **SHEET 18** for existing cross section and proposed alternatives.



November 2025

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.

Hayward High Injury Network Safety Plan: A Street, B Street, and Tennyson Road Corridors

Existing Conditions Summary

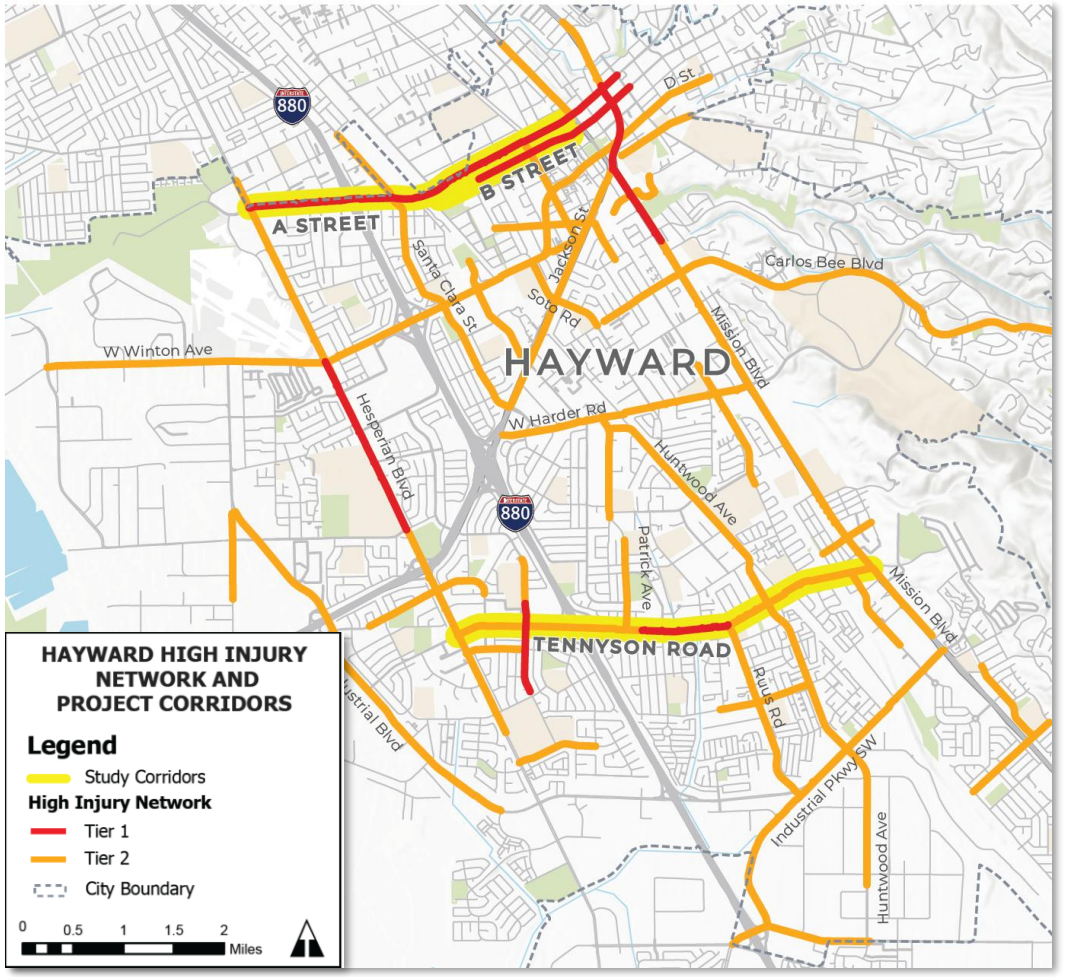
August 2025

Table of Contents

Project Introduction

Project Background

The City of Hayward (City) adopted its first Local Road Safety Plan (LRSP) in 2023 and is looking to address safety concerns on its streets. This study is phase one of the City's effort to improve safety conditions on its High Injury Network (HIN). The HIN comprises just 14% of City streets while accounting for over 75% of serious and deadly crashes in the City. The study is federally funded through the Safe Streets and Roads for All (SS4A) grant program and will include identification and evaluation of safety countermeasures, conceptual plans, and cost estimates for each of the study corridors.

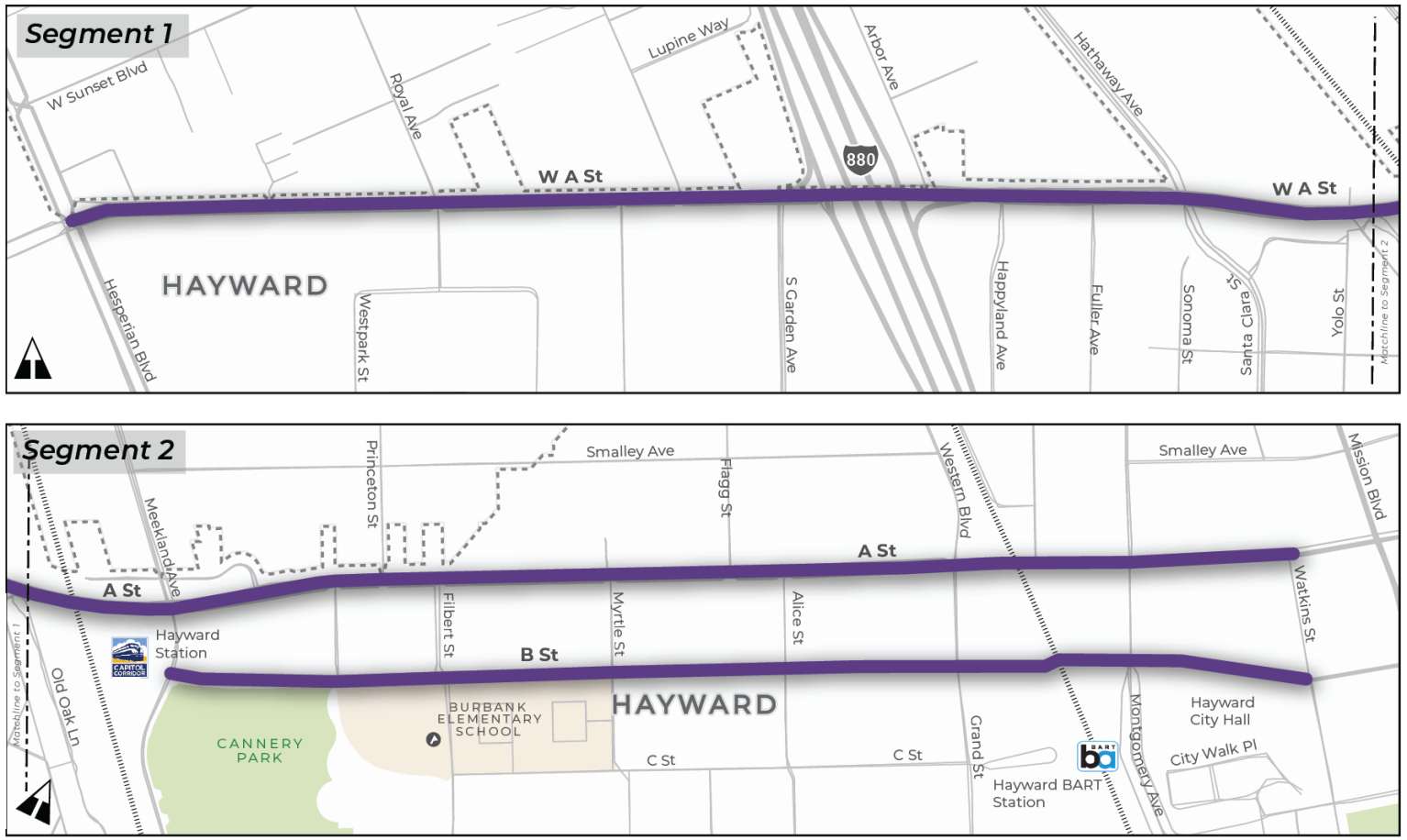


A Map of the City's High Injury Network

A Street and B Street Project Extents

Project Extents Include:

- **A Street** from Hesperian Boulevard to Watkins Street/Lucky Driveway.
- **B Street** from Martin Luther King Drive to Watkins Street/Lucky Driveway.



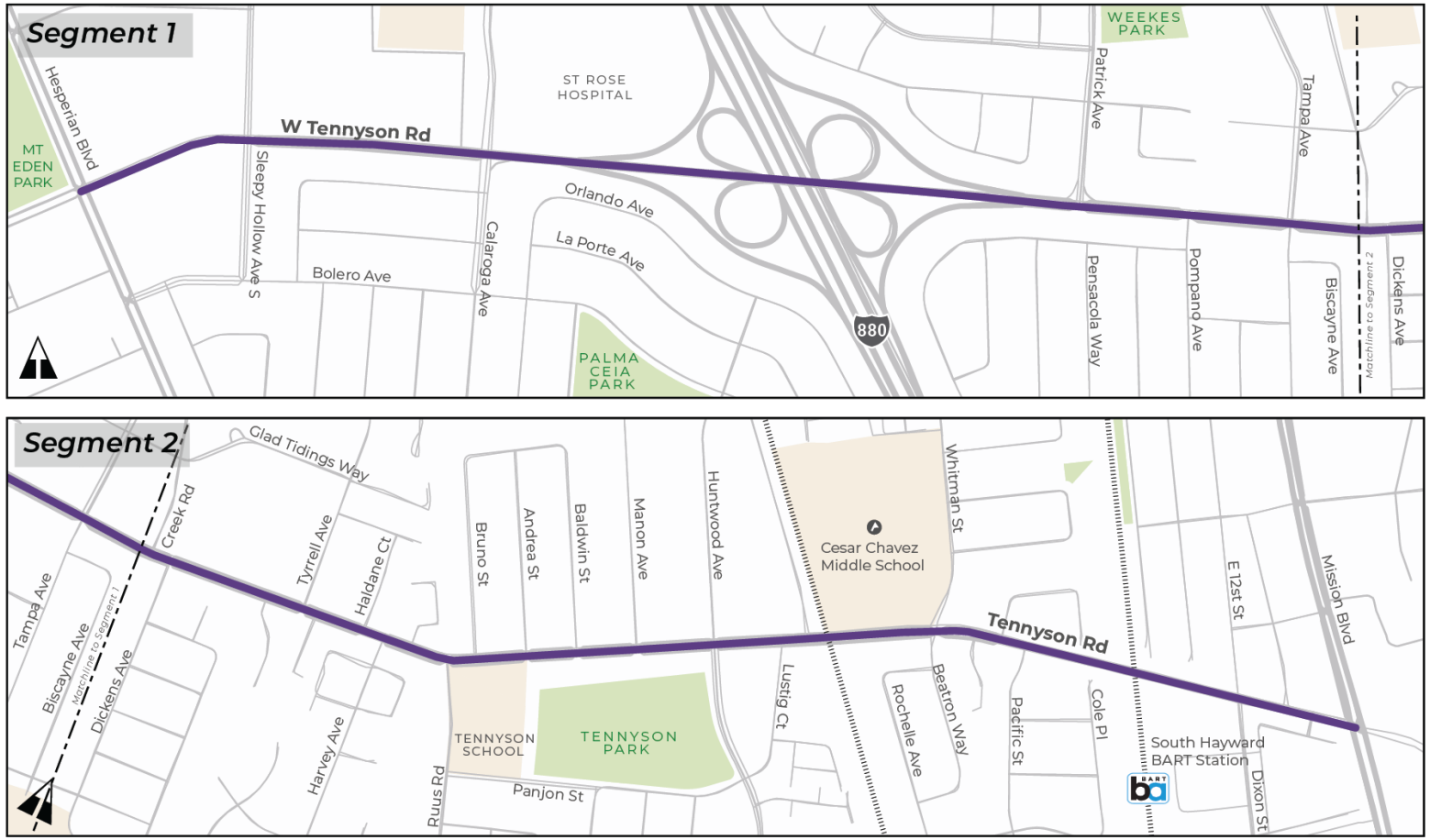
Legend

- Study Corridor
- Railroad
- School
- City Boundary

Tennyson Road Project Extents

Project Extents Include:

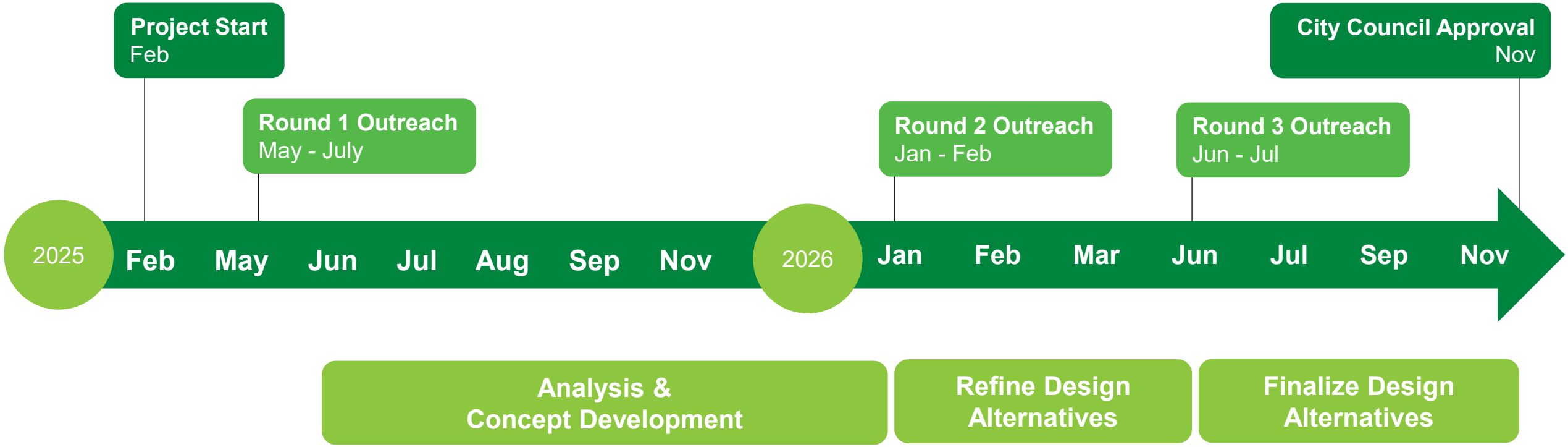
- **Tennyson Road** from Hesperian Boulevard to Mission Boulevard.



Legend

- Study Corridor
- Railroad
- School

Project Timeline



Project Outcomes and Objectives

- Project goals include:
  - The development, analysis, and design of community supported project alternatives to improve safety on each of the study corridors.
  - The completion of Roadway Safety Audits (RSAs) for each study corridor.
  - Final design concepts, which will include cost estimates and implementation plans.

Project team during Tennyson Road RSA

Existing Conditions

A St and B St Land Use

West of Meekland Avenue, **A Street** primarily consists of general commercial or mixed-use commercial/high density residential land uses. Between Meekland Avenue and Grand Street, **A Street and B Street** primarily consists of medium density residential. East of Grand Street the land use is primarily central city-retail and office commercial

Residential Land Use Designations

RER	Rural Estate Density, 0.2-1.0 dwelling units per net acre
SDR	Suburban Density, 1.0-4.3 dwelling units per net acre
LDR	Low Density, 4.3-8.7 dwelling units per net acre
MHP	Mobile Home Park, 8.7-12.0 dwelling units per net acre
LMD	Limited Medium Density, 8.7-12.0 dwelling units per net acre
MDR	Medium Density, 8.7-17.4 dwelling units per net acre
HDR	High Density, 17.4-34.8 dwelling units per net acre

Commercial Land Use Designations

ROC	Retail and Office Commercial
GC	General Commercial

Mixed-Use Land Use Designations

SMU	Sustainable Mixed-Use
CHDR	Commercial/High-Density Residential
CC-ROC	Central City-Retail and Office Commercial
CC-HDR	Central City-High Density Residential

Industrial Land Use Designations

IC	Industrial Technology and Innovation Corridor
MI	Mixed Industrial

Public and Quasi Public Land Use Designations

PQP	Public/Quasi-Public

Open Space Land Use Designations

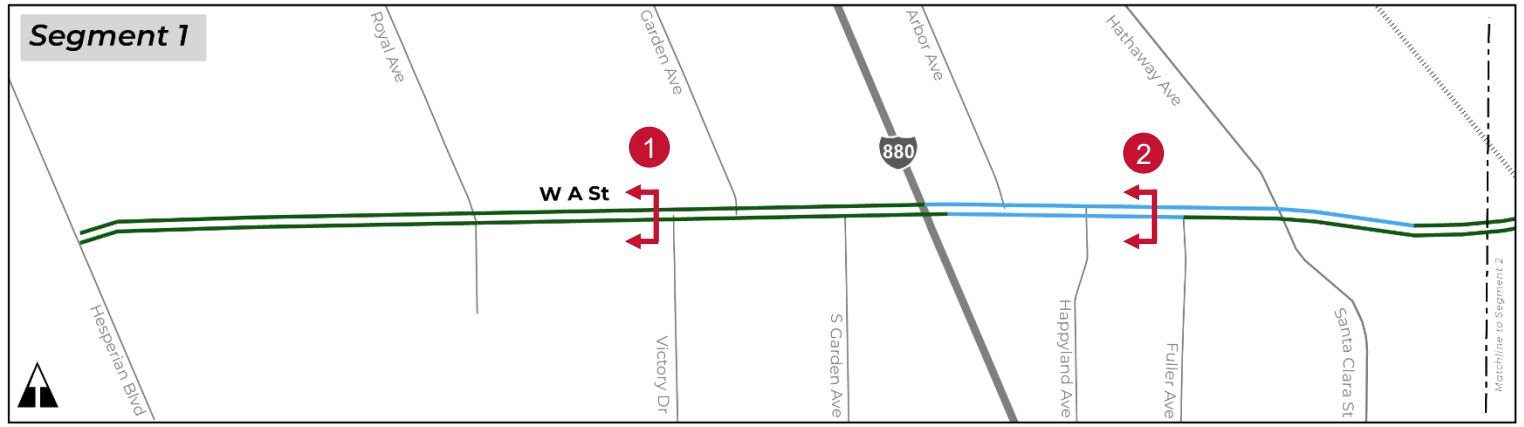
PR	Parks and Recreation
BL	Baylands
LOS	Limited Open Space

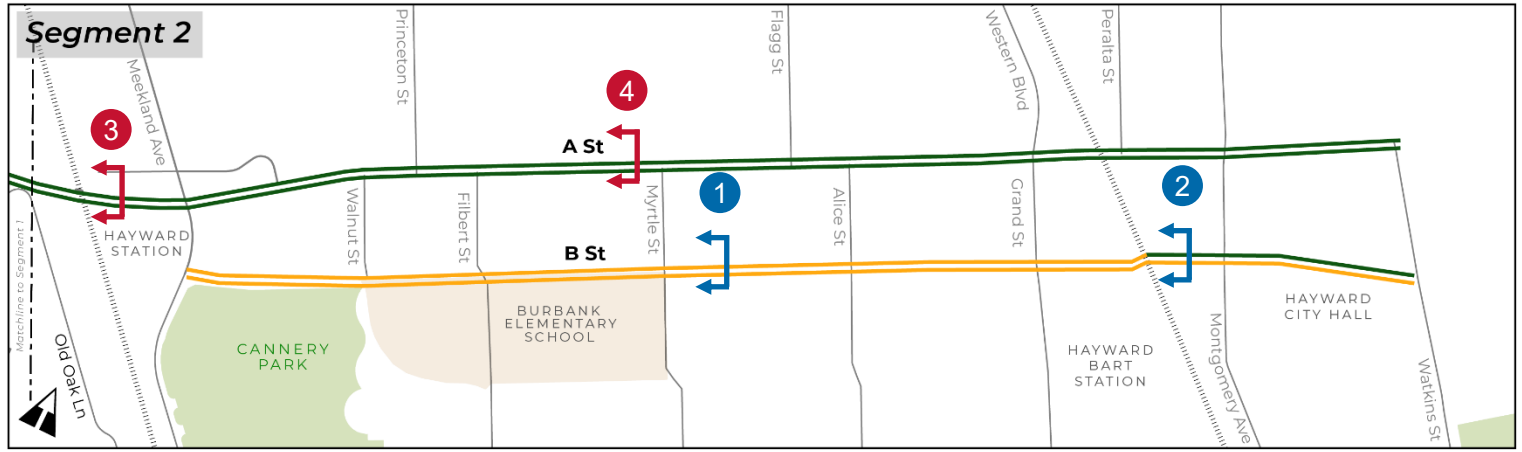
Urban Limit Line

A Street and B Street Existing Conditions

A Street primarily has two through lanes in each direction. Segments immediately east of I-880 have three through lanes in each direction. The corridor has a 30 MPH speed limit west of Grand Street and a 25 MPH speed limit east of Grand Street.

B Street primarily has one through lane in either direction. There is a second westbound lane from Watkins Street to the BART/UPRR railroad crossing. B Street has a 25 MPH speed limit for the entirety of the corridor.





Legend

Railroad

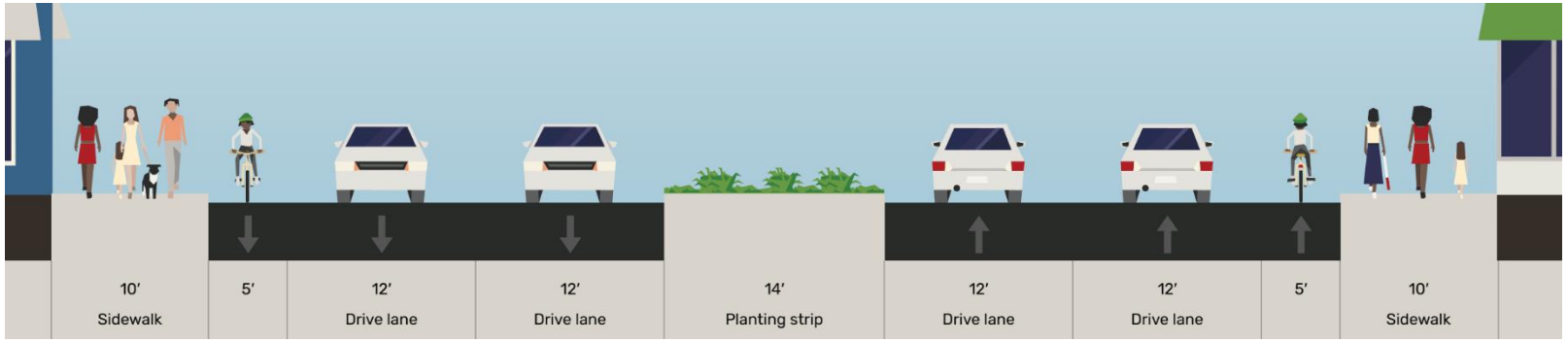
Number of Through Lanes

1

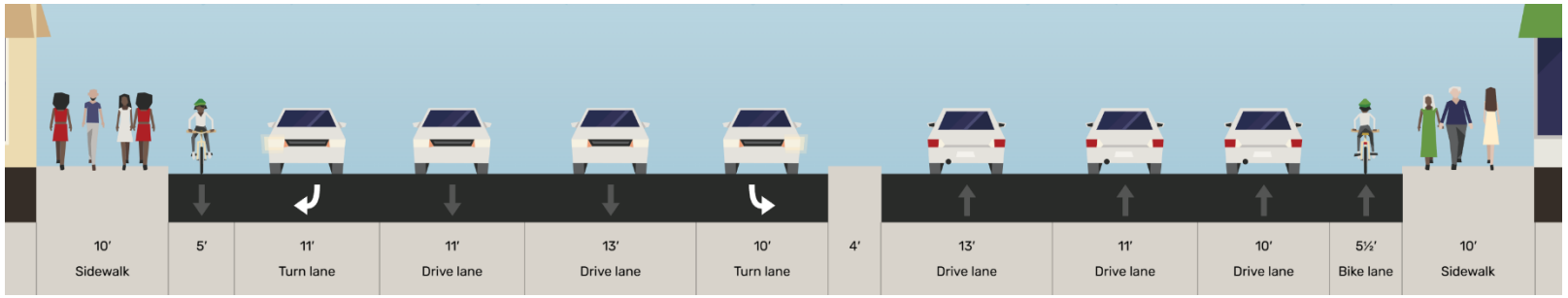
2

3

A Street Cross-sections



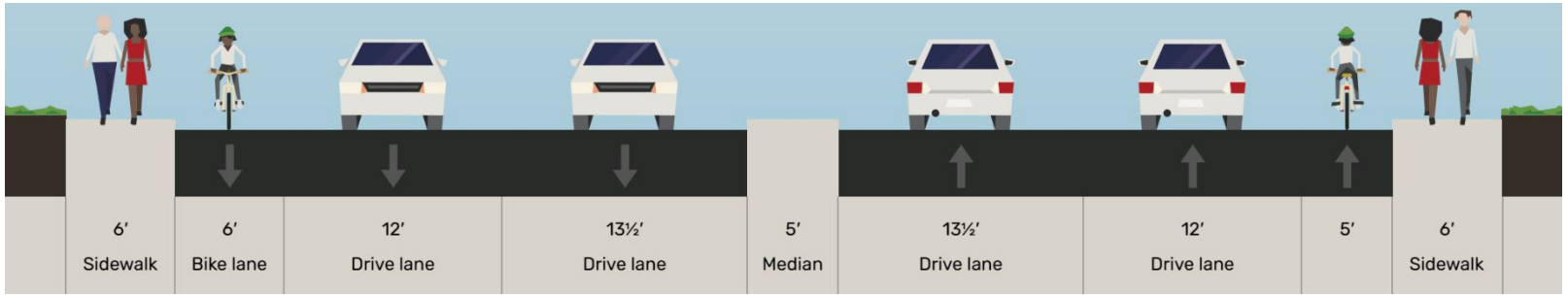
1 A Street between Hesperian Blvd and I-880 interchange (~92 ft ROW)



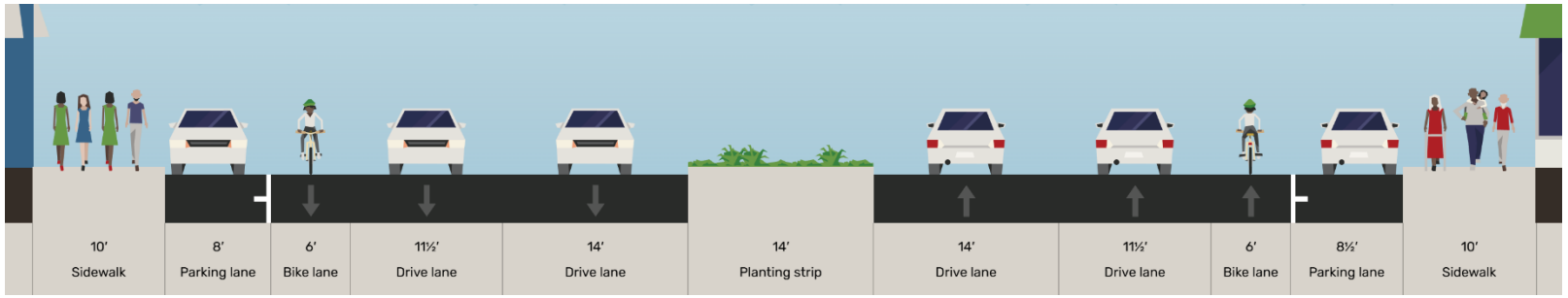
2 A Street between I-880 Interchange and Hathaway Ave (~113.5 ft ROW)

*Cross sections face westbound

A Street Cross-sections Cont.



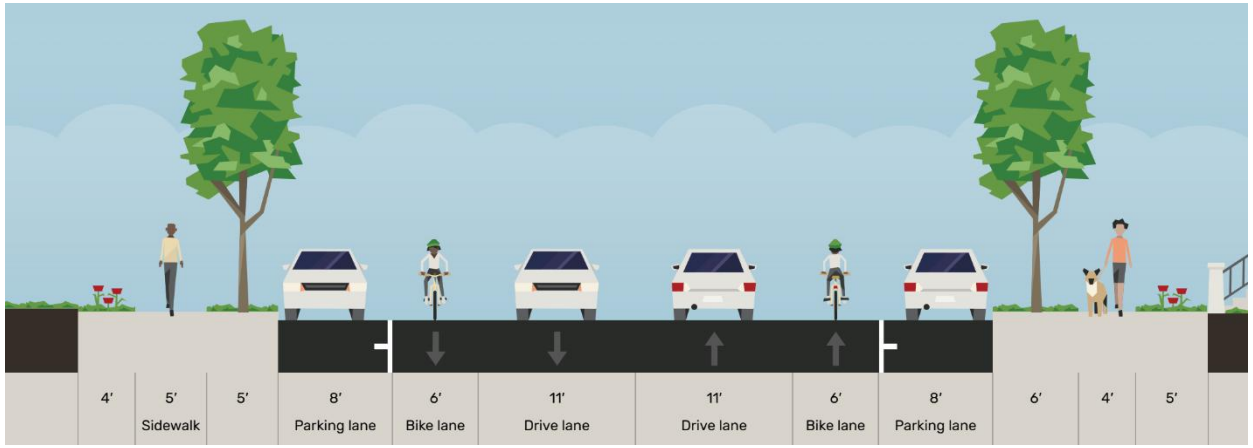
3 A Street between Hathaway Avenue and Meekland Avenue (~79 feet ROW)



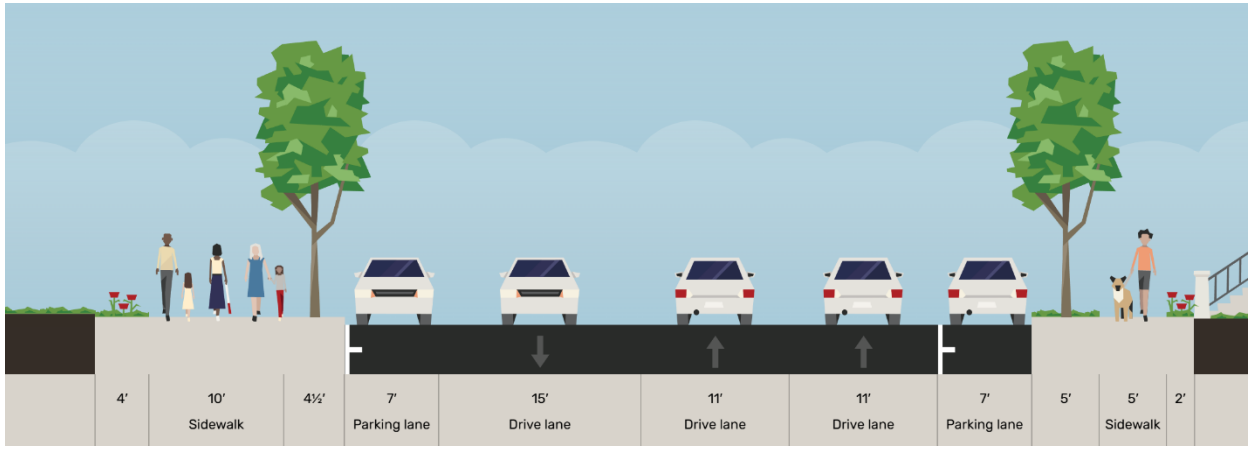
4 A Street between Meekland Avenue and Watkins Street (~113 feet ROW)

*Cross sections face westbound

B Street Cross-sections



1 B Street between Hesperian Boulevard and Grand Street (~79' ROW)



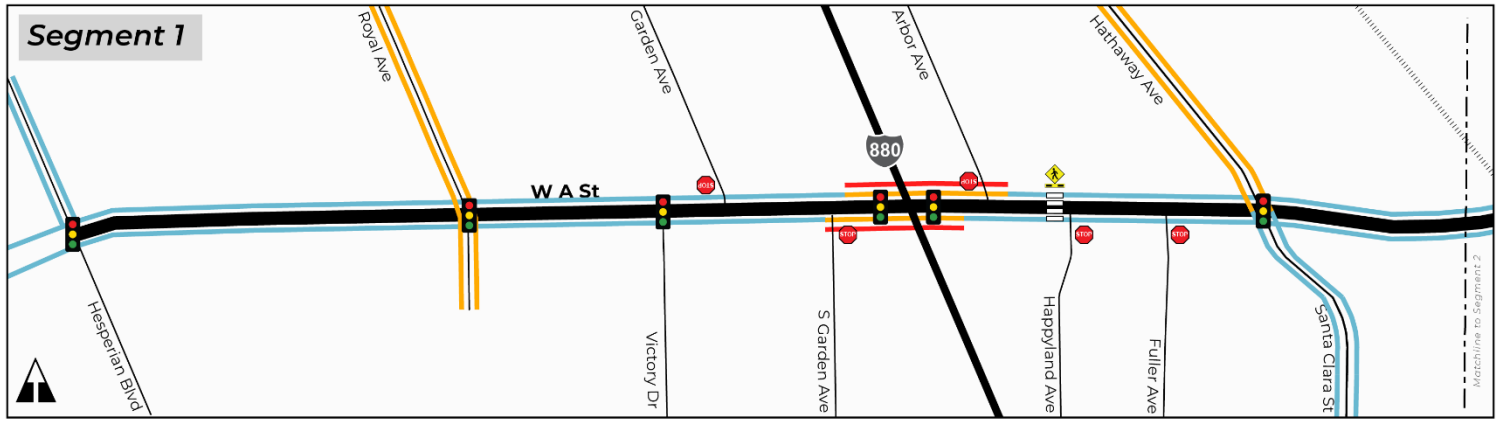
2 B Street between Hesperian Boulevard and Grand Street (~81' ROW)

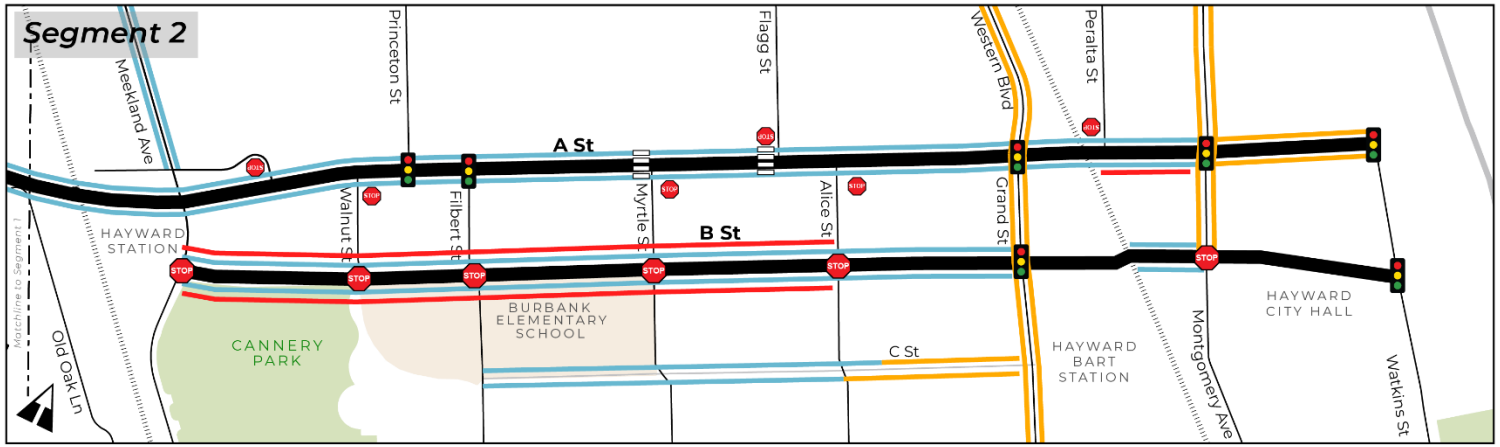
*Cross sections face westbound

A Street and B Street Existing Conditions

A Street primarily includes bicycle lanes (Class II), with gaps, designated as a bicycle route (Class III), at the I-880 underpass and east of Montgomery Avenue. The gap at the I-880 interchange is expected to be upgraded to bicycle lanes (Class II) as a part of the ongoing I-880 Interchange Improvements project. A Street has no sidewalk gaps, but sidewalks become narrow underneath the I-880 bridge and east of the UPRR railroad tracks on the south side of the street. A Street has three uncontrolled crossings; each located at a three-leg T-intersection. Of the three midblock crossings, one has a Rectangular Rapid-Flashing Beacon (RRFB). Most of the corridor's intersections are signalized with a few side street stop-controlled intersections.

B Street has bicycle lanes (Class II) from Martin Luther King Drive to Grand Street. The bicycle lanes pick up again for a short segment between the BART/UPRR crossing and Montgomery Avenue. B Street has no sidewalk gaps, but the existing sidewalks west of the Alice Street are less than 5' in some areas. Other than the signalized intersections at Grand Street and Watkins Street, B Street has exclusively all-way stop controlled intersections.





Legend

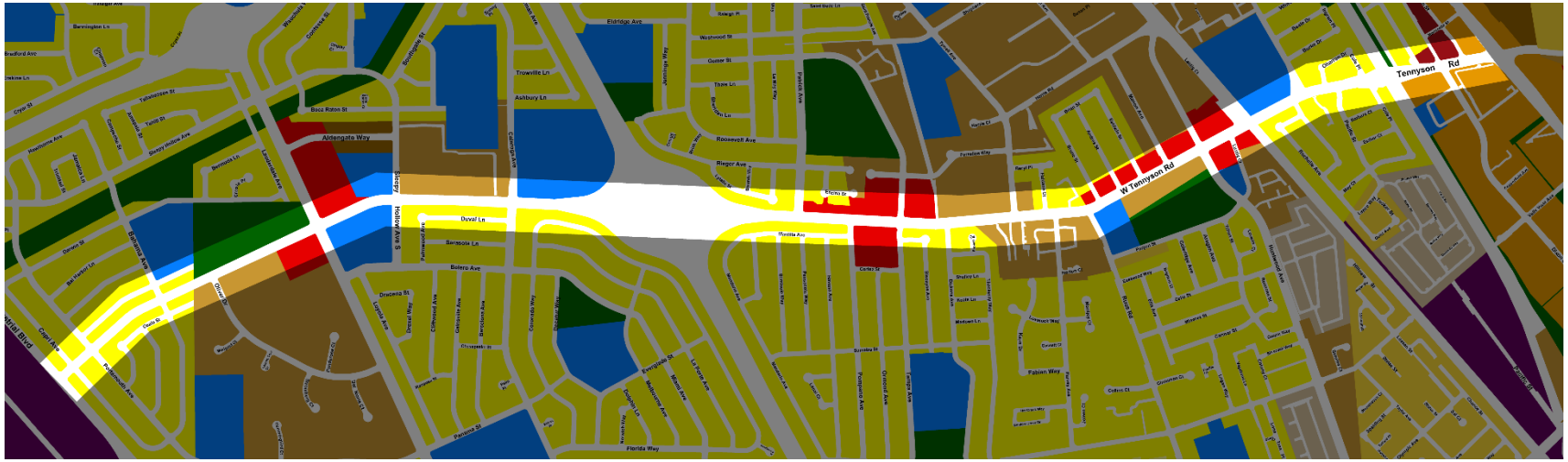
- Study Corridor
- Railroad
- Mid-Block Crossing
- Rectangular Rapid-Flashing Beacon (RRFB)
- Stop Controlled Intersection
- Signalized Intersection

Existing Bikeways
- Bicycle Lane
- Bicycle Route

Sidewalk Gaps
- Missing Sidewalk
- Narrow Sidewalk (<5')

Tennyson Road Land Use

Tennyson Road's primary land uses are retail and office commercial concentrated between Ruus Road and the UPRR Railroad tracks, sustainable mixed-use on the eastern end of the corridor, and low to medium density residential for the remainder of the corridor.



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- CC-HDR — Central City-High Density Residential

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- MI — Mixed Industrial

Public and Quasi Public Land Use Designations

- PQP — Public/Quasi-Public

Open Space Land Use Designations

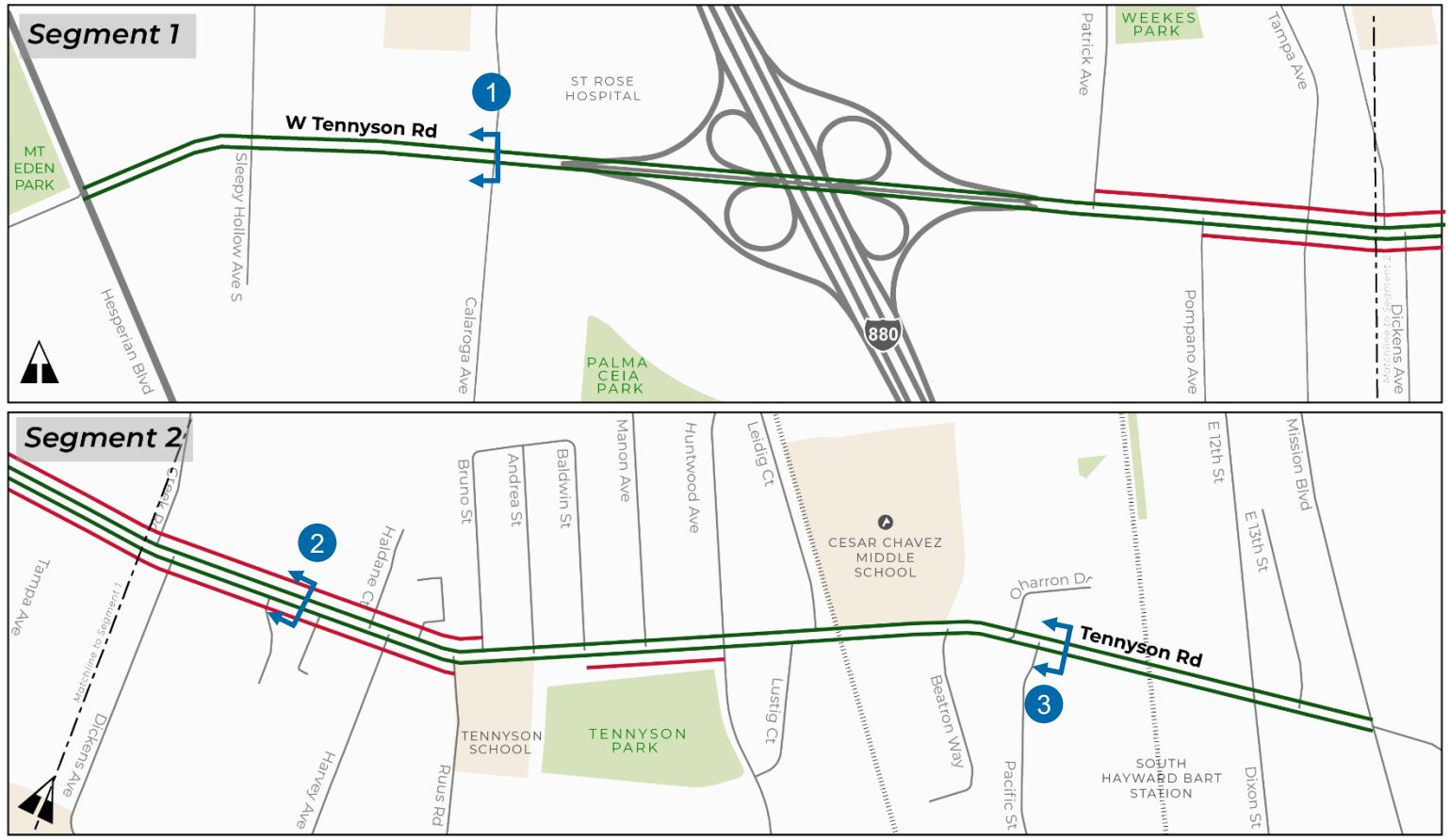
- PR — Parks and Recreation
- BL — Baylands
- LOS — Limited Open Space

Urban Limit Line

Tennyson Road
Existing Conditions Cont.

Tennyson Road has two through lanes in each direction. The corridor has a 35 MPH speed limit west of Ruus Road, and a 25 MPH speed limit between Ruus Road and Mission Boulevard.

Roughly 1/3 includes a curb lane where parking is prohibited. This curb lane currently provides no functional use for roadway users and represents an opportunity for improved non-motorized facilities or other safety improvements.



Legend

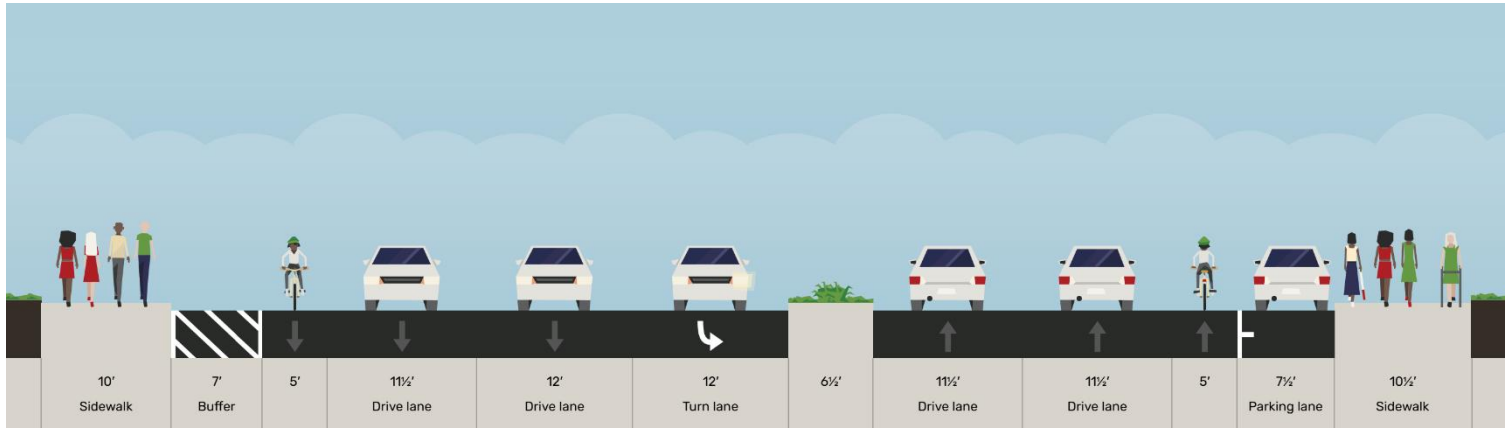
- Railroad
- No Parking Curb Lane

Number of Through Lanes

- 1
- 2

Tennyson Road Cross-sections

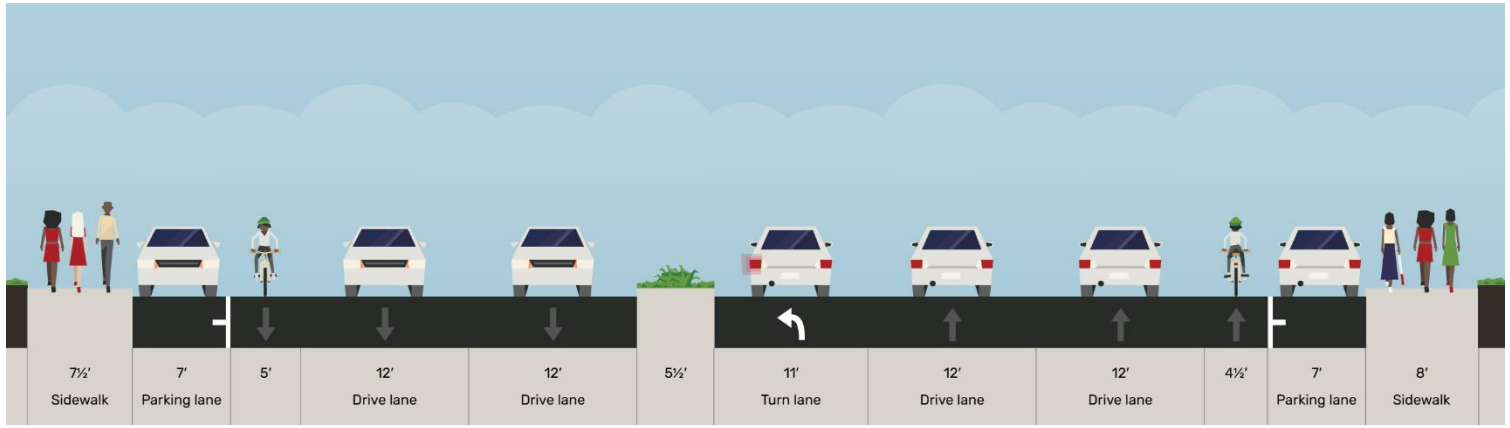
1 Tennyson Road between Hesperian Boulevard and I-880 Interchange (~109 feet ROW)



2 Tennyson Road between I-880 Interchange and Leidig Court (~110 feet ROW)

*Cross sections face westbound

Tennyson Road Cross-sections (Cont.)

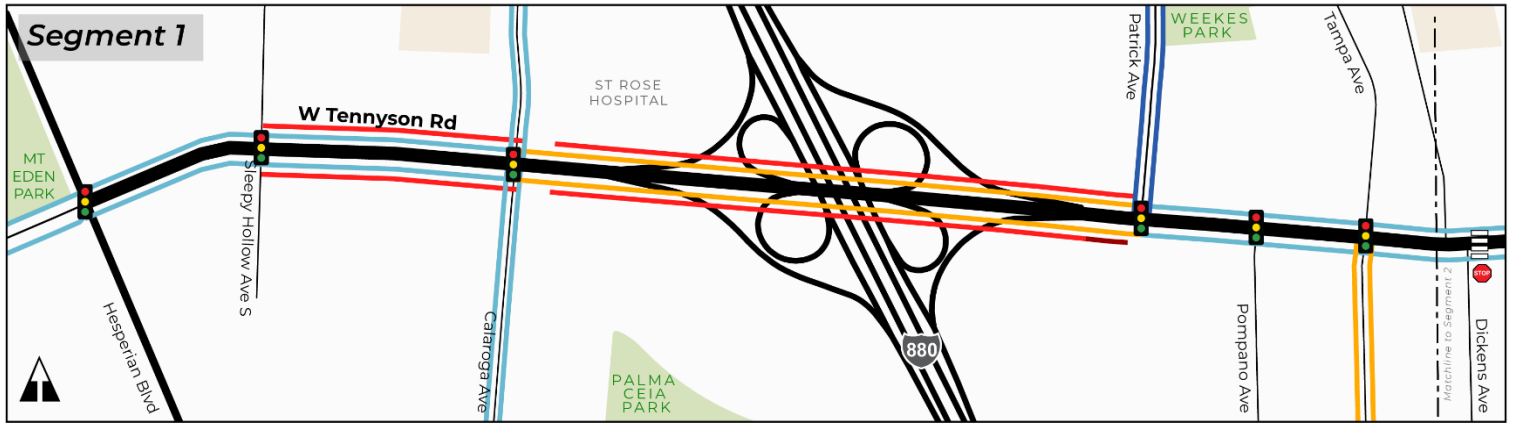


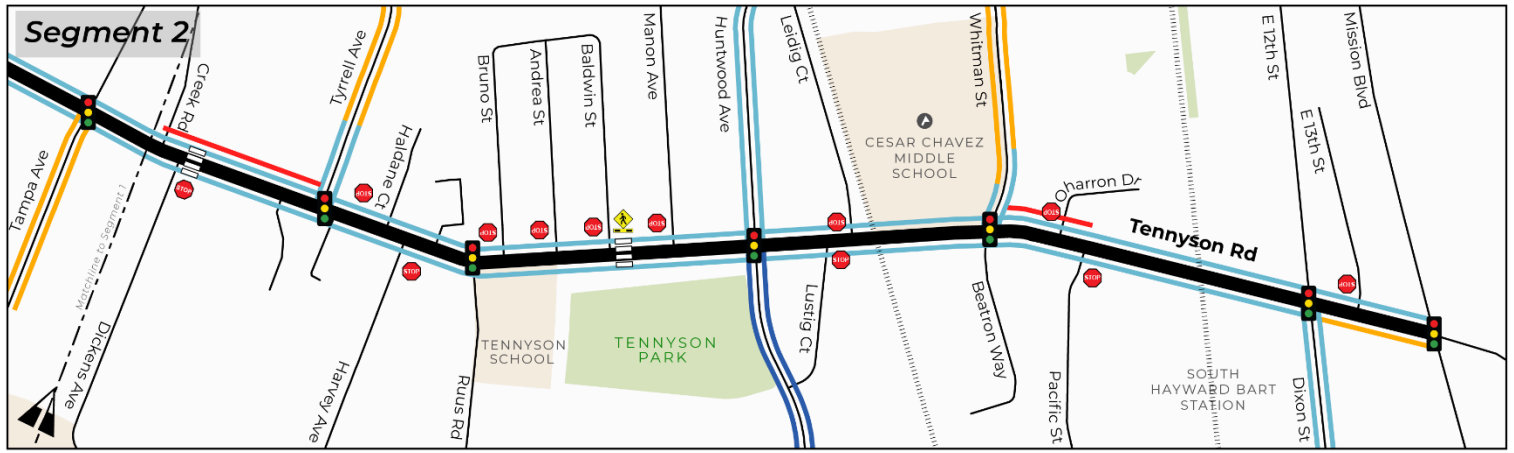
3 Tennyson Road between Leidig Court and Mission Boulevard (~103 feet ROW)

*Cross sections face westbound

Tennyson Road Existing Conditions

Tennyson Road primarily includes bicycle lanes (Class II) with gaps, designated as a bicycle route (Class III), at the I-880 overpass and eastbound east of Dixon Street. Tennyson Road has a missing sidewalk connection on the south side of the corridor just east of I-880 and narrow sidewalks on various areas of the corridor including between Sleepy Hollow Avenue S and Caloraga Avenue, over I-880, and just west of Tyrell Avenue on the north side of the street. There are two uncontrolled crossings on the corridor, one of which has an RRFB (Baldwin Street). The corridor includes a combination of side-street stop-controlled intersections and signalized intersections.





Legend

- Study Corridor
- Railroad
- Mid-Block Crossing
- Rectangular Rapid-Flashing Beacon (RRFB)
- Stop Controlled Intersection
- Signalized Intersection

Existing Bikeways

- Bicycle Lane
- Buffered Bicycle Lane
- Bicycle Route

Sidewalk Gaps

- Missing Sidewalk
- Narrow Sidewalk (<5')

Site Visits

- Two project team site visits were conducted, one for the A & B Street study area and one for the Tennyson Road study area.
- The A & B Streets site visit occurred in the afternoon of March 24th, 2025.
- The Tennyson Road site visit occurred in the morning of April 1st, 2025.

Biker rides on the sidewalk on West A Street

A Street: Key Findings

- Those rolling on the corridor (bike, scooter, and skateboard users) often used the sidewalks instead of bike facilities. Those that did use the bike facilities often rode in the opposing direction of the bike lane.
- Pedestrian crossings at the I-880 interchange felt uncomfortable due to low visibility at the off-ramps.
- Pedestrians were observed crossing A Street outside of crosswalks, specifically near Walnut Street and east of Hesperian Boulevard.
- Large eastbound left-turn queuing was observed at Santa Clara Street/ Hathaway Avenue that backed up to I-880.
- The eastern portion of the corridor has many driveways.

B Street: Key Findings

- There are narrow sidewalks on the western end of the corridor near Cannery Park.
- Parking on B Street Near Cannery Park was underutilized in the early afternoon hours.
- B Street east of Grand Street is missing bicycle facilities.
- Pedestrian scale lighting is missing from the majority of the north side of the corridor.

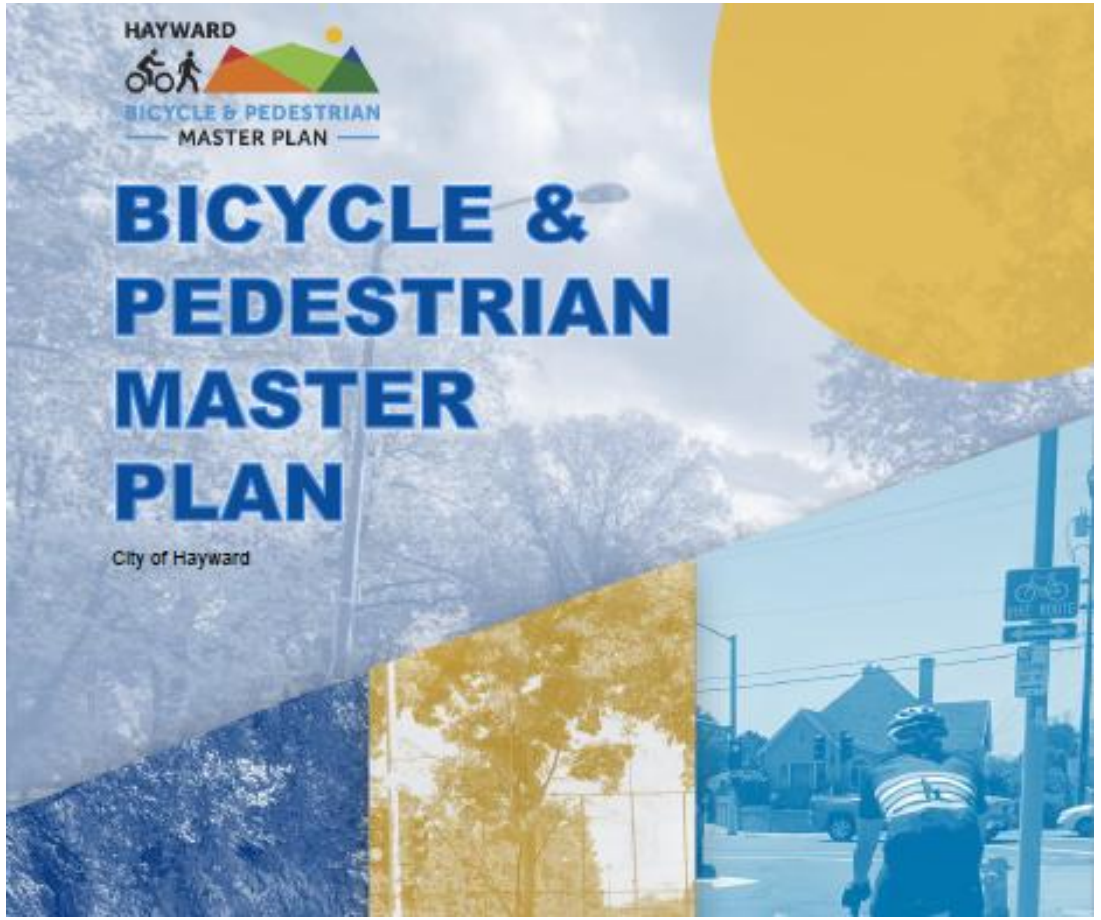
Tennyson Road: Key Findings

- Micromobility users use narrow sidewalks and crosswalks, creating bicycle/pedestrian conflicts.
- Several crosswalks were obstructed with median noses.
- Sidewalk gaps and obstructions exist throughout the corridor.
- High vehicle speeds were observed west of Patrick Avenue.
- Many of the three-leg T-intersections allow permissive left turning movements while the pedestrians are given a walk signal.
- Long stretches of Tennyson Road have eight-foot-wide curb-adjacent roadway space with “No Parking” signage.

Background Research

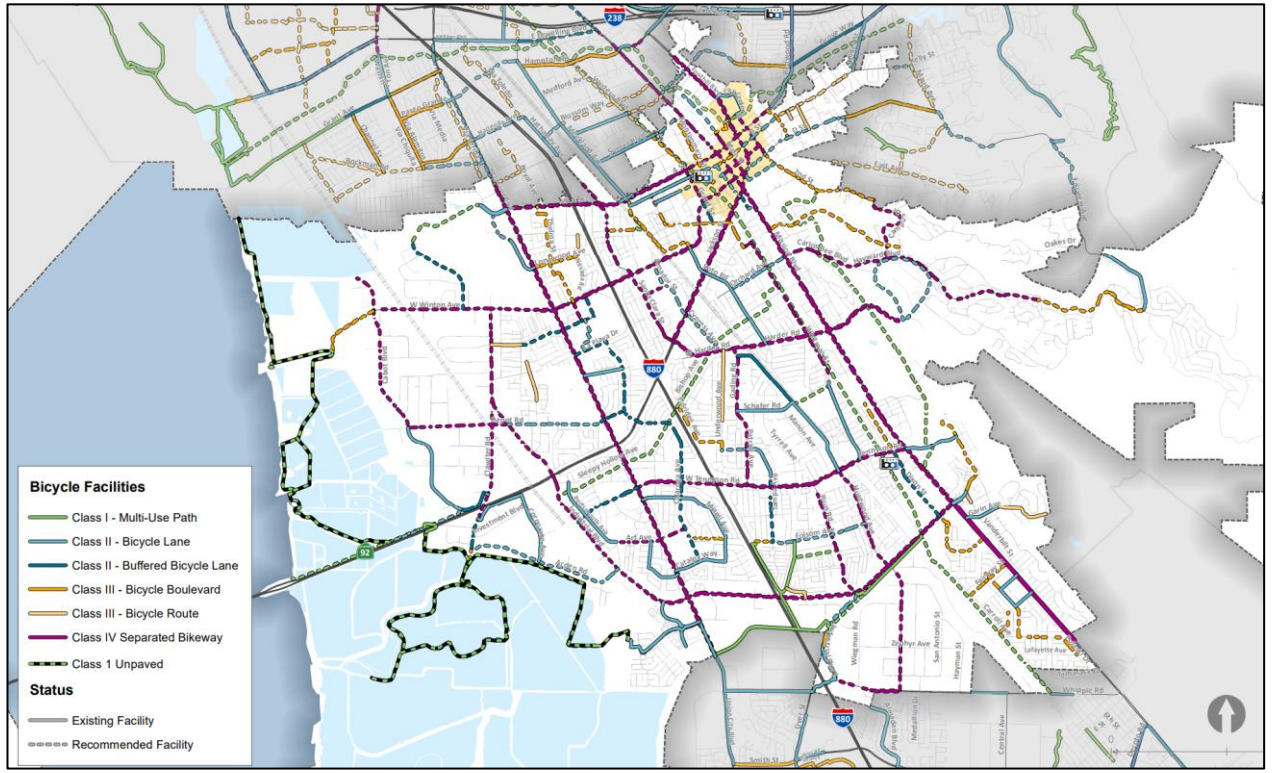
Bicycle & Pedestrian Master Plan 2020

- Overarching goals include safety, complete streets, access & mobility, and funding & implementation.
- The study identifies portions of A Street, B Street, and Tennyson Road as priority corridors for safety improvements.
- The plan also outlines infrastructure recommendations for pedestrian improvements and future bicycle network.



Bicycle & Pedestrian Master Plan 2020 Recommendations

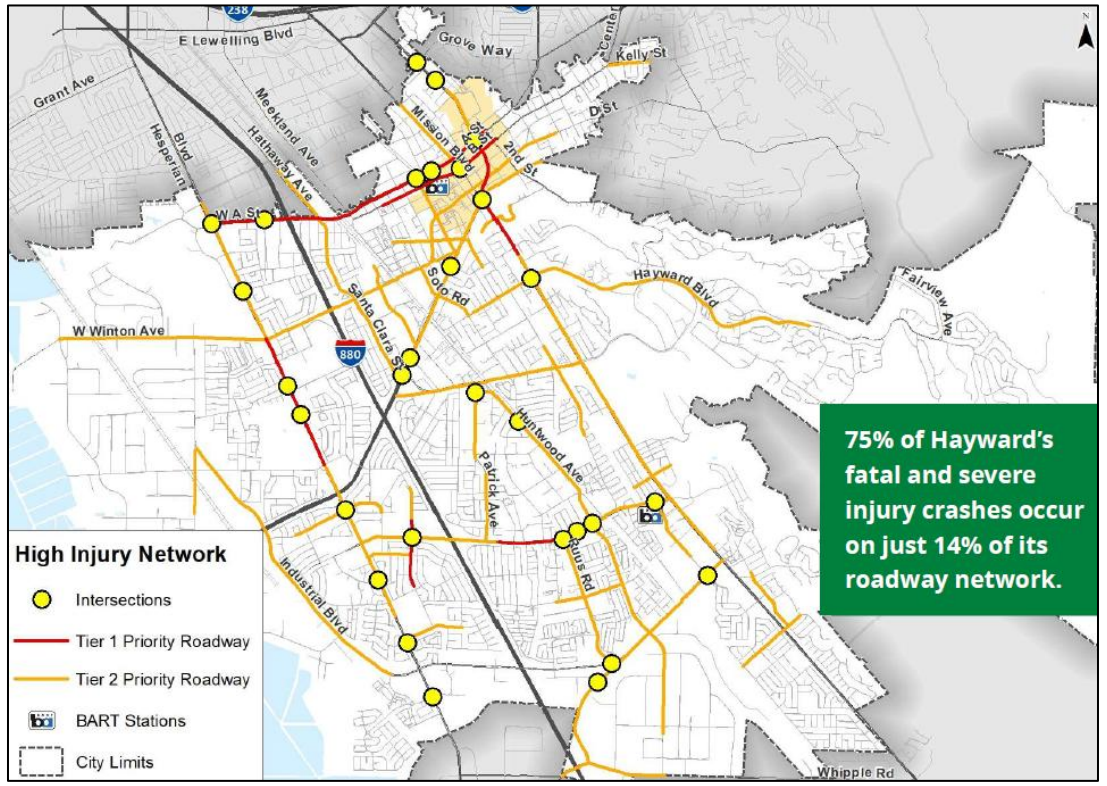
- A Street
  - Class IV Separated Bikeway between Skywest Drive and 4th Street
- B Street
  - Class II Bicycle Lane between Grand Street and Watkins Street
  - Class III Bicycle Boulevard between Watkins Street and Foothill Boulevard
- Tennyson Road
  - Class IIB Buffered Bicycle Lane between Industrial Boulevard and Hesperian Boulevard
  - Class IV Separated Bikeway between Hesperian Boulevard and Mission Boulevard



City of Hayward BPMP - Bicycle and Pedestrian Bicycle Facilities Map

2023 Local Roadway Safety Plan

- Crashes were analyzed from 2017-2021.
- The study used crash data to identify a High Injury Network (HIN):
  - 9 intersections within the study area were identified as high injury network intersections.
  - A Street, B Street, and Tennyson Road between Pompano and Ruus Road were ranked Tier 1 priority roadway segments
  - Tennyson Road between Hesperian Boulevard and Mission Boulevard was ranked Tier 2 priority roadway segment
- The study also identified a set of countermeasures and strategies to address safety challenges in the City.



City of Hayward - High Injury Network Map

2023 Local Roadway Safety Plan Cont.

High Injury Network Intersections

Rank	Location	Location Type
1	Tennyson Rd & Baldwin St	Unsignalized
3	Tennyson Rd & Calaroga Ave	Signalized
4	A St & Victory Dr	Signalized
8	A St & Foothill Blvd	Signalized
9	Tennyson Rd & Huntwood Ave	Signalized
11	A St & Western Blvd	Signalized
13	CA-185 & B St	Signalized
15	A St & Montgomery St	Signalized
16	Tennyson Rd & 12 St/Dixon St	Signalized
17	A St & Hesperian Blvd	Signalized
20	Tennyson Rd & Ruus Rd	Signalized

2023 Local Roadway Safety Plan Location-Specific Recommendations

Tennyson & Baldwin

Unsignalized Intersection

RECOMMENDED IMPROVEMENTS	
NS23PB	Install Pedestrian Signal (including Pedestrian Hybrid Beacon [HAWK])
NS19PB	Install raised medians/refuge islands (NS.I.)
NS20PB	Install pedestrian crossing at uncontrolled locations (new signs and markings only)
NS01	Add intersection lighting (NS.I.)
NS15	Create directional median openings to allow (and restrict) left turns and U-turns (NS.I.)
K10	Stripe bicycle lane through intersection
K12	Reduce curb radius
K13	Stripe high-visibility crosswalk markings
K17	Install raised crosswalk

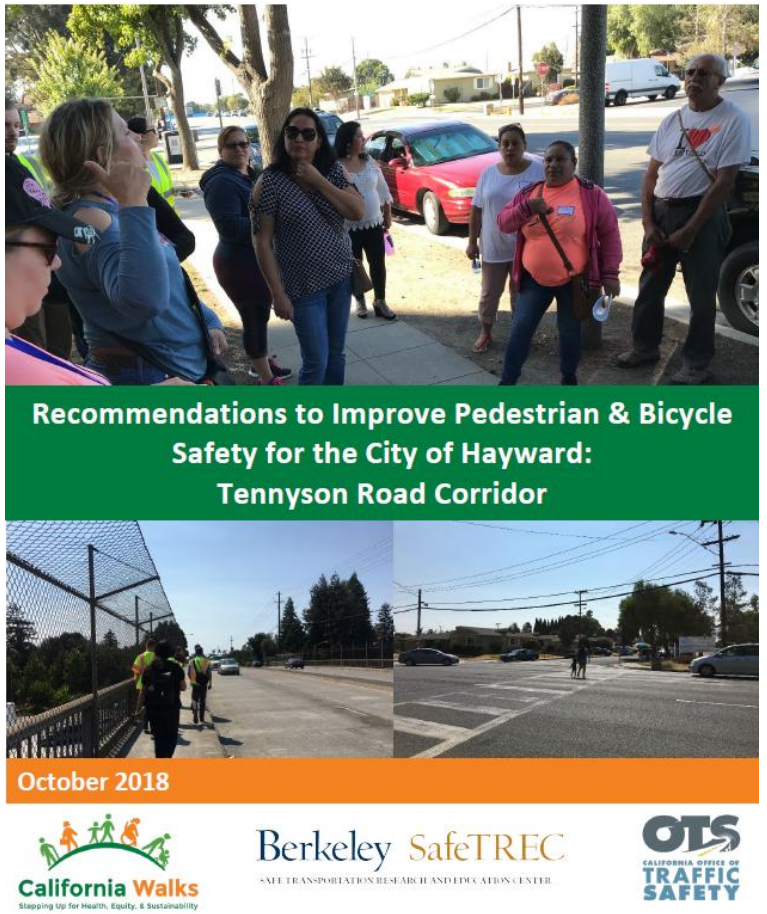
Tennyson & Calaroga

Signalized Intersection

RECOMMENDED IMPROVEMENTS	
S21PB	Modify signal phasing to implement a leading pedestrian interval (LPI)
K01	Modify lane geometry: consider eliminating one right-turn lane
S08	Convert signal to mast arm from pedestal-mounted
S11	Improve pavement friction using high friction surface treatments
S01	Add intersection lighting
S02	Improve signal hardware with lenses, back-plates with retroreflective borders, mounting, size, and number
K02	Restrict right turns on red
K03	Refresh pavement markings
K10	Stripe bicycle lane extension through intersection
K12	Reduce curb radius
K13	Stripe high-visibility crosswalk markings
K14	Modify signal phasing to implement a leading bicycle interval phase
K17	Install raised crosswalk
S03	Adjust signal timing parameters (red-and-yellow change intervals, bicycle clearance times, etc.) to increase clearance times

Recommendations to Improve Pedestrian and Bicycle Safety of the City of Hayward: Tennyson Road Corridor 2018

- A Community Pedestrian and Bicycle Safety Training (CPBST) workshop identified pedestrian and bike priorities and improvements.
- Attendees included representatives from transit agencies, organizations, businesses, and community members.



Recommendations to Improve Pedestrian and Bicycle Safety of the City of Hayward: Tennyson Road Corridor 2018

Identified Issues

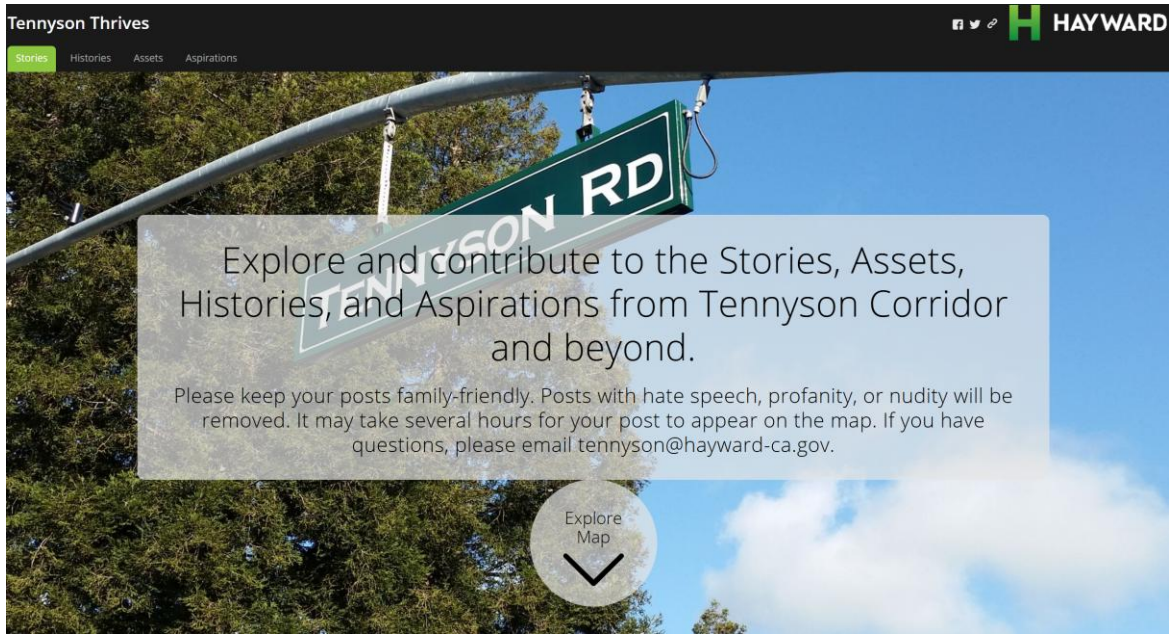
- Narrow and obstructed sidewalks
- High vehicle speeds
- Unsafe crossings
- Inadequate bike lanes

Community Priorities and Recommendations

- Enhance pedestrian and bicyclist safety
- Improve access to schools and community centers
- Address infrastructure deficiencies
  - Repair sidewalks
  - Create continuous and protected bike lanes
- Implement traffic calming measures

Tennyson Thrives Vision Plan

- The study was a collaboration between community members, City staff, and the Chabot College Student Initiative Center.
- It included the development of a Vision Plan focused on highlighting stories, histories, assets, and aspirations of communities along Tennyson Road.

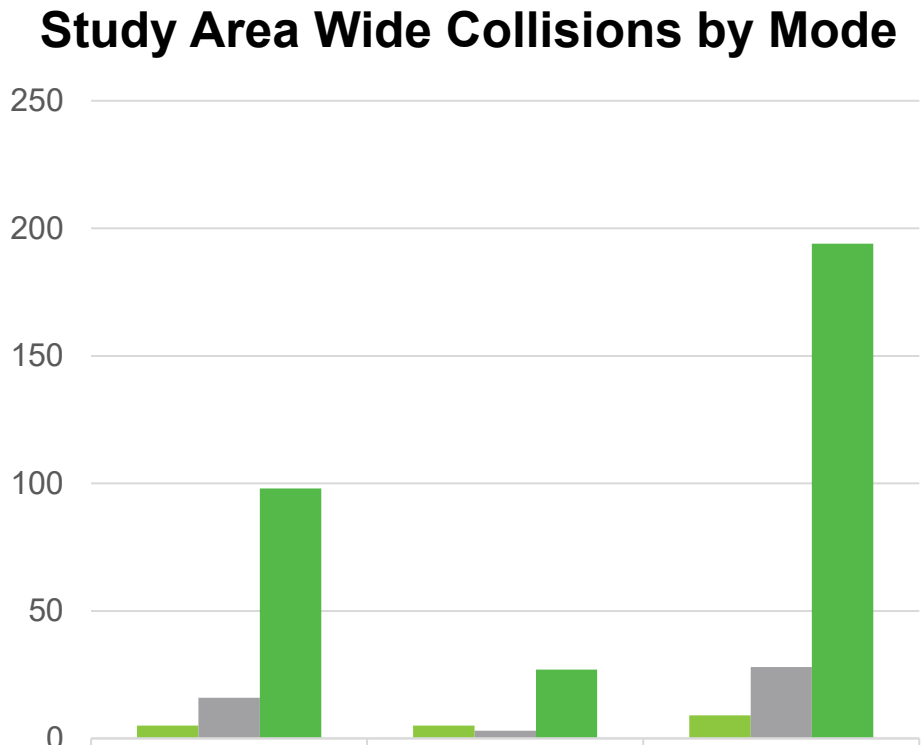


Safety Analysis

SWITRS Data and Locations

Study Period: 2019-2024 (6 years)

- A Street Total Collisions: 119
- B Street Total Collisions: 35
- Tennyson Road Total Collisions: 231



	A Street	B Street	Tennyson Road
Bike-Involved Collisions	5	5	9
Pedestrian-Involved Collisions	16	3	28
Auto-Only Collisions	98	27	194

Key Analysis Findings

385 crashes
on A/B Streets and Tennyson Road since 2019

31 severe injuries or fatalities
since 2019

46% of severe injury or fatal crashes
involved someone walking or biking

Vulnerable Road User Injuries

Pedestrian Collisions

Corridor	Fatality	Severe Injury
A St	2	3
B St	0	0
Tennyson Rd	1	4
Total	**3**	**7**

Bicycle Collisions

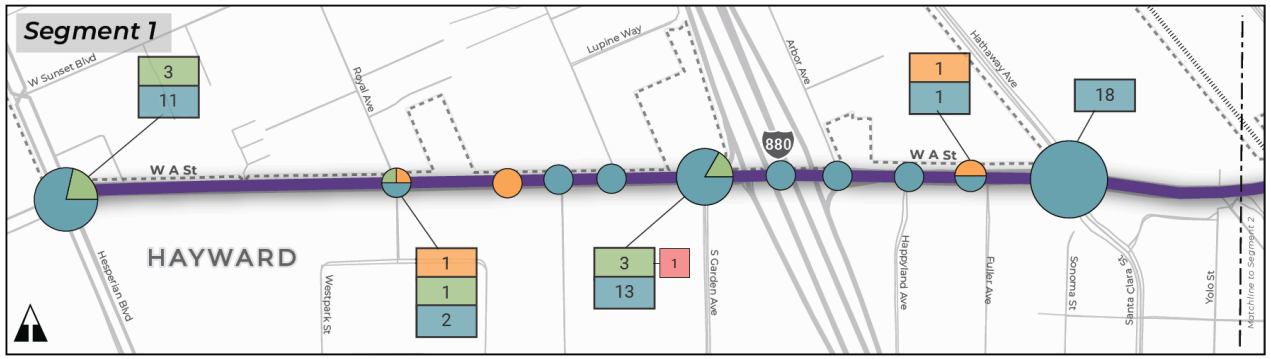
Corridor	Fatality	Severe Injury
A St	0	1
B St	0	1
Tennyson Rd	0	1
Total	**0**	**3**

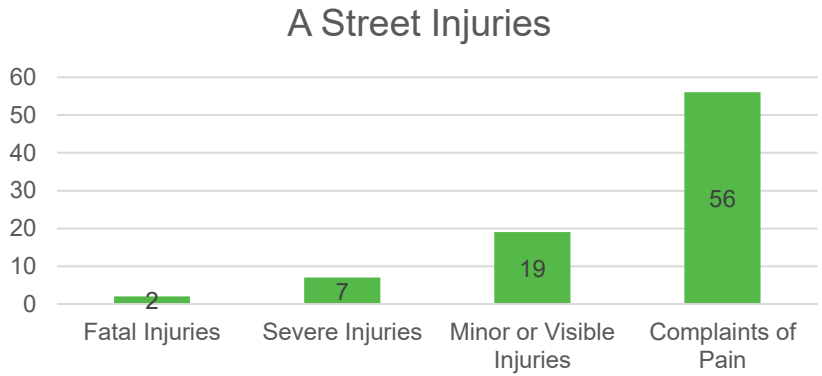
Vulnerable Road User Sever and Fatal Collisions

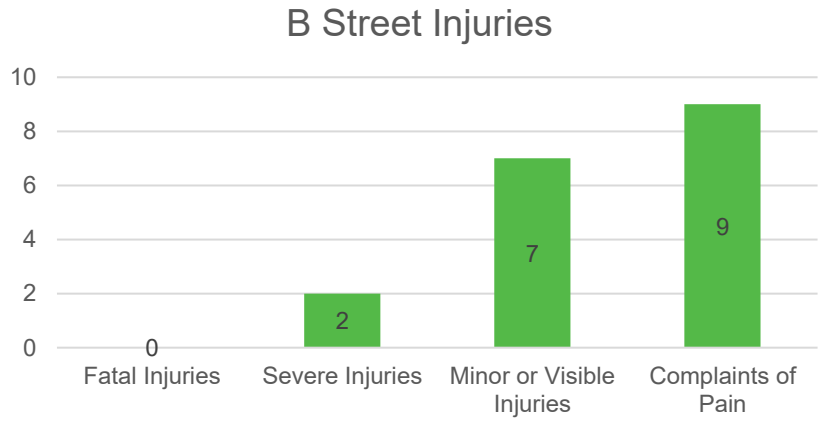
Location	Severity	Vulnerable Road User	Crash Cause
A St and Walnut St	Severe	Pedestrian	Pedestrian Violation
A St and Princeton St*	Fatal / Severe	Pedestrian	Pedestrian Violation
A St and Princeton St	Fatal	Pedestrian	Pedestrian Violation
A St and Western Blvd	Severe	Bicyclist	Wrong Side of the Road
A St and Montgomery Ave	Severe	Pedestrian	Pedestrian ROW
B St and Western Blvd	Severe	Bicyclist	Traffic Signals and Signs
Tennyson and Hesperian Blvd	Severe	Pedestrian	Unsafe Speed
Tennyson and Patrick Ave	Severe	Bicyclist	Wrong Side of the Road
Tennyson and Ruus Rd	Severe	Pedestrian	Pedestrian Violation
Tennyson and Ruus Rd	Severe	Pedestrian	Pedestrian Violation
Tennyson and Baldwin St	Fatal	Pedestrian	Pedestrian ROW
Tennyson and Baldwin St	Severe	Pedestrian	Pedestrian Violation

*This collision occurring at Princeton Street resulted in both a fatality and severe injury.

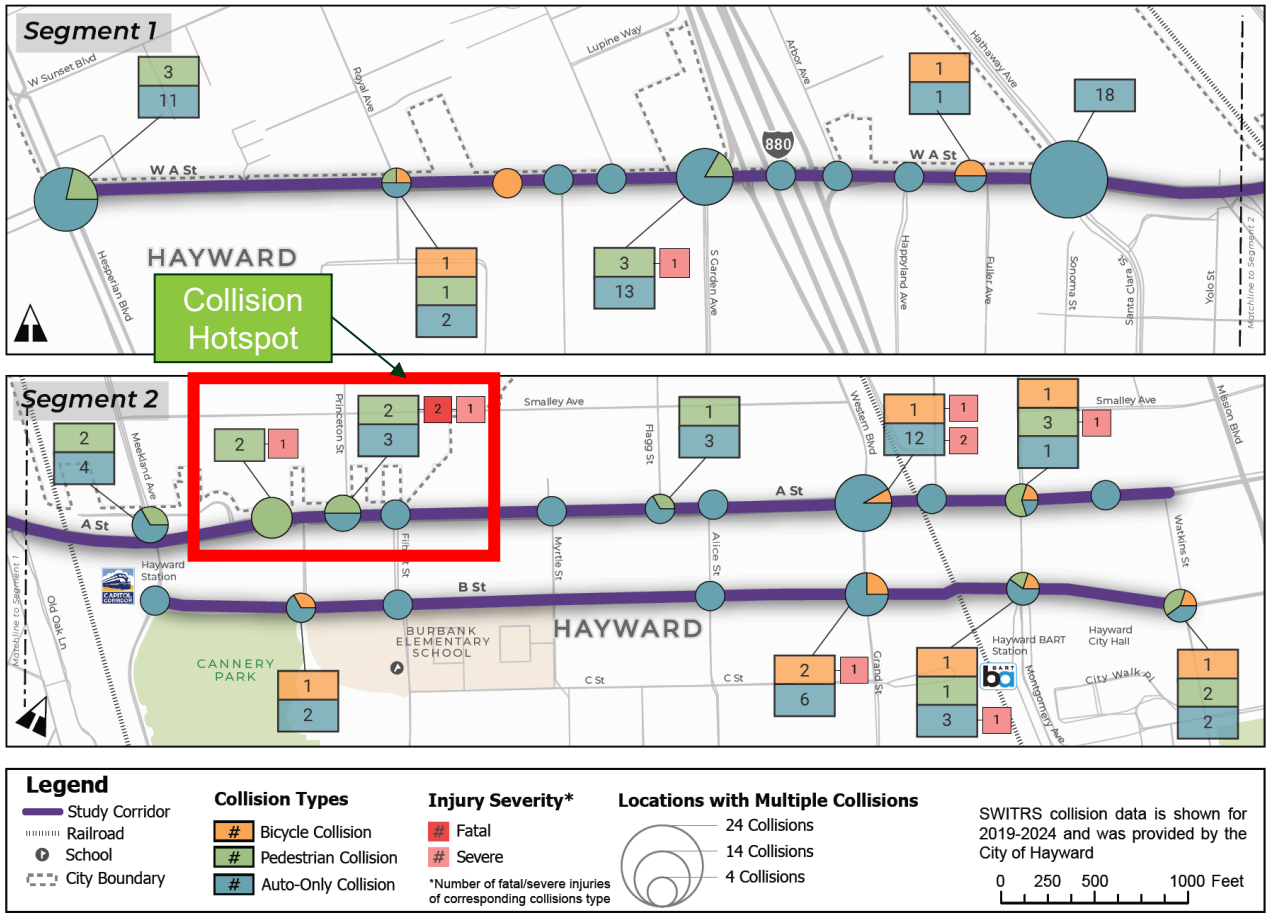
A Street and B Street Collision Analysis







A Street and B Street Collision Analysis



- The collision hotspot near **A Street** and Princeton Street had eight crashes, half of which resulted in either a fatality or severe injury. Based on the collision data, six of the eight crashes (including all four of the crashes that resulted in a sever or fatal injury) occurred at night.
- In 2019, **A Street** had six severe or fatal collisions. Since then, there have only been two severe or fatal collisions on the corridor.
- **B Street** had one severe or fatal collision in 2019 and has only had one since.

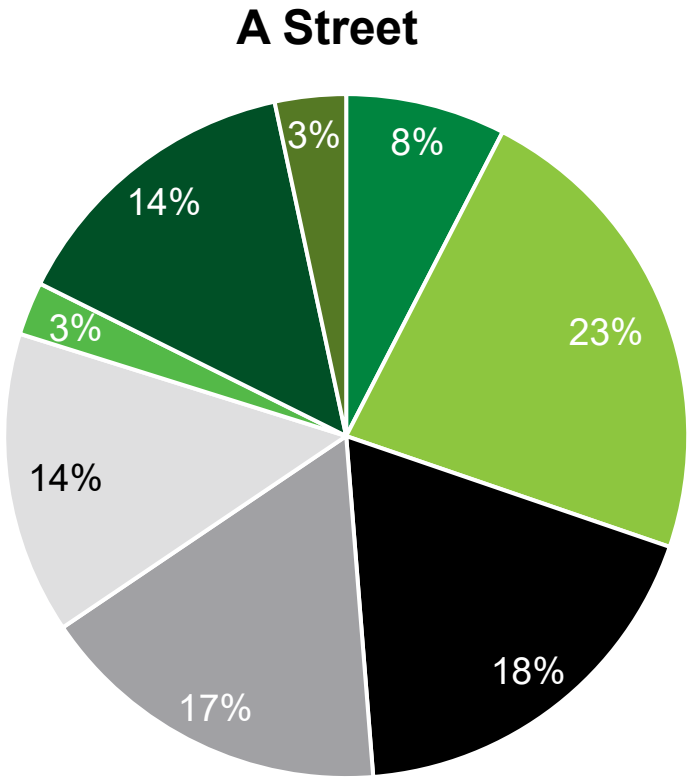
A Street
Intersection Collisions by Type

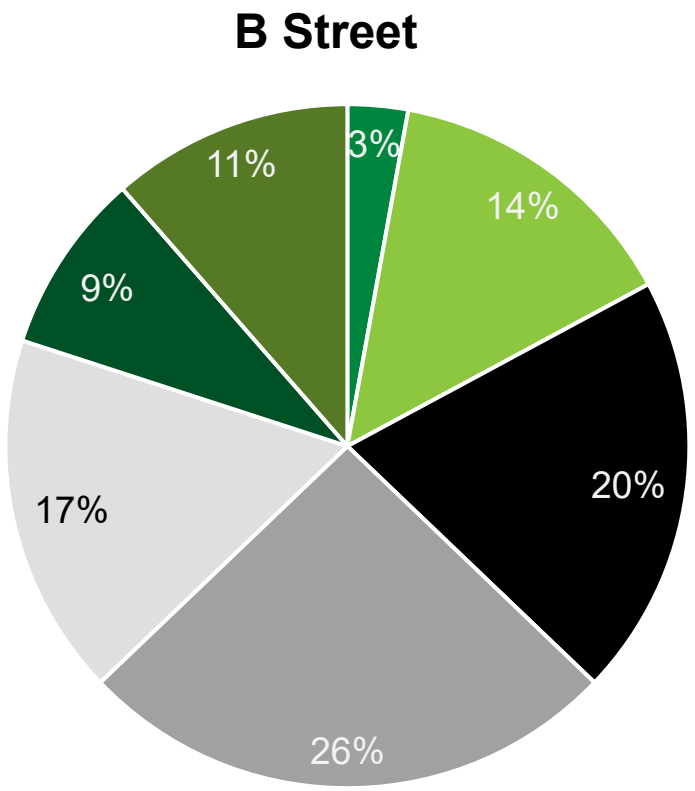
Intersection	Head On	Sideswipe	Rear End	Broadside	Hit Object	Overturned	Vehicle/Pedestrian	Other	Total
A St and Hesperian Blvd		3	1	1	5	1	3		14
A St and Royal Ave		1		1			2		4
A St and Victory Dr			1					1	2
A St and Garden Ave		1	1						2
A St and S Garden Ave	2	5	2	1			2		12
A St and I-880 On Ramp		2		1					3
A St and I-880 Overpass		1	1			1			3
A St and Happyland Ave		1		1					2
A St and Hathaway Ave	2	3	5	4	4				18
A St and Walnut St							1		1
A St and Princeton St		1	1		1		2		5
A St and Filbert St			1		1				2
A St and Myrtle St				2					2
A St and Flagg St	1			1			1		3
A St and Western Blvd	2	2	2	3	2			1	12
A St and Montgomery St					1		3	1	5
Total	**7**	**20**	**15**	**15**	**14**	**2**	**14**	**3**	**90**

B Street
Intersection Collisions by Type

Intersection	Head On	Sideswipe	Rear End	Broadside	Hit Object	Overturned	Vehicle/Pedestrian	Other	Total
B St and Meekland Ave				1	1				2
B St and Walnut St			1	1	1				3
B St and Filbert St		1							1
B St and Alice St			2						2
B St and Western Blvd	1	1		2	2			2	8
B St and Montgomery St		1			1		1	2	5
B St and Watkins St		2	1				2		5
Total	**1**	**5**	**4**	**4**	**5**	**0**	**3**	**4**	**26**

A and B Street Collision Types

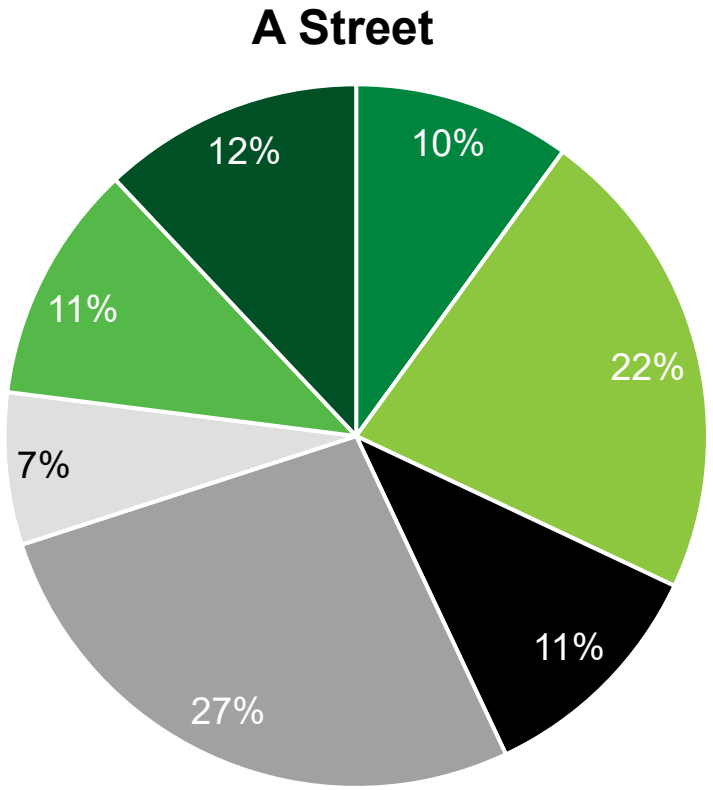




- **A Street's** most frequent type of collision was sideswipe, followed by rear end and broadside collisions.
- **B Street's** most frequent type of collision was broadside, followed by rear end collisions and hit objects.
  - 4 of the 6 hit objects on **B Street** occurred between Grand Street and Montgomery Avenue.

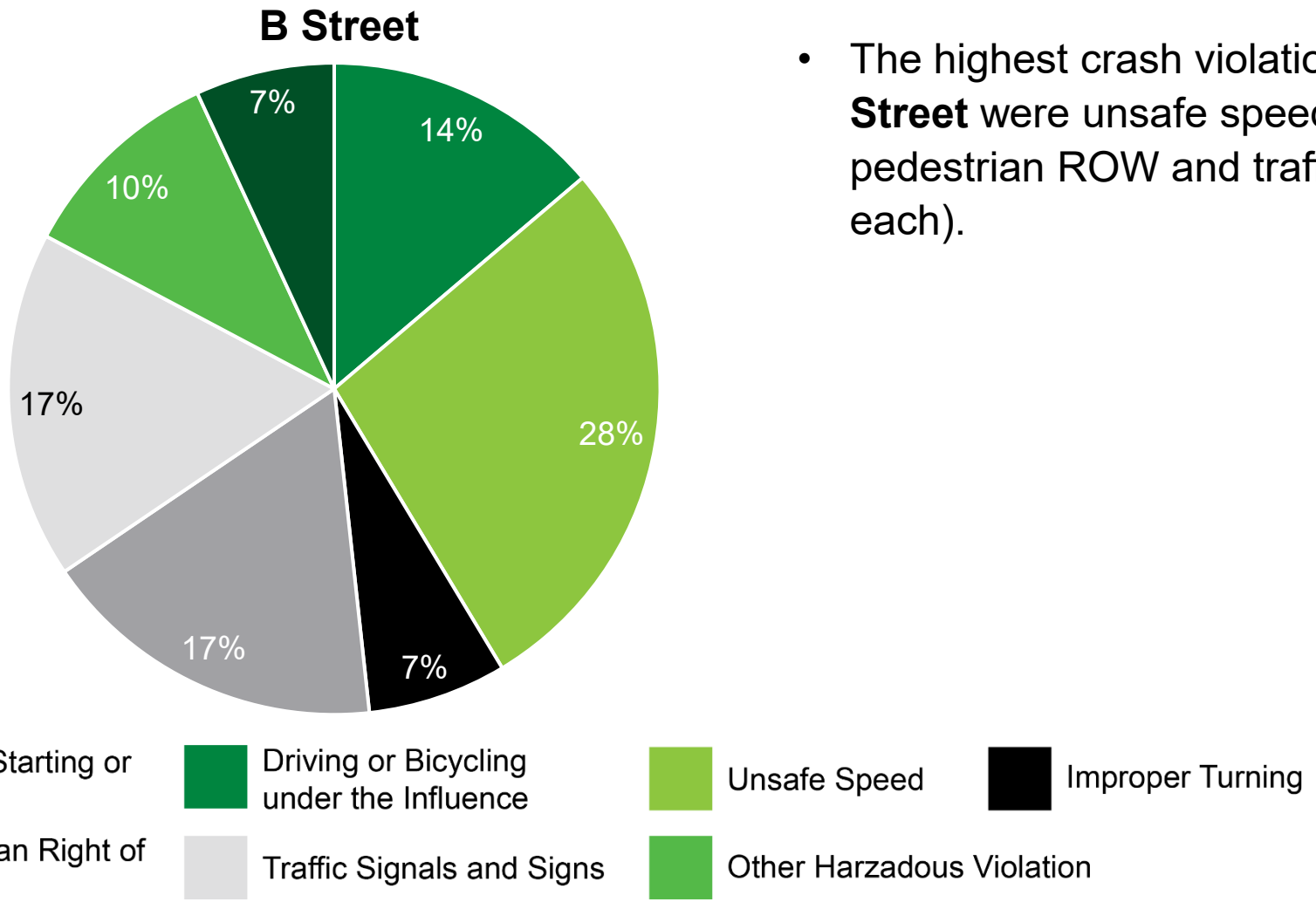
Vehicle/Pedestrian | Other | Head-On | Sideswipe | Rear End | Broadside | Hit Object | Overturned

A Street Top Collision Causes



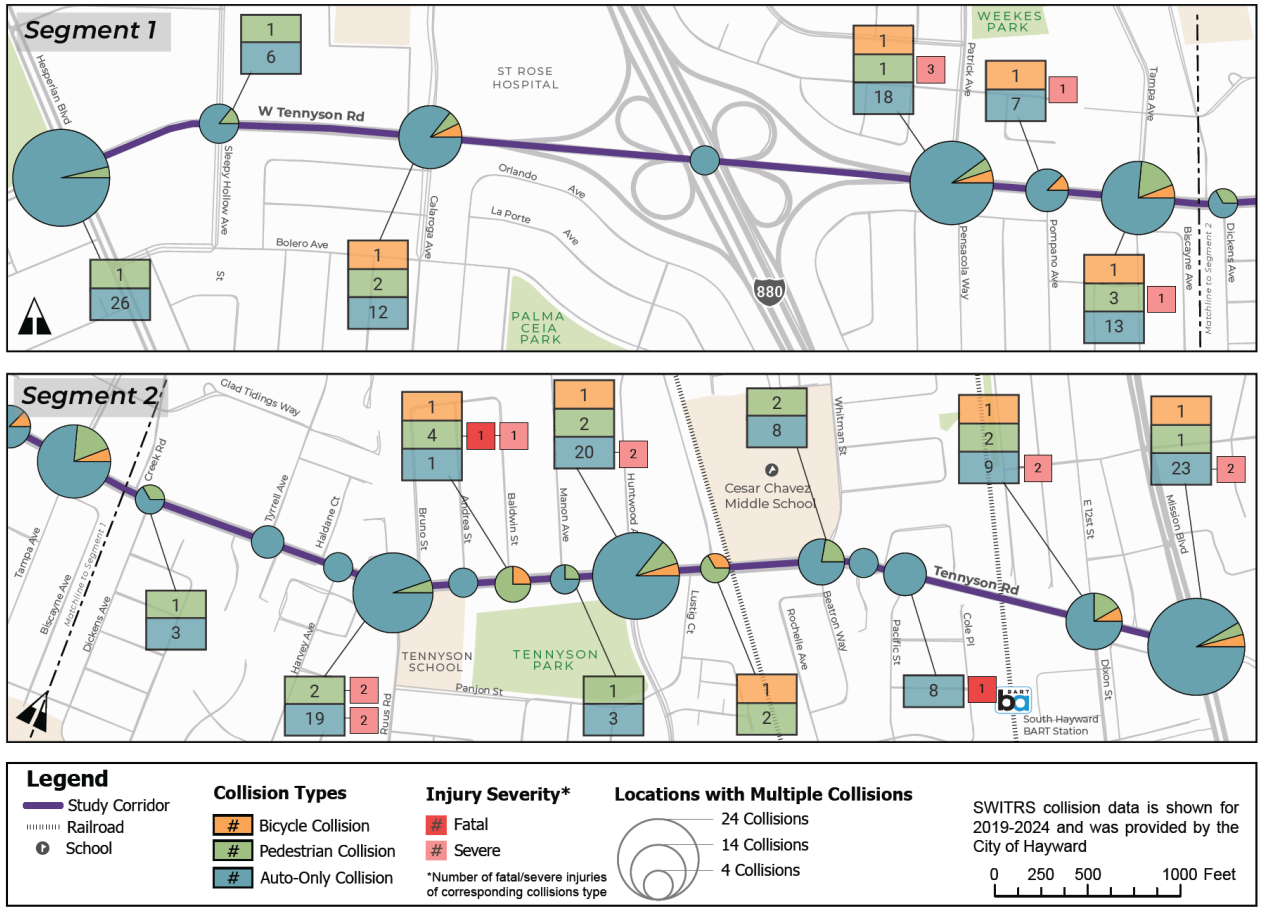
- The two highest crash violation categories on **A Street** were improper turning maneuvers (27) followed by unsafe speeds (22). The next highest category, traffic signals and signs, had 12 crashes.

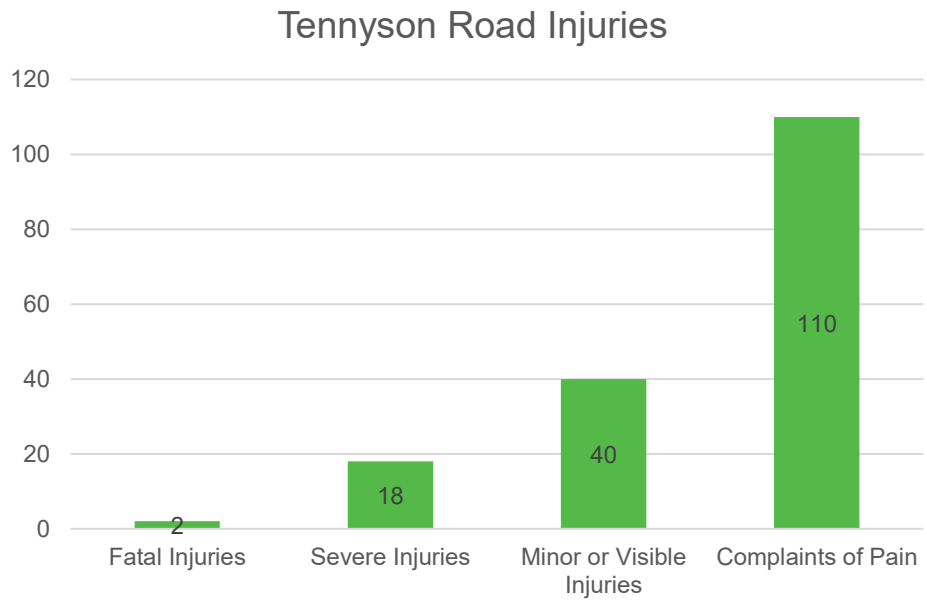
B Street Top Collision Causes



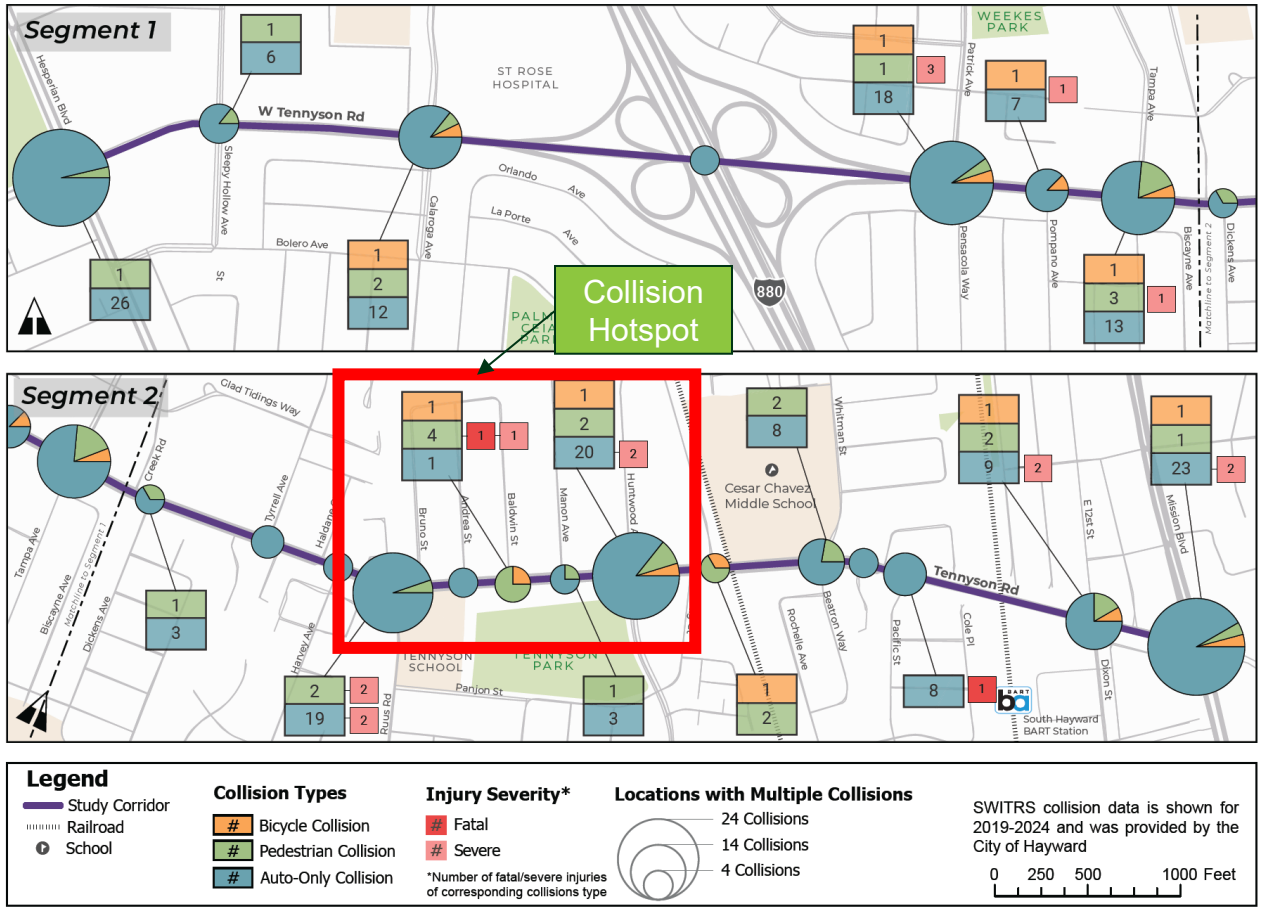
- The highest crash violation categories on **B Street** were unsafe speeds (8) followed by pedestrian ROW and traffic signals/signs (5 each).

Tennyson Road Collision Analysis





Tennyson Road Collision Analysis



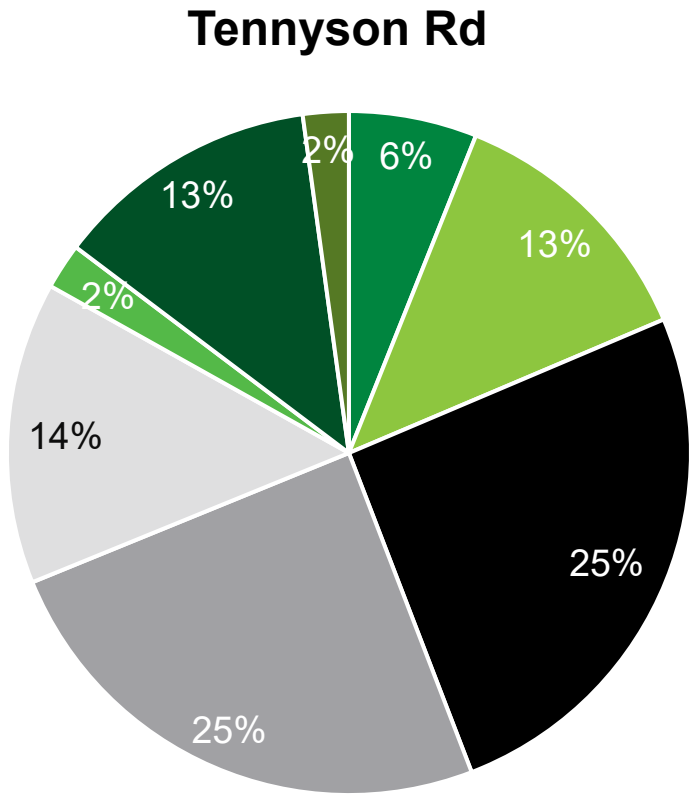
- The collision hotspot near the “downtown” area of **Tennyson Road** between Ruus Road and Huntwood Avenue (boxed in red to the left) had 56 crashes, over half of which occurred at night. This area also saw high levels of collisions involving unsafe speeds and alcohol/drug related driving.
- **Tennyson Road** consistently had between two and six severe or fatal collisions each year between 2019 and 2023. 2024 was the only year during the study period with fewer than two severe or fatal collisions.

Tennyson Road Intersection Collisions by Type

Intersection	Head On	Sideswipe	Rear End	Broadside	Hit Object	Overturned	Vehicle/Pedestrian	Other	Total
Tennyson Rd and Hesperian Blvd		3	7	8	7	1	1		27
Tennyson Rd and Calaroga Ave			6	4	1	1	1	1	14
Tennyson Rd and I-880 Overpass								1	1
Tennyson Rd and Patrick Ave	1	2	11	5			1		20
Tennyson Rd and Pompano Ave		1	2	3	1		1		8
Tennyson Rd and Tampa Ave	1		5	5	1	1	4		17
Tennyson Rd and Dickens Ave		2					1		3
Tennyson Rd and Tyrell Ave		1	1	1	1			1	5
Tennyson Rd and Haldane Ct					1				1
Tennyson Rd and Harvey Ave		1	1						2
Tennyson Rd and Ruus Rd	1	2	5	3	6	1	1		19
Tennyson Rd and Andrea St				2					2
Tennyson Rd and Baldwin St	1						3		4
Tennyson Rd and Manon Ave				1					1
Tennyson Rd and Huntwood Ave	4	1	6	6	2		1	1	21
Tennyson Rd and Leidig Ct	1						2		3
Tennyson Rd and Beatron Way		3	2	1	1		2		9
Tennyson Rd and Pacific St		1	1	5	1				8
Tennyson Rd and E 12th St	1			6	2	1	1	1	12
Tennyson Rd and Mission Blvd	3	3	8	4	4		2		24
Total	**13**	**20**	**55**	**54**	**28**	**5**	**21**	**5**	**201**

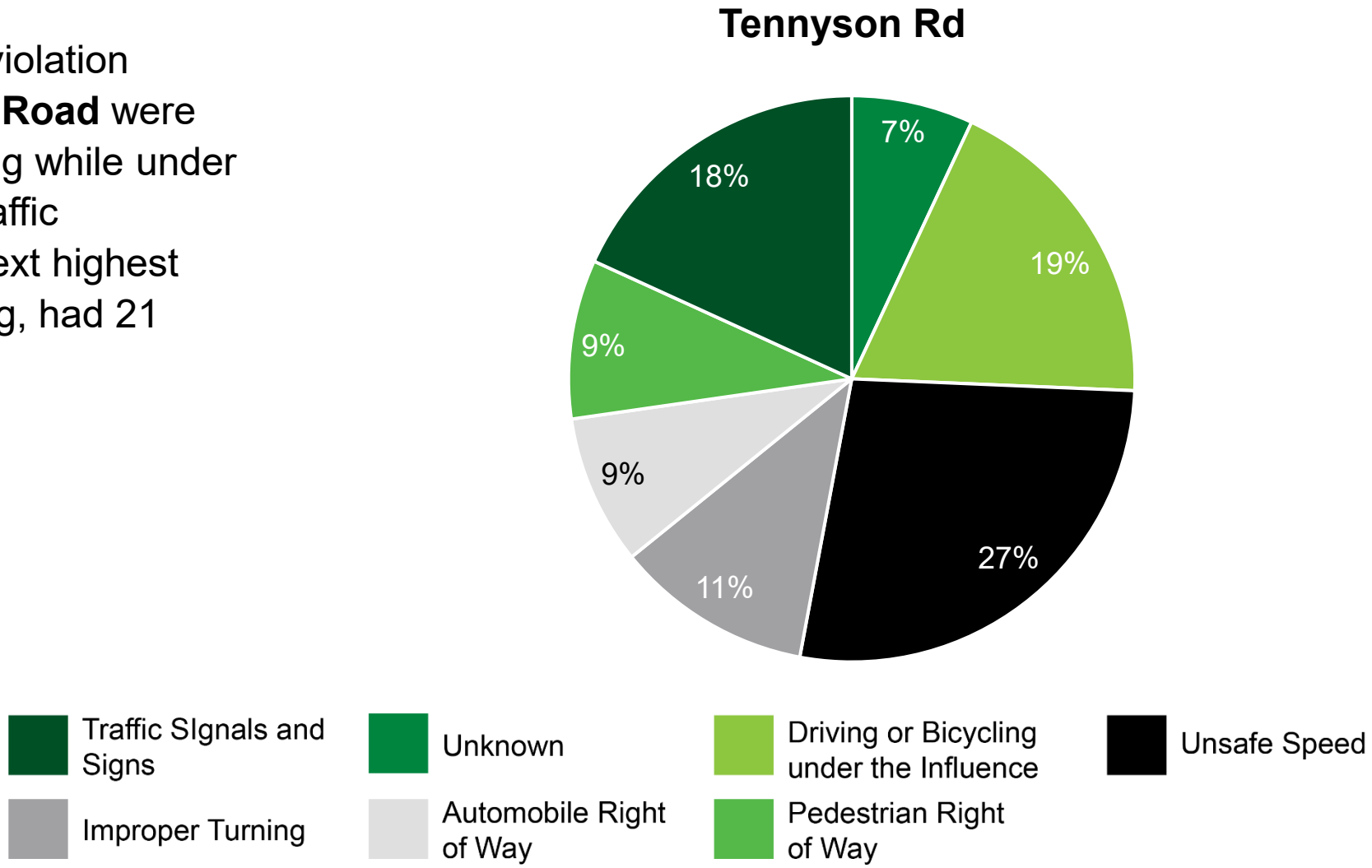
Tennyson Road Collision Types

- **Tennyson Road's** most frequent types of collision were broadside and rear end, followed by hit object, pedestrian and sideswipe collisions.
  - There were hit object collisions spaced throughout the corridor on **Tennyson Road;** however, hotspots with seven or more of these collisions were observed at Ruus Road and Hesperian Boulevard.



Tennyson Road Top Collision Causes

- The three highest crash violation categories on **Tennyson Road** were unsafe speeds (51) driving while under the influence (35), and traffic signs/signals (34). The next highest category, improper turning, had 21 crashes.



Advanced Data Analytics

Data Collection

- Conflict data by post-encroachment time (PET), modes involved, and movement type (including video recordings, and vehicle volumes)
- Red-light running counts
- Bicycle and pedestrian path of travel data
- All data was collected for one weekday and one weekend at 9 intersections across the study area
  - A Street and Hesperian Boulevard
  - A Street and Victory Drive
  - A Street and Western Boulevard/Grant Street
  - A Street and Montgomery Street
  - Tennyson Road and Calaroga Avenue
  - Tennyson Road and Ruus Road
  - Tennyson Road and Baldwin Street
  - Tennyson Road and Huntwood Avenue
  - Tennyson Road and 12th Street/Dixon Avenue
- Additional details broken down by intersection as well as an in-depth methodology are provided in **Appendix A**

Analysis Categories and Terms

- Analysis Categories
  - Vehicle-Vehicle Conflicts and Red-Light Running Analysis
  - Vulnerable Road User (VRU) Conflict Analysis
  - Video Observations
  - Bicycle and Pedestrian Path of Travel
- Terms
  - **Post Encroachment Time (PET)** is defined as the time between one road user crossing a certain point in space and the second road user crossing that same point. A lower PET indicates a higher risk.
  - **High Risk:** events with a PET less than 1.5 seconds
  - **Moderate Risk:** events with a PET between 1.5 and 3 seconds
    - Moderate risk events generally pose more significant threats to VRUs than to vehicles

Vehicle-Vehicle Conflict Findings

- No intersection was found to have more than one high-risk conflict between vehicles.
- Western Blvd/Grand St & A St was found to have the highest total number of vehicle-vehicle conflicts, which were primarily related to northbound left-turn movements.
- Additionally, as seen in the table to the right, Western Blvd/Grand St & A St had the highest rate of red-light running occurrences.

Red Light Runs per 1,000 Vehicles

Intersection	Weekday	Weekend
Average for all 8 signalized intersections	**1.95**	**2.15**
Hesperian Blvd and West A St	1.23	0.42
Victory Dr and West A St	3.29	4.37
Western Blvd/Grand St and A St	5.47	4.83
Montgomery Ave and A St	3.40	2.94
Calaroga Ave and Tennyson Rd	0.73	1.28
Ruus Rd and Tennyson Rd	1.03	0.86
Huntwood Ave and Tennyson Rd	0.94	1.22
E 12th Street/Dixon Street and Tennyson Road	0.91	2.84

VRU Conflict Findings

- Significantly higher pedestrian activity was observed than bicycle activity.
  - More conflicts between vehicles and pedestrians were observed, though there was often a higher conflict *rate* at intersections with bicyclists.
- VRU conflicts were predominantly from right turning vehicles
- Hesperian Blvd & West A St had the highest number of high-risk conflicts between bicyclists/pedestrians and vehicles.
  - Over the weekend period alone there were 13 high-risk pedestrian conflicts with vehicles.
- The intersection at Huntwood Avenue and Tennyson Road showed a broad distribution of vehicle-VRU conflicts for multiple movements in multiple legs of the intersection.
  - This intersection may consequently be a good candidate for a protected intersection.

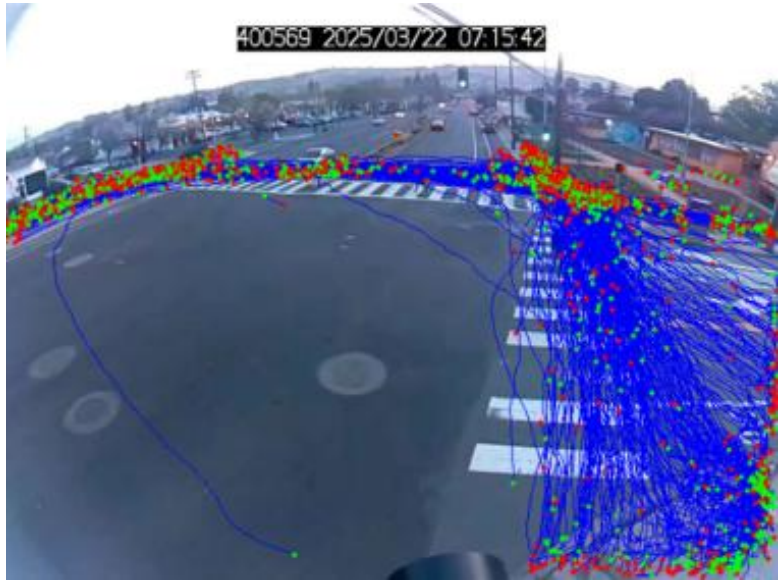
Conflicts per 100 Bikes/Pedestrians

Intersection	Weekday		Weekend	
	Pedestrian	Bicyclist	Pedestrian	Bicyclist
Hesperian Blvd and West A St	8.99	14.63	9.88	18.80
Victory Dr and West A St	3.44	1.85	1.60	6.12
Western Blvd/Grand St and A St	6.14	17.50	7.77	14.41
Montgomery Ave and A St	5.56	7.46	4.37	4.46
Calaroga Ave and Tennyson Rd	9.48	3.85	9.92	4.61
Ruus Rd and Tennyson Rd	7.43	7.05	10.87	5.71
Baldwin St and Tennyson Rd	4.71	4.50	2.95	7.28
Huntwood Ave and Tennyson Rd	6.09	8.46	5.41	9.80
E 12th Street/Dixon Street and Tennyson Road	10.63	15.85	4.73	4.7

Bike and Pedestrian Findings

- The bicycle and pedestrian path of travel analysis revealed that, at most intersections, pedestrians typically cross via the crosswalk while paths of travel of bicyclists were more varied.

Weekday bicycle path of travel at 12th/Dixon & Tennyson Road

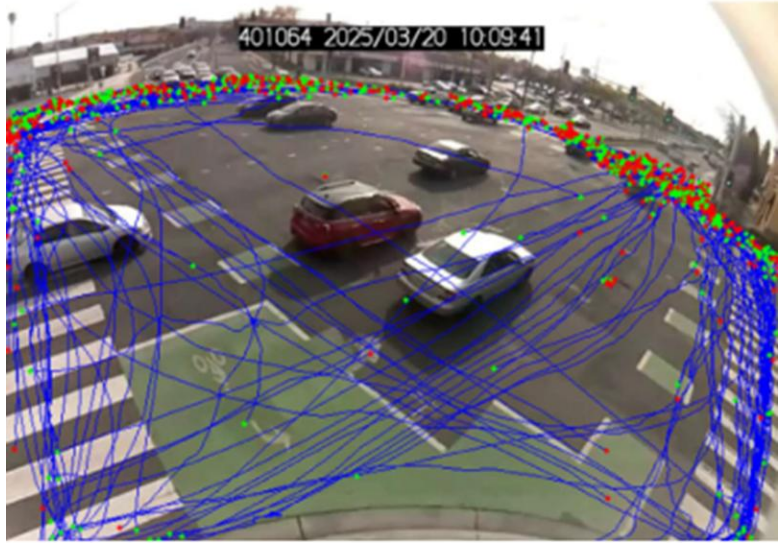


Weekend pedestrian paths of travel, Ruus Rd & Tennyson Rd

Bike and Pedestrian Findings Cont.

- At some intersections bikers appear to be comfortable making left turns, whereas at other intersections there are relatively few observed left turns. One of such streets where few left turning movements were observed is the intersection at Hesperian Boulevard and A Street.

Weekday bicycle path of travel at 12th/Dixon & Tennyson Road



Weekday bicycle path of travel at Hesperian Blvd & West A St.

Appendix A – Advanced Data Analytics Analysis Methodology

To: Byron Tang, City of Hayward, CA

Adam Dankberg, Kimley-Horn

From: Kelly Dunn, Alta Planning + Design

Date: August 12, 2025

Re: Advanced Analytics Methodology and Findings (Task 2)

Introduction

This memo provides details on Alta's methodology and findings for Task 2: Advanced Analytics. This task involved accessing data from video analytics at nine intersections along two High Injury Network corridors: Tennyson Road and A Street/West A Street. The data detects behavior by pedestrians and bicyclists, collectively referred to as Vulnerable Road Users (VRUs), as well as motor vehicles.

Alta conducted the analysis using four types of data from video analytics:

- Conflicts between motor vehicles or motor vehicles and VRUs, including tabular summaries and raw video footage
- Red light running events by motor vehicles
- Path of travel diagrams for bikes and pedestrians
- Total counts of bikes, pedestrians, and vehicles through the intersection

This analysis was conducted at nine intersections:

- Hesperian Blvd and West A St
- Victory Dr and W A St
- Western Blvd and A St
- Montgomery Ave and A St
- Calaroga Ave and Tennyson Rd
- Ruus Rd and Tennyson Rd
- Baldwin St and Tennyson Rd[1]
- Huntwood Ave and Tennyson Rd
- 12th St/Dixon St and Tennyson Rd

Conflicts offer a different perspective on safety issues faced by drivers and VRUs. Alta's analysis details the occurrences of these conflicts by vehicle turning type, time of day, and more. While crash data can shed light on crashes that have already occurred, conflict data highlights potentially risky conditions that affect real and perceived safety for all road users, while video footage allows for a deeper understanding of driver behavior. Taking action

[1] Baldwin and Tennyson is an unsignalized intersection, so red light running data was not collected there.

based on these findings may help prevent crashes and improve perceived safety for future road users, though, as we will explain, the extent to which conflicts can be used to predict future crashes is unclear.

Methodology

Data Sources

Kimley-Horn provided Alta staff with raw data in Excel format from Quality Counts, a vendor supplying video analytics data from traffic cameras at intersections. The data contained the following data points for conflict events for both weekend and weekday observations at the nine intersections.[2] A conflict event is defined as any encounter between a vehicle and another vehicle or VRU with a Post Encroachment Time of three seconds or less. Post Encroachment Time (PET) is defined as the time between one road user crossing a certain point in space and the second road user crossing that same point. A lower PET indicates a higher risk. The raw data contained the following information:

Conflicts

- Counts of conflicts by Post-Encroachment Time (PET) and modes involved (vehicle-vehicle, vehicle-pedestrian, and vehicle-bike)
- Counts of all conflicts by movement type of each vehicle or vulnerable road user (such as northbound left or eastbound right)
- PET, time of day, pedestrian and vehicle movement type of each vehicle-pedestrian conflict occurrence
- PET, time of day, bicyclist, and vehicle movement type of each vehicle-bicyclist conflict occurrence
- PET, time of day, and vehicle movement type of each vehicle-vehicle conflict occurrence
- Links to videos of conflict occurrences
- Images of bicycle and pedestrian trajectories at each intersection

Volumes

- Count of vehicle, pedestrian, and bicycle volumes by movement and time of day in 5-minute increments
- Count of peak-hour volumes by mode and direction of travel or turning movement
- Red Light Counts
- Movement type, time of day, and seconds into red phase of red light running occurrences. Data was collected from a minimum of two cameras at each intersection in order to capture all approaches.

While the data that Alta obtained classified VRUs as either bicyclists or pedestrians, Alta noted that users of scooters and other micromobility were generally included among bicyclists.

[2] Each intersection was studied either on March 20 & 22, 2025, or April 3 & 5, 2025. Each pair of dates comprised a Thursday and a Saturday.

Data Cleaning

Alta applied the following steps to clean the data:

- Extracted every individual table from Excel and imported into R Studio for further analysis
- Removed red light running events where any special circumstances were noted, such as an ambulance or a traffic officer waving someone into the intersection.
- Categorized time stamps into time bins of night (midnight – 6 am), morning (6 – 10 am), midday (10 am – 3 pm), afternoon (3 – 7 pm), and evening (7 pm – midnight)
- Summarized data into formats that could be used to create tables and charts.

Assumptions

- Alta classified events with a PET of between 1.5 and 3 seconds as "moderate risk" and less than 1.5 seconds as "high risk." This was based on a review of a sample of videos provided by Quality Counts, with the threshold applied to both vehicle-VRU conflicts and vehicle-vehicle conflicts.
- In many vehicle-vehicle "moderate risk" events, a left-turning vehicle waited for a through vehicle to pass before turning left in a controlled manner less than three seconds later. Alta assumes that this is not a high-risk situation but kept the moderate risk data in the analysis because, in most cases, no or few high-risk conflicts occurred between vehicles.

Metrics Calculated

Alta calculated the following metrics for each of the nine intersections studied:

Vehicle-Vehicle Metrics

- **Total vehicles** is the total number of vehicles recorded passing through that intersection during the 24-hour study period for either the weekday or weekend day reported.
- **Total conflicts** is the total number of encounters between two vehicles with a PET of less than 3 seconds
- **Total red light running events** counts the number of events where a vehicle entered the intersection during the red-light phase (excluded at non-signalized intersections).
- **Total high-risk conflicts** is the total number of encounters between two vehicles with a PET of less than 1.5 seconds.
- **Conflicts per 1,000 vehicles** is the total conflicts divided by total vehicles, multiplied by 1,000.

Bicycle & Pedestrian Metrics

These metrics were calculated separately for bicyclists and pedestrians at each intersection:

- **Total counts** reports the total number of pedestrians or cyclists recorded at that intersection during the study period.
- **High-risk conflicts with vehicles** is the total number of encounters between a pedestrian or cyclist and a vehicle with a PET of less than 1.5 seconds.
- **Total conflicts with vehicles** is the total number of encounters between a pedestrian or cyclist and a vehicle with a PET of less than 3 seconds.
- **Conflicts per 100 bikes/pedestrians** is the total conflicts with vehicles divided by the total counts for that VRU mode, multiplied by 100. We used 100, rather than 1000, because the incidence rate involving VRUs was much higher than that involving only vehicles.

Findings

Overall Trends from the Data

Vehicle-Vehicle Conflicts

The vehicle-vehicle conflict analysis analyzed conflicts between two motor vehicles, shown in **Table 1**. The analysis found that no intersection had more than one high-risk conflict between vehicles on either a weekend or weekday. When comparing intersections, Western Boulevard/Grand Street & A Street had the highest total number of vehicle-vehicle conflicts, which were primarily concentrated in northbound left turn movements. Two intersections on Tennyson Road, Baldwin Street and Huntwood Ave, also saw much higher numbers of vehicle-vehicle conflicts than the other study intersections. Both of these intersections also had conflicts concentrated around left turn movements.

Table 1: Vehicle-vehicle conflicts by day type and by risk level

Intersection	Weekday	Weekend	Moderate Risk	High Risk
Hesperian Blvd and West A St	8	7	15	0
Victory Dr and West A St	0	1	1	0
Western Blvd/Grand St and A St	75	83	157	1
Montgomery Ave and A St	1	4	5	0
Calaroga Ave and Tennyson Rd	9	1	10	0
Ruus Rd and Tennyson Rd	3	4	6	1
Baldwin St and Tennyson Rd	17	24	40	1
Huntwood Ave and Tennyson Rd	56	44	99	11
E 12th St/Dixon St and Tennyson Rd	0	3	3	0

Red Light Running

Western Boulevard/Grand Street & A Street had the highest rate of red light running, with 5.47 runs per 1,000 vehicles during a weekday, and 4.83 on a weekend (**Table 2**). The second-highest rate was at Victory Drive & West A Street, with 3.29 runs per 1,000 vehicles during a weekday, and 4.37 on a weekend. As demonstrated here, some intersections had higher red light running rates on weekdays, while others had higher rates on weekends. The predominant time period for red light running at each intersection is also shown here as well as in the infographic.

Table 2. Red Light Runs per 1,000 Vehicles

Intersection	Total Events		Per 1,000 Vehicles		Predominant Time Period
	Weekday	Weekend	Weekday	Weekend	
All 9 intersections	484	477	1.95	2.15	Midday
Hesperian Blvd and West A St	55	16	1.23	0.42	Afternoon
Victory Dr and West A St	88	122	3.29	4.37	Midday
Western Blvd/Grand St and A St	156	123	5.47	4.83	Midday & Afternoon
Montgomery Ave and A St	72	55	3.40	2.94	Midday & Afternoon
Calaroga Ave and Tennyson Rd	29	39	0.73	1.28	Morning, Midday & Evening
Ruus Rd and Tennyson Rd	33	26	1.03	0.86	Midday & Evening
Huntwood Ave and Tennyson Rd	31	37	0.94	1.22	Evening
E 12th St/Dixon St and Tennyson Rd	20	59	0.91	2.84	Midday

Table 2 shows that intersections also differed in the time of day when red light running occurred most frequently (not adjusting for volumes). Along Tennyson Road, incidents occurred more in the evening (7 pm – midnight) and sometimes midday (10 am – 3 pm), whereas along West A Street they tended more toward the midday and afternoon (3 pm – 7 pm). Mornings (6 am – 10 am) were not the predominant time at any intersection, despite being one of the peak commute times. This suggests that exposure alone does not account for increases in red light running.

The infographic also shows red light runs by vehicle turning movement. Across the study area, most red light runs were by vehicles traveling straight through the intersection, and primarily along either Tennyson Road or West A Street rather than the cross-street. For example, at Calaroga Avenue & Tennyson Road, almost all red light runs were eastbound or westbound through traffic, traveling along Tennyson Road. There were two notable exceptions: At Huntwood Avenue and Tennyson Road there were several red light runs by left-turning vehicles turning northbound, eastbound, and southbound, and the number of straight red light runs was lower here than for many other intersections. Meanwhile, at Hesperian Boulevard & West A Street, there were about as many westbound left red light runs as there were southbound straight red light runs.

Vulnerable Road User Conflict Analysis

The Vulnerable Road User (VRU) conflict analysis analyzed all moderate and high-risk conflicts between a VRU and a motor vehicle. **Table 3** summarizes rates of all conflicts by mode and intersection, normalized by bicycle and pedestrian volume. Across intersections, there were significantly more pedestrians than bicyclists counted, and the total number of conflicts with vehicles was higher among pedestrians than bicyclists. However, due to lower volumes, there were often higher conflict *rates* among bicyclists than pedestrians. The highest rate of conflicts per volume for bicyclists was at Hesperian Boulevard & West A Street on weekends, with a rate of 18.8 conflicts per 100 bicycles. For pedestrians, it was a rate of 10.87 conflicts per 100 pedestrians at Tennyson Road & Russ Road. This intersection also had the highest numbers of conflicts when not normalizing for volumes.

Table 4 and **Table 5** summarize the pedestrian and bicycle conflicts by vehicle movement type across the nine intersections, combining the weekday and weekend counts. While conflicts with right-turning vehicles were the most common type overall, almost all conflicts at Baldwin Street & Tennyson Road were with vehicles going straight, partly because this is a 3-legged intersection with fewer turning movements. Left-turn conflicts were very prevalent at Huntwood Avenue & Tennyson Road. U-Turn and unknown turning movements have been excluded from these tables.

Table 3: All Conflicts per 100 Bikes/Pedestrians

Intersection	Weekday		Weekend	
	Pedestrian	Bicyclist	Pedestrian	Bicyclist
Hesperian Blvd and West A St	8.99	14.63	9.88	18.80
Victory Dr and West A St	3.44	1.85	1.60	6.12
Western Blvd/Grand St and A St	6.14	17.50	7.77	14.41
Montgomery Ave and A St	5.56	7.46	4.37	4.46
Calaroga Ave and Tennyson Rd	9.48	3.85	9.92	4.61
Ruus Rd and Tennyson Rd	7.43	7.05	10.87	5.71
Baldwin St and Tennyson Rd	4.71	4.50	2.95	7.28
Huntwood Ave and Tennyson Rd	6.09	8.46	5.41	9.80
E 12th St/Dixon St and Tennyson Rd	10.63	15.85	4.73	4.70

Table 4: All Pedestrian Conflicts by Vehicle Turning Movements (Both observed days)

Intersection	Vehicle Turning Movement												
	Northbound			Eastbound			Southbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
Hesperian Blvd and West A St	4	4	42	--	1	5	7	1	4	7	--	40	**115**
Victory Dr and West A St	1	--	10	--	11	1	--	--	--	3	4	1	**31**
Western Blvd/Grand St and A St	11	4	11	1	1	14	--	2	8	--	--	6	**58**
Montgomery Ave and A St	--	3	2	7	6	4	--	3	17	3	9	2	**56**
Calaroga Ave and Tennyson Rd	--	1	25	1	--	--	2	--	1	1	1	5	**37**
Ruus Rd and Tennyson Rd	1	--	25	--	17	32	--	--	--	5	16	--	**96**
Baldwin St and Tennyson Rd	--	--	--	2	37	--	2	--	--	--	36	3	**80**
Huntwood Ave and Tennyson Rd	19	2	14	17	6	4	5	1	20	5	7	1	**101**
E 12th St/Dixon St and Tennyson Rd	1	1	--	--	4	14	--	--	5	--	4	3	**32**
Total	**37**	**15**	**129**	**28**	**83**	**74**	**16**	**7**	**55**	**24**	**77**	**61**	**606**

Note: U-turns and unknown turning movements have been excluded from this table.

Table 5: All Bicycle Conflicts by Vehicle Turning Movements (Both observed days)

Intersection	Vehicle Turning Movement												
	Northbound			Eastbound			Southbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	**Total**
Hesperian Blvd and West A St	1	2	18	--	--	2	8	2	1	3	1	10	**48**
Victory Dr and West A St	1		1	--	2	1	--	--	--	2	--	--	**7**
Western Blvd/Grand St and A St	2	4	12	2	1	--	--	3	2	2	1	1	**18**
Montgomery Ave and A St	--	4	--	3	3	1		2	6	--	3	2	**24**
Calaroga Ave and Tennyson Rd	--	--	2	--	--	1	1	--	--	2	2	4	**12**
Ruus Rd and Tennyson Rd	5	--	6	--	4	9	--	--	--	--	2	--	**26**
Baldwin St and Tennyson Rd	--	--	1	11	--	--	--	--	--	--	19	3	**34**
Huntwood Ave and Tennyson Rd	9	2	5	3	4	8	4	1	17	1	3	7	**64**
E 12th St/Dixon St and Tennyson Rd	1	3	--	2	1	3	1	--		2	--	3	**16**
Total	**19**	**15**	**45**	**21**	**15**	**25**	**14**	**8**	**26**	**12**	**31**	**30**	**249**

Note: U-turns and unknown turning movements have been excluded from this table.

The infographics further break down these numbers by high-risk and total conflicts. The highest number of high-risk conflicts between bicyclists/pedestrians and vehicles again occurred at Hesperian Boulevard & West A Street. This includes 13 high-risk pedestrian conflicts with vehicles over the weekend alone, which is much higher than other intersections and higher than any weekday count. While at least part of this is attributable to higher volumes of pedestrians at this location, several other intersections had higher pedestrian volumes on weekends, but none had more than four high-risk conflicts. Some intersections such as E 12th Street/Dixon Street and Tennyson Road had stark differences between weekend and weekday rates, with higher rates on weekdays, while others such as Calaroga Avenue & Tennyson Road had little variation by day.

Observations from Videos

Alta reviewed a selection of video footage for different conflict types. Most moderate risk conflicts between vehicles, as noted above, only appeared to happen in a controlled manner where a left-turning vehicle turned before or after a through vehicle passed.

High risk conflicts were more complicated. At most intersections, the number of high-risk conflicts between vehicles and VRUs exceeded the number of high-risk conflicts between vehicles. In many cases, a vehicle turned just after a pedestrian crossed, leaving very little buffer in time or space. In other cases, a vehicle turned in front of a pedestrian, even causing the pedestrian to step back in fear of being hit. Several other cases involved pedestrians or cyclists appearing to enter the intersection against the signal.

The Alta team conducted in-depth video review for the two intersections with the highest VRU conflicts: Hesperian Boulevard & West A Street, and Huntwood Avenue & Tennyson Road.

Hesperian Blvd & West A St

Alta reviewed raw video footage for all high-risk VRU conflicts at this intersection on both the weekday and weekend counts, which included 18 pedestrian and 5 bicycle conflicts. The most common scenario (seven during the day, one at night), was a vehicle making a right turn that passed the conflict point just after a pedestrian in the crosswalk. This typically occurred with vehicles making a northbound right onto Hesperian Boulevard or a westbound right onto West A Street. These types of conflicts can feel intimidating to pedestrians even if the driver is in control because there is typically very little space between the pedestrian and vehicle, and the pedestrian often cannot verify that the driver sees them. A representative example of this conflict type can be seen at timestamp 0:18.

Another two conflicts with right-turning vehicles occurred with people on bikes rather than pedestrians. In one case, the person on the bike was crossing in the marked bicycle area and in the other, they were at the crosswalk.

Five conflicts occurred when a VRU appeared to be traveling against a signal, either pedestrians crossing without a signal (4) or a person on a (likely motorized) bicycle doing wheelies and running a red light (1). In these cases, vehicles passed both in front and behind the VRU and did not seem to regard the VRU's presence.

Huntwood Avenue & Tennyson Road

Alta also reviewed raw video footage for all high-risk VRU conflicts at Huntwood Avenue & Tennyson Road, which included six pedestrian and five bicycle conflicts. Situations at this intersection were much more varied. In three instances, a left turning vehicle passed the conflict point just after a pedestrian in the crosswalk. In these cases, the vehicle waited in the intersection for the pedestrian but left very little room between them. In other cases, turning traffic turned just before a pedestrian who was already in the crosswalk.

Several of the bike conflicts involved what appeared to be a cyclist traveling against the signal or misunderstanding how to use the bike lane. In one instance, a cyclist waiting in the bike lane on Huntwood Avenue crossed in front of through traffic on their left once the light turned green to make a westbound left turn onto Tennyson, which put them at risk of being hit by through traffic.

Other incidents appear to stem from the inevitable conflict between drivers with permitted left turns at the same time that a pedestrian or bicyclist has a crosswalk signal. In one near miss, a bicyclist entered the crosswalk while a vehicle was in the process of executing a left turn.

This intersection appeared much darker on camera at night than Hesperian Boulevard & West A Street, making it difficult at times to discern what was happening. If this is reflective of actual nighttime visibility here, interventions for greater visibility at this intersection should be considered at night.

Bicycle & Pedestrian Path of Travel

The bicycle and pedestrian path of travel analysis reviewed diagrams showing the actual paths of travel of VRUs through the intersections. **Figure 1** shows the bicycle path of travel at Hesperian Boulevard & West A Street, looking southeast, as traffic moves along Hesperian Boulevard. The blue lines represent trajectories between a starting point (green dot) and end point (red dot)[3]. The analysis revealed that at most intersections, pedestrians typically cross via the crosswalk, paths of travel of bicyclists were much more varied**.** The diagram shows that while some southbound bicyclists use the crosswalk or green bike lane, many also use the travel lane. This is possibly because there is no southbound bike facility south of the intersection. On the westbound route, however, more cyclists appear to be using the bike facilities because they can continue westbound in the bike lane past the intersection. More consistent infrastructure may lead to more consistent choices about which facility to use.

Figure 1: Weekday bicycle path of travel at Hesperian Blvd & West A St (looking southeast).

[3] As shown in the diagram, occasionally trajectories are mistakenly shown as starting or ending in the middle of the street or are too short to represent an actual path of travel. The data provider, QualityCounts, states that these are either false hits that got excluded from final data, or they represent trajectories that got interrupted and got reconnected before exporting final data.

In addition, a number of bicycle travel paths can be seen through the intersection that do not appear to be valid turning movements. These types of movements are less predictable for drivers and can contribute to conflicts as well.

Finally, it is notable that there do not appear to be many bicyclists at Hesperian Blvd & West A Street making left turns compared with 12th Street/Dixon Street & Tennyson Road, shown below in **Figure 2**. It could be that fewer people at Hesperian Boulevard & A Street desire to make left turns or that they prefer to cross via the crosswalk there because it does not feel safe to turn left in traffic.

Figure 2: Weekday bicycle path of travel at 12th/Dixon & Tennyson Road

For pedestrians, certain paths of travel were detected that would have placed a pedestrian in an unsafe position in the middle of the intersection, such as the weekend paths of travel at Ruus Road & Tennyson Road shown in **Figure 3.** While some of these may indicate a pedestrian cutting a corner or other unsafe behavior, others could have been misclassifications of bicyclists or scooter users making valid left turns.

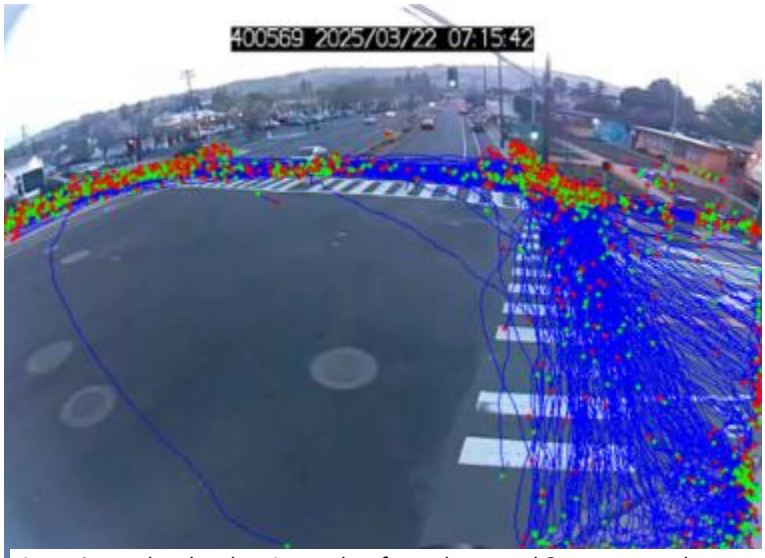


Figure 3: Weekend pedestrian paths of travel, Ruus Rd & Tennyson Rd

Limitations

The ability to automatically detect conflicts based on PET is a powerful tool to improve real and perceived safety. However, there are limitations when applying conflict data to improving safety in Hayward.

A study of conflicts in Reno, Nevada, acknowledged that PET alone does not reveal how a VRU would have perceived the risk to themselves during the event (Kelley et al., 2024). A VRU may feel completely safe and be taking a calculated risk to cross against a signal just after a vehicle has passed, for example. However, this could still indicate risk for a less-vigilant pedestrian. Conversely, events detected from traffic cameras may miss situations where a VRU feels at risk despite the event being over the PET threshold or situations where no actual conflict is detected, such as a close pass event. There are other factors that could impact how a VRU feels during an event, but that cannot be evaluated at scale using this data alone. These include:

- Whether the vehicle turned in front of or behind the VRU
- Whether the vehicle is waiting very close to the crosswalk or inching forward as they wait for the VRU
- The size of the vehicle
- Whether the VRU makes eye contact with the vehicle
- How close the vehicle is to the pedestrian while waiting for them to cross
- Vehicle speed before crossing the path of travel and whether they braked or not to avoid hitting the VRU

In addition, while conflicts indicate areas of concern for roadway users, there is limited evidence on how much they correlate with crash rates in Hayward because conflict data is not available for every intersection in the city, although previous research elsewhere has suggested a strong correlation (Kelley et al., 2024). Where conflicts do not correlate strongly with crash rates, it may indicate an intersection that VRUs avoid because it does not feel safe. Addressing perceived safety risks in these areas can encourage more biking and walking trips.

It is also unclear to what extent these events involve drivers disobeying the law. The California Driver Handbook, Section 7 says that drivers must reduce their speed or stop to allow the pedestrian to safely finish crossing, but does not specify if this means that a vehicle cannot enter an intersection at all while a pedestrian is crossing or how long they should wait (California DMV, n.d.). Even if such guidance existed, PET would not be a perfect measure of compliance. The data also does not indicate if a right-turning vehicle had a red or green light.

Finally, this data does not distinguish between instances where a VRU may have crossed the intersection against a signal. A review of a sample of videos revealed that while most VRUs appeared to be crossing with a signal, there were several conflict events where a pedestrian appeared to cross against the signal, as well as some instances where bicyclists or scooter users (who may have been detected as bicyclists here) ran red lights.

Conclusion

The advanced video analytics in this memo will supplement crash data, field observations, and public input in the development of countermeasures and concept designs for A Street, B Street, and Tennyson Road.

This supplemental analysis is critical to creating streets that are not only functionally safe, but also feel safe to all types of roadway users. Near-miss collisions can be a major cause of stress for people walking or biking along a street and can have a deterrent effect on people choosing to walk or bike in the future. Furthermore, documenting near-miss collisions and red-light running allows for predictive analysis of where serious and fatal collisions may be more likely to occur in the future due to high-risk behaviors.

Key takeaways from this analysis include:

- The majority of vehicle-VRU conflicts were from drivers making right-turning movements in conflict with a crosswalk user. This could be mitigated by "No-Right-on-Red" designations at intersections or the introduction of Leading Pedestrian Intervals (LPIs) at signals.
- Some intersections also showed high numbers of vehicle-VRU conflicts where drivers were making left turns. This could be mitigated by eliminating permissive lefts during signal phases and installing dedicated left turn signal phases separate from crosswalk walk phases. Hesperian Blvd at A Street, Western/Grand at A Street, and Huntwood Avenue at Tennyson Road all showed higher counts of vehicle-VRU left turn conflicts.
- Huntwood Avenue at Tennyson Road was the one intersection that showed a broad distribution of vehicle-VRU conflicts for multiple vehicle movements in multiple legs of the intersection. A protected intersection should be considered for this intersection, creating greater separation between vehicles and VRUs at the intersection and improving sight-lines and visibility for people walking or biking.
- Intersections varied substantially in red light running, even when normalized for volumes. Western Blvd/Grand Street at A Street led with 5.5 red light running incidents per 1,000 vehicles. Risks from red-light running could be mitigated by the introduction of all-way red phases at intersections and/or exploring automated red-light running enforcement.
- Baldwin Street at Tennyson Road, the one unsignalized intersection, showed a high count of vehicle-VRU conflicts for through movements – drivers failing to yield to bicyclists or pedestrians at the crosswalk. Additional measures should be considered for this unsignalized crossing to improve VRU visibility and encourage yielding by drivers.
- Path of travel analysis showed a high percentage of bicyclists using the sidewalk, which may contribute to higher rates of VRU-vehicle conflicts at intersections in the project area. The implementation of more robust and separated bike network infrastructure may help encourage people riding bicycles to not use the sidewalk and become more visible and expected for drivers at intersections. Raised cycle paths may also be worth exploring.
- On Western/Grand and A Street and other intersections along A Street/West A Street, the most red light runs occurred in the midday and afternoon. Along Tennyson Road, the most red light runs occurred in the midday and evening.
- Hesperian Blvd & West A Street had both the highest rate and the highest number of VRU-vehicle conflicts, both moderate and high risk. Rates were highest on the weekend.
- There was not a clear trend as to what day of the week most VRU-vehicle conflicts occurred. At some, conflicts were higher on weekdays and at others there was little difference.
- Research on pedestrian safety at night suggests that while lighting is a necessary factor, lighting alone is not sufficient to improve safety (Sanders, 2023). To be effective, lighting should provide high contrast and illuminate the front of a person crossing, not the side or back. Other important strategies to pair with lighting include lower speeds to decrease stopping distance.

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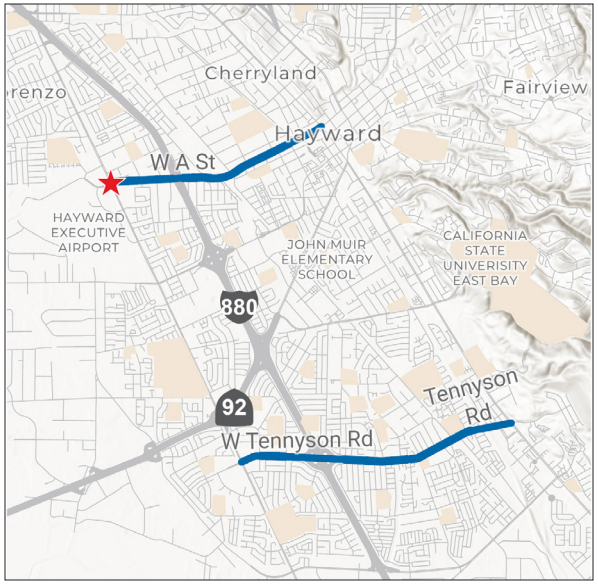
Appendix B – Advanced Data Analytics Analysis Sheets

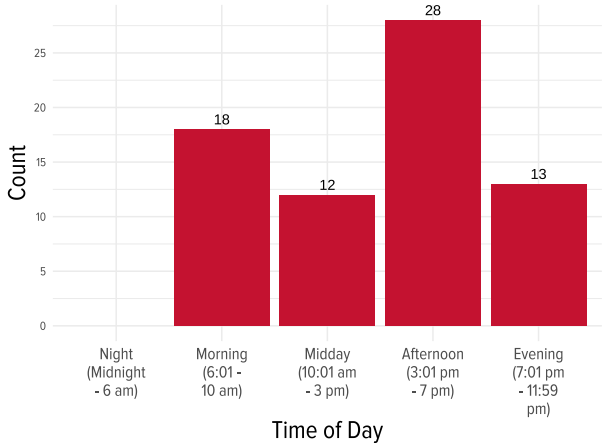
Hesperian Blvd & West A St

VEHICLE-VEHICLE CONFLICT ANALYSIS / MARCH 20 & 22, 2025

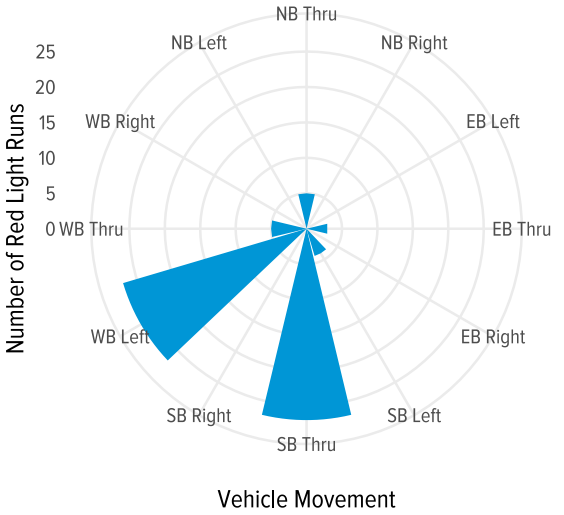


RED LIGHT RUNS (ALL DAYS)

By Time of Day



By Vehicle Movement



Indicators	Weekday	Weekend
Total Vehicles	44,594	37,969
Total Conflicts	8	7
High Risk Conflicts	0	0
Conflicts per 1,000 vehicles	0.18	0.18
Total Red Light Running Events	55	16
Red Light Runs per 1,000 Vehicles	1.23	0.42

Of the eight signalized intersections studied, the average red light running rate was 1.95 events per 1,000 vehicles on weekdays and 2.15 events per 1,000 vehicles on weekends.

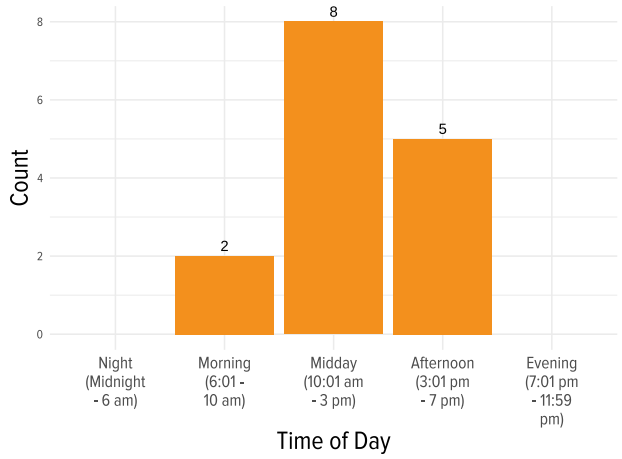
Notes

1. A high-risk conflict is any situation with a post-encroachment time (PET) < 1.5 seconds, with PET representing the gap between the first road user passing the conflict point and the second crossing the same point.

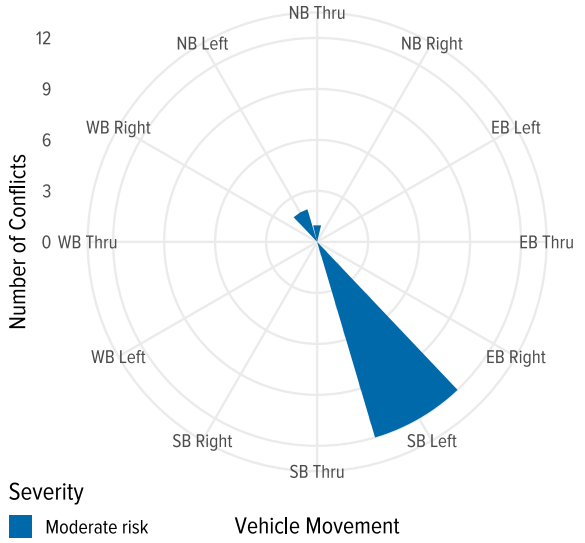
2. Some redlight running events had notes indicating that the event occurred but it was done because someone was waved into the intersection, or it was an emergency vehicle. These records were excluded from analysis.

VEHICLE CONFLICTS (ALL DAYS)

By Time of Day



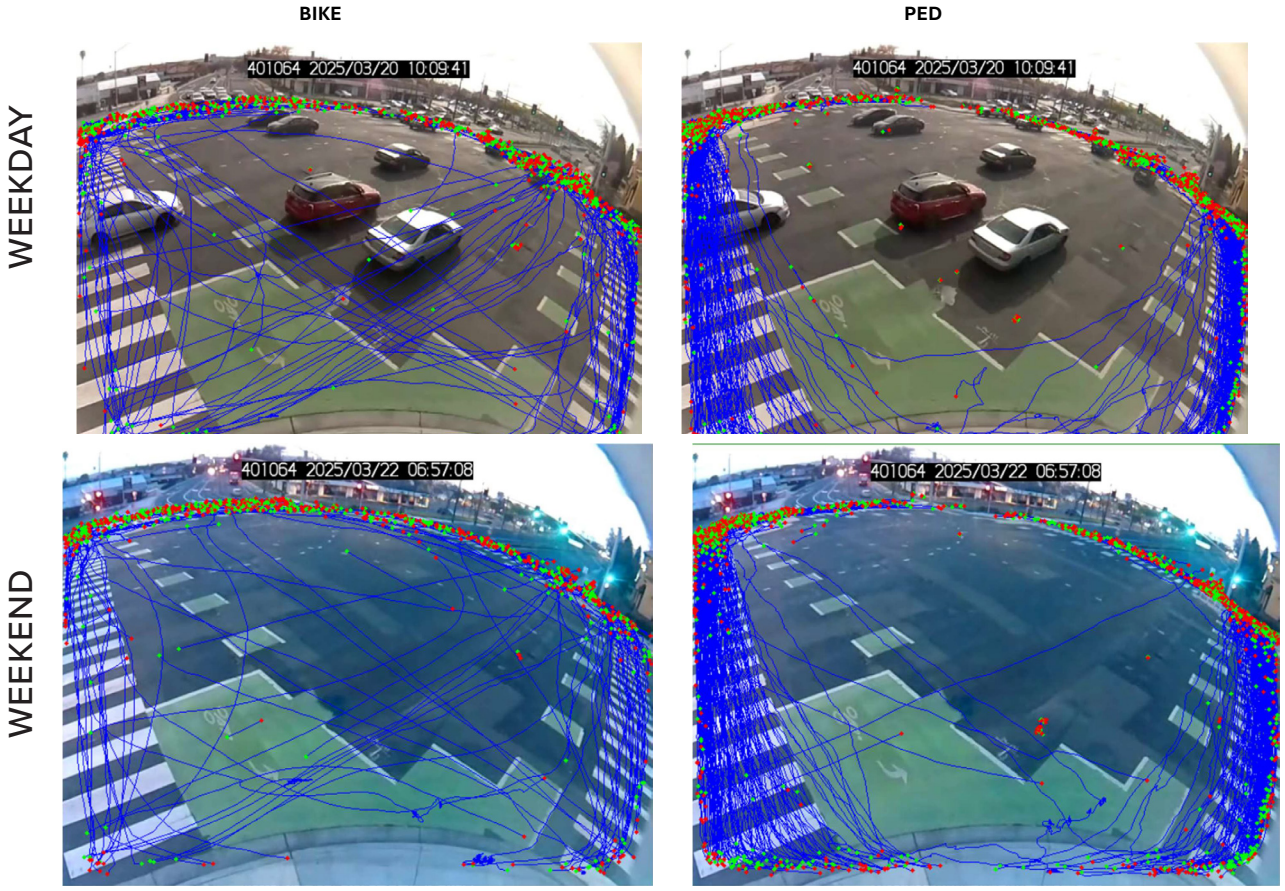
By First Vehicle Movement



Hesperian Blvd & West A St

BICYCLE & PEDESTRIAN CONFLICT ANALYSIS / MARCH 20 & 22, 2025

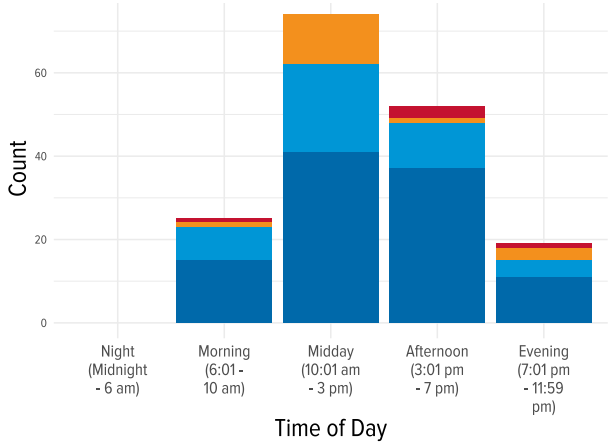
LOOKING SOUTHEAST



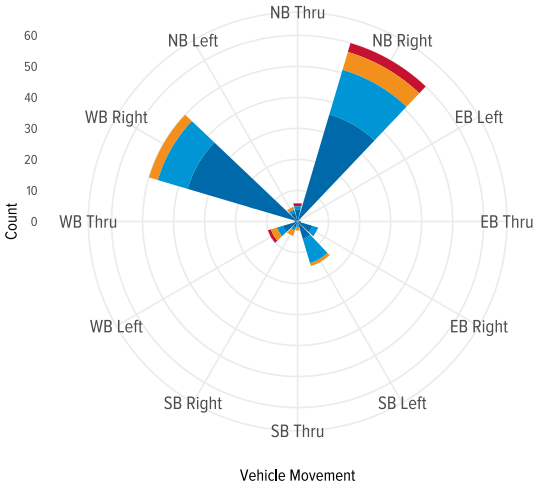
- High Risk – Bicycle
- High Risk – Pedestrian
- Moderate Risk – Bicycle
- Moderate Risk – Pedestrian

BIKE/PED CONFLICTS (ALL DAYS)

By Time of Day



By First Vehicle Movement



	Weekday		Weekend	
Indicators	Pedestrian	Bicyclist	Pedestrian	Bicyclist
Total Counts	601	164	678	133
High Risk Conflicts with Vehicles	4	3	13	2
Total Conflicts with Vehicles	54	24	67	25
Conflicts per 100 Bikes/Pedestrians	8.99	14.63	9.88	18.80

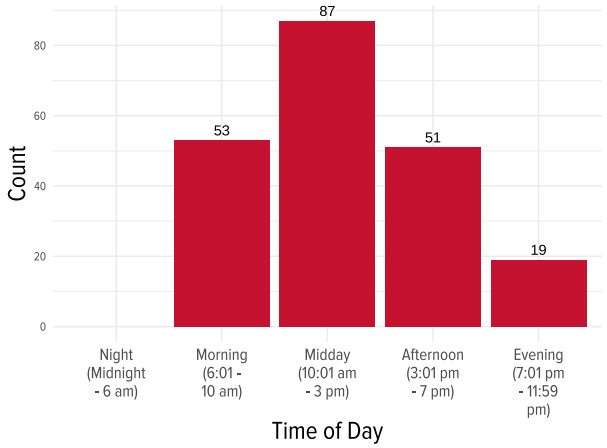
Notes:
A high-risk conflict is any situation with a post-encroachment time (PET) < 1.5 seconds, with PET representing the gap between the first road user passing the conflict point and the second crossing the same point.

Victory Dr & W A St

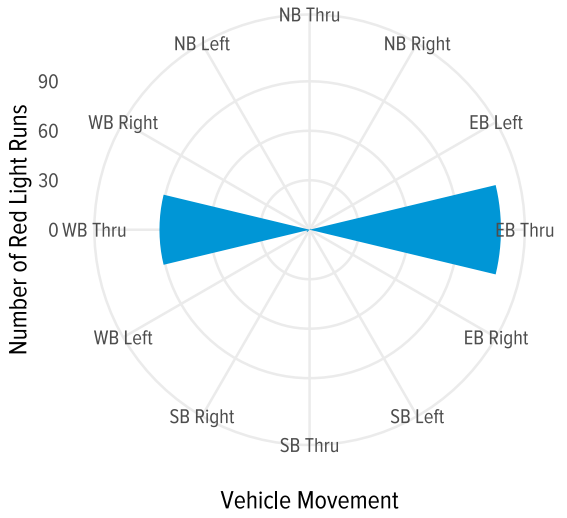
VEHICLE-VEHICLE CONFLICT ANALYSIS / APRIL 3 & 5, 2025

RED LIGHT RUNS (ALL DAYS)

By Time of Day



By Vehicle Movement



Indicators	Weekday	Weekend
Total Vehicles	26,728	27,943
Total Conflicts	0	1
High Risk Conflicts	0	0
Conflicts per 1,000 vehicles	0	0.04
Total Red Light Running Events	88	122
Red Light Runs per 1,000 Vehicles	3.29	4.37

Of the eight signalized intersections studied, the average red light running rate was 1.95 events per 1,000 vehicles on weekdays and 2.15 events per 1,000 vehicles on weekends.

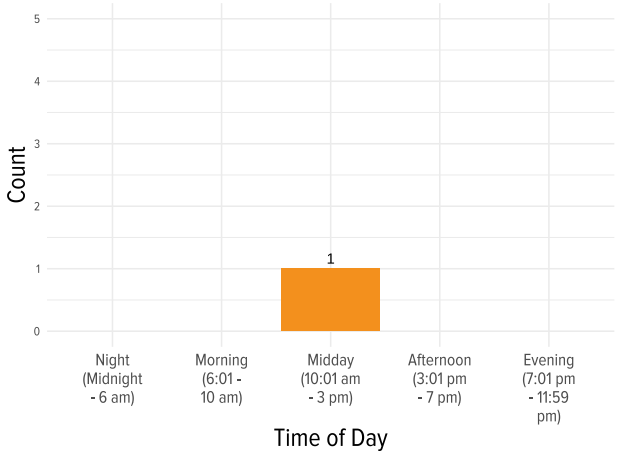
Notes

1. A high-risk conflict is any situation with a post-encroachment time (PET) < 1.5 seconds, with PET representing the gap between the first road user passing the conflict point and the second crossing the same point.

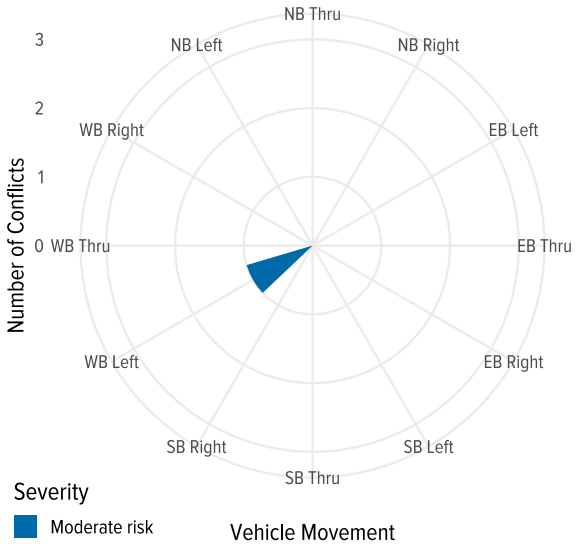
2. Some redlight running events had notes indicating that the event occurred but it was done because someone was waved into the intersection, or it was an emergency vehicle. These records were excluded from analysis.

VEHICLE CONFLICTS (ALL DAYS)

By Time of Day



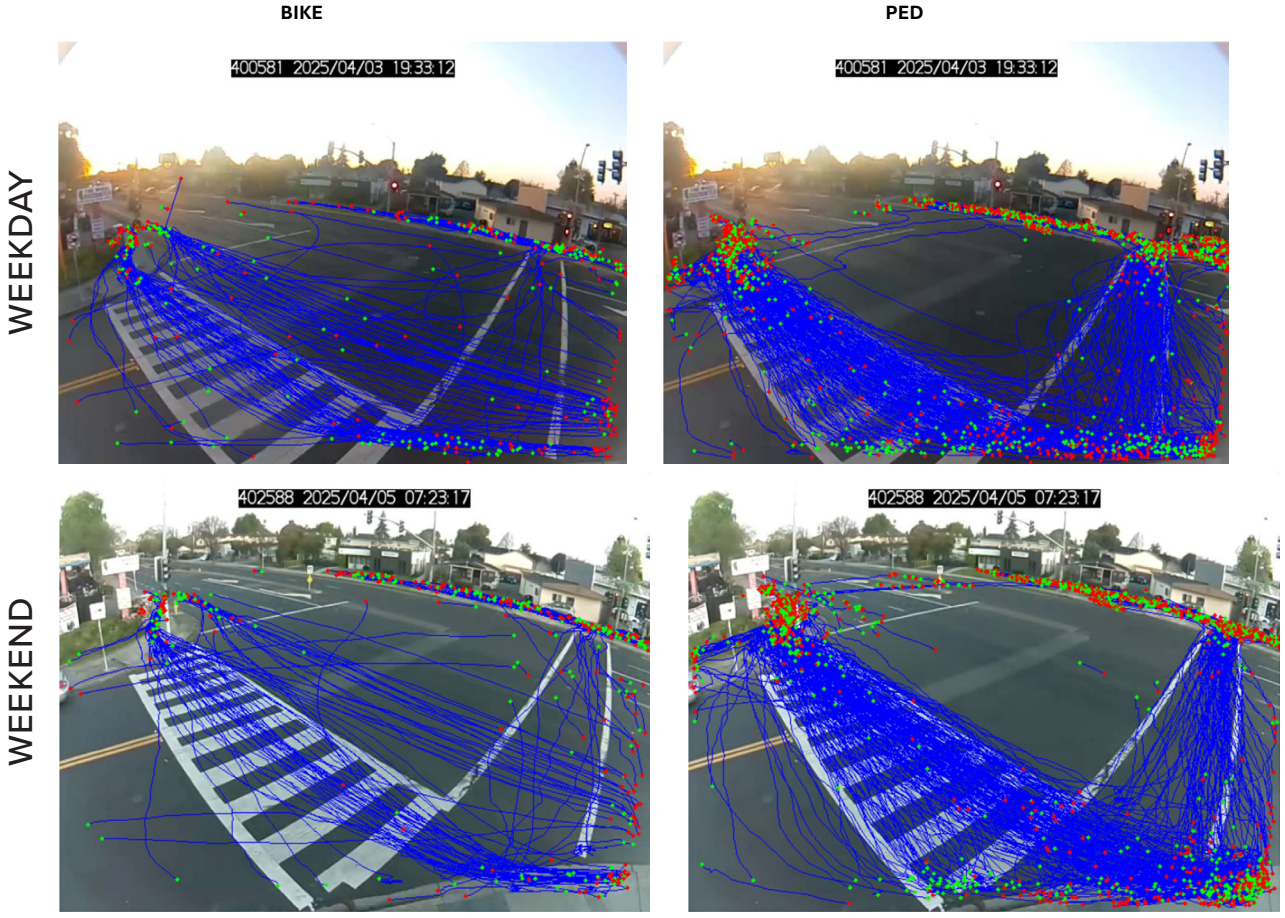
By First Vehicle Movement



Victory Dr & W A St

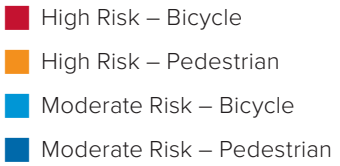
BICYCLE & PEDESTRIAN CONFLICT ANALYSIS / APRIL 3 & 5, 2025

LOOKING NORTHWEST



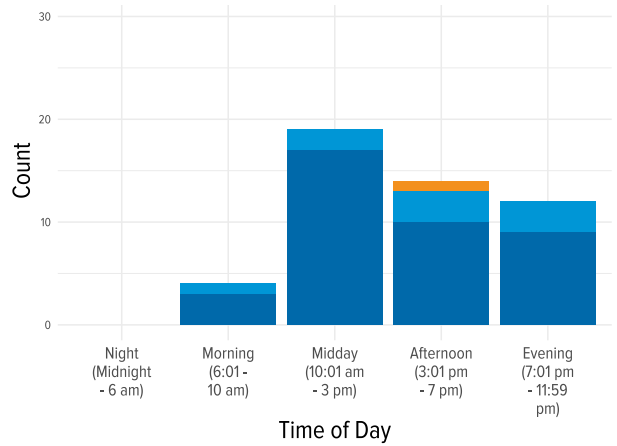
Indicators	Weekday		Weekend	
	Pedestrian	Bicyclist	Pedestrian	Bicyclist
Total Counts	523	182	1,371	98
High Risk Conflicts with Vehicles	0	0	1	0
Total Conflicts with Vehicles	18	3	22	6
Conflicts per 100 Bikes/Pedestrians	3.44	1.85	1.60	6.12

Notes:
A high-risk conflict is any situation with a post-encroachment time (PET) < 1.5 seconds, with PET representing the gap between the first road user passing the conflict point and the second crossing the same point.

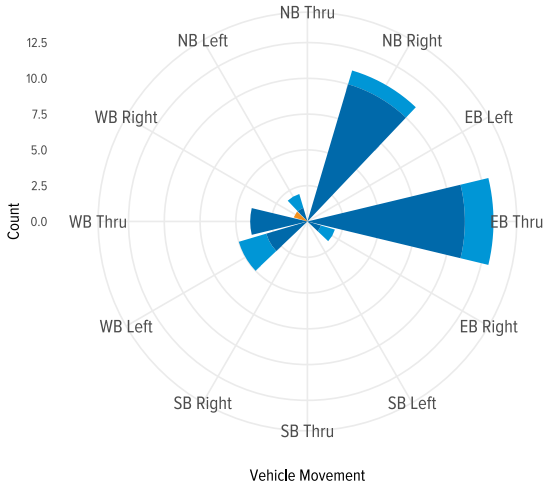


BIKE/PED CONFLICTS (ALL DAYS)

By Time of Day

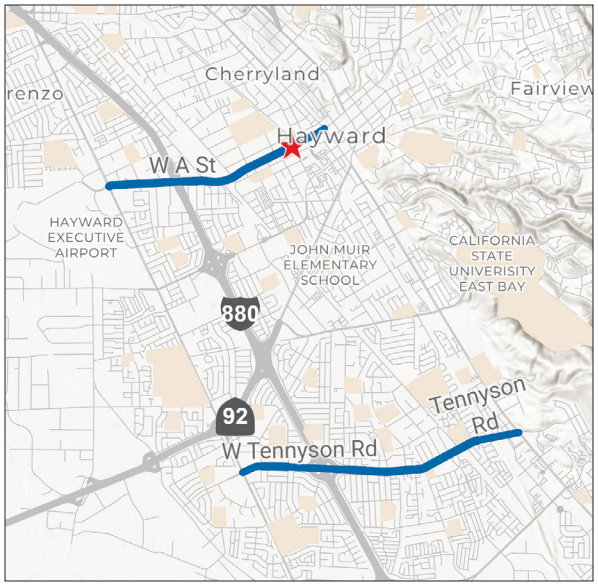


By First Vehicle Movement



Western Blvd/Grand St & A St

VEHICLE-VEHICLE CONFLICT ANALYSIS / APRIL 3 & 5, 2025



Indicators	Weekday	Weekend
Total Vehicles	28,538	25,467
Total Conflicts	75	83
High Risk Conflicts	1	0
Conflicts per 1,000 vehicles	2.63	3.26
Total Red Light Running Events	156	123
Red Light Runs per 1,000 Vehicles	5.47	4.83

Of the eight signalized intersections studied, the average red light running rate was 1.95 events per 1,000 vehicles on weekdays and 2.15 events per 1,000 vehicles on weekends.

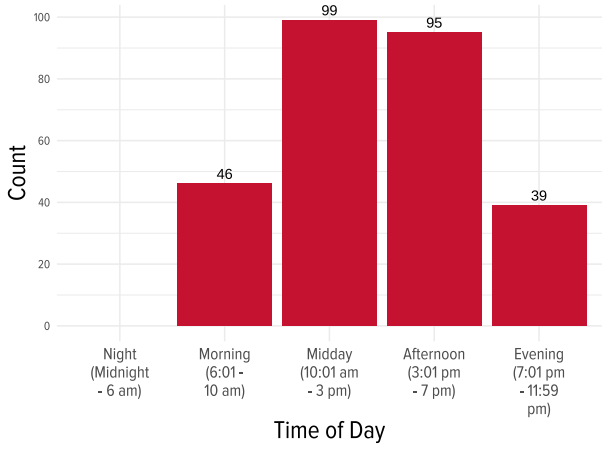
Notes

1. A high-risk conflict is any situation with a post-encroachment time (PET) < 1.5 seconds, with PET representing the gap between the first road user passing the conflict point and the second crossing the same point.

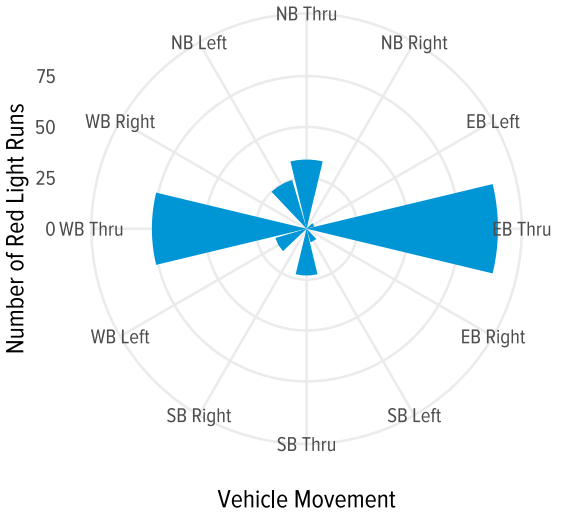
2. Some redlight running events had notes indicating that the event occurred but it was done because someone was waved into the intersection, or it was an emergency vehicle. These records were excluded from analysis.

RED LIGHT RUNS (ALL DAYS)

By Time of Day

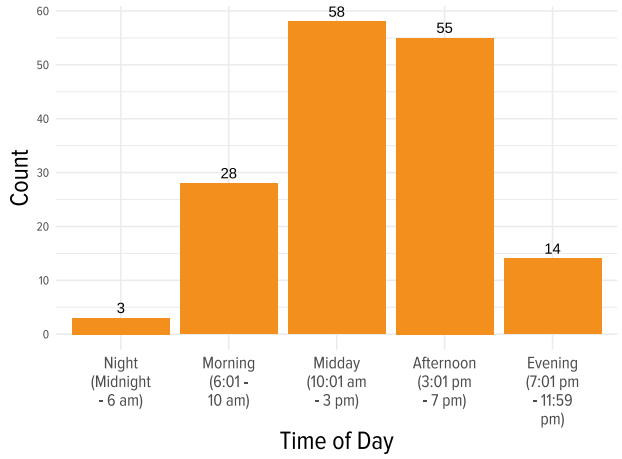


By Vehicle Movement

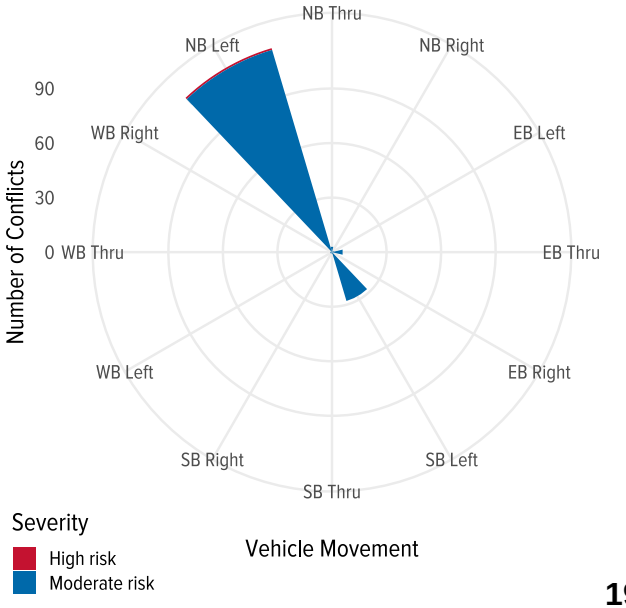


VEHICLE CONFLICTS (ALL DAYS)

By Time of Day



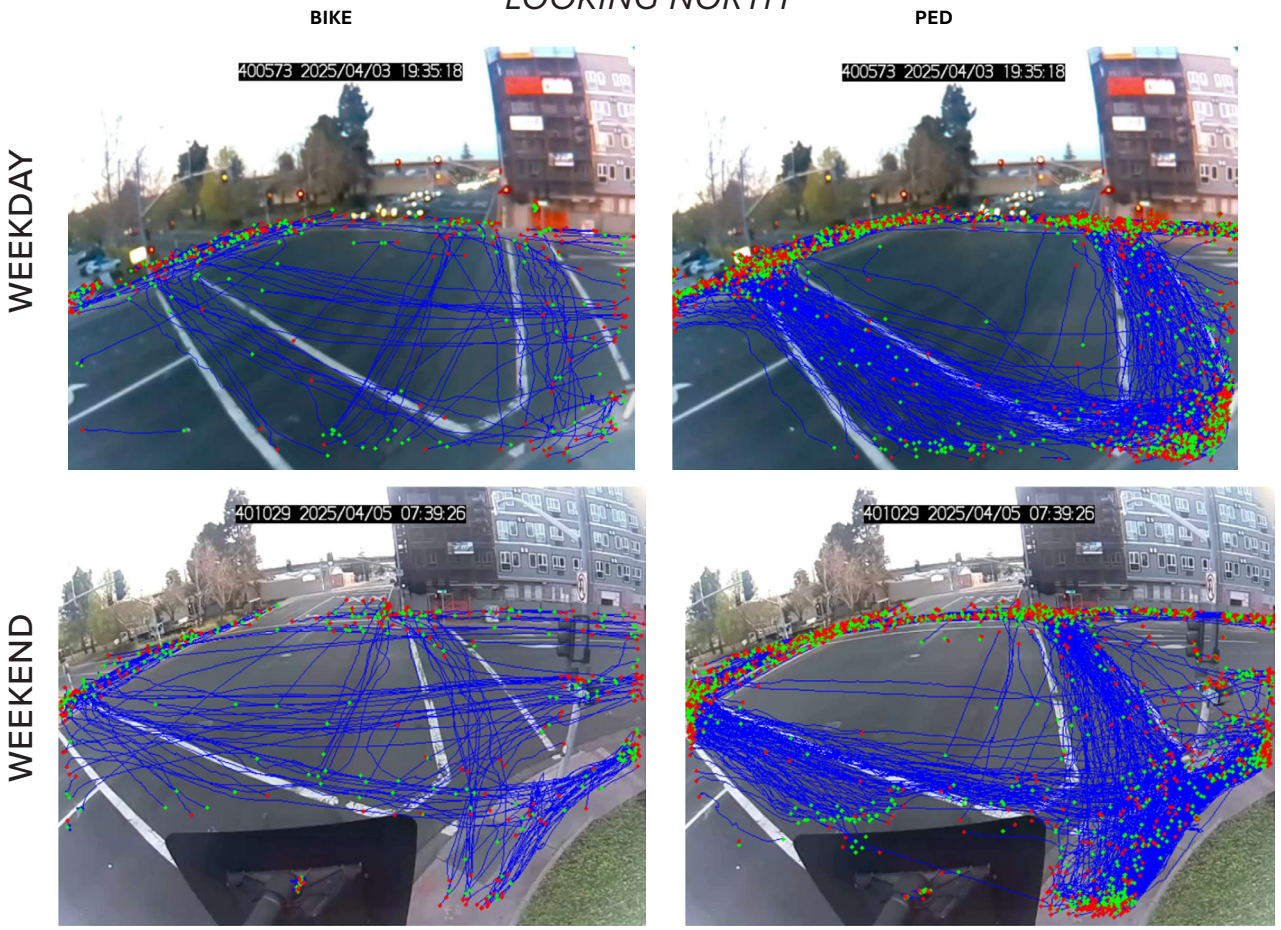
By First Vehicle Movement

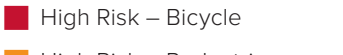


Western Blvd/Grand St & A St

BICYCLE & PEDESTRIAN CONFLICT ANALYSIS / APRIL 3 & 5, 2025

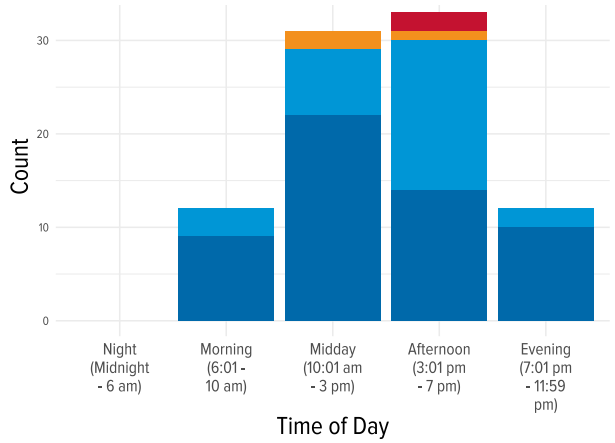
LOOKING NORTH



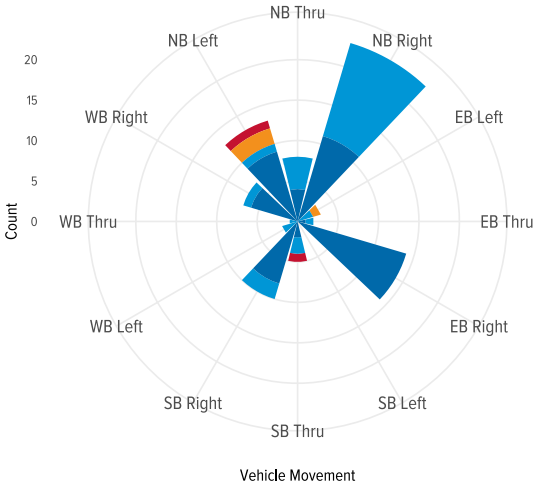


BIKE/PED CONFLICTS (ALL DAYS)

By Time of Day



By First Vehicle Movement

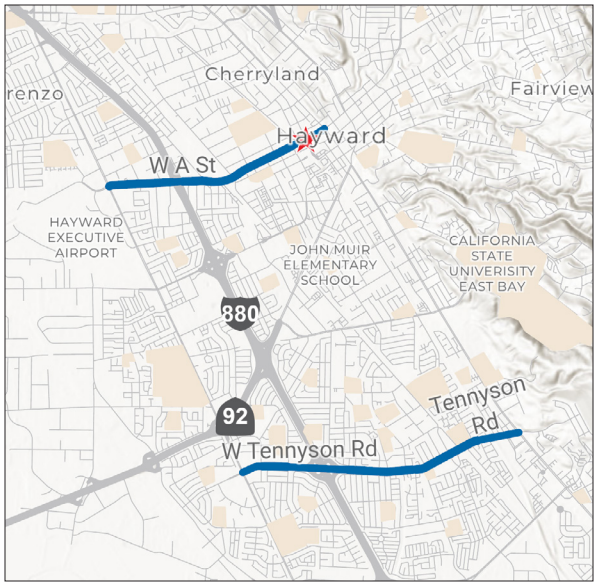


Indicators	Weekday		Weekend	
	Pedestrian	Bicyclist	Pedestrian	Bicyclist
Total Counts	456	80	386	111
High Risk Conflicts with Vehicles	1	1	2	1
Total Conflicts with Vehicles	28	14	30	16
Conflicts per 100 Bikes/Pedestrians	6.14	17.50	7.77	14.41

Notes:
A high-risk conflict is any situation with a post-encroachment time (PET) < 1.5 seconds, with PET representing the gap between the first road user passing the conflict point and the second crossing the same point.

Montgomery Ave & A St

VEHICLE-VEHICLE CONFLICT ANALYSIS / MARCH 20 & 22, 2025



Indicators	Weekday	Weekend
Total Vehicles	21,160	18,686
Total Conflicts	1	4
High Risk Conflicts	0	0
Conflicts per 1,000 vehicles	0.05	0.21
Total Red Light Running Events	72	55
Red Light Runs per 1,000 Vehicles	3.40	2.94

Of the eight signalized intersections studied, the average red light running rate was 1.95 events per 1,000 vehicles on weekdays and 2.15 events per 1,000 vehicles on weekends.

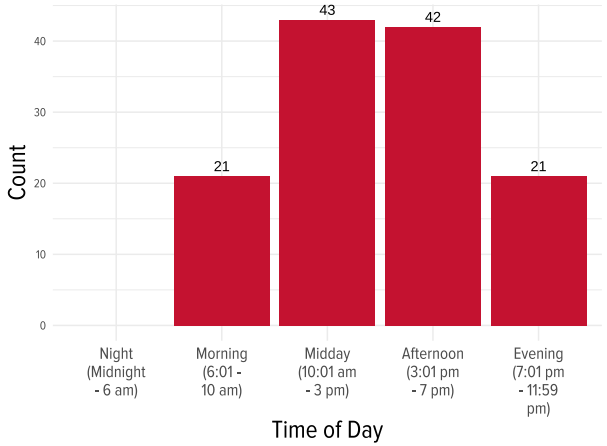
Notes

1. A high-risk conflict is any situation with a post-encroachment time (PET) < 1.5 seconds, with PET representing the gap between the first road user passing the conflict point and the second crossing the same point.

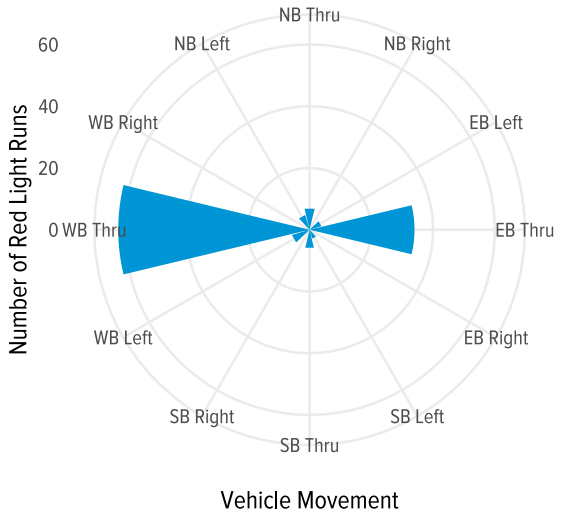
2. Some redlight running events had notes indicating that the event occurred but it was done because someone was waved into the intersection, or it was an emergency vehicle. These records were excluded from analysis.

RED LIGHT RUNS (ALL DAYS)

By Time of Day

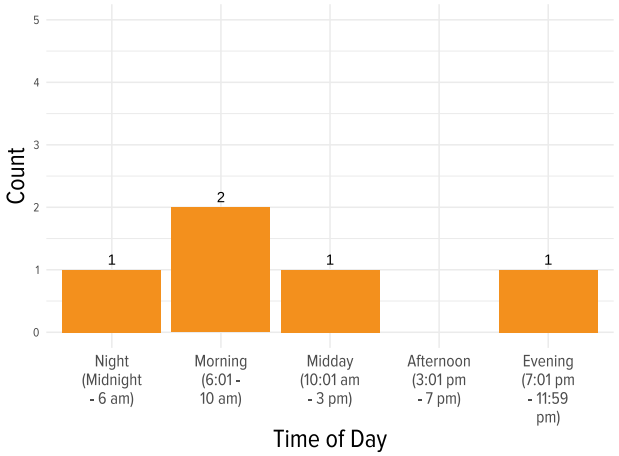


By Vehicle Movement

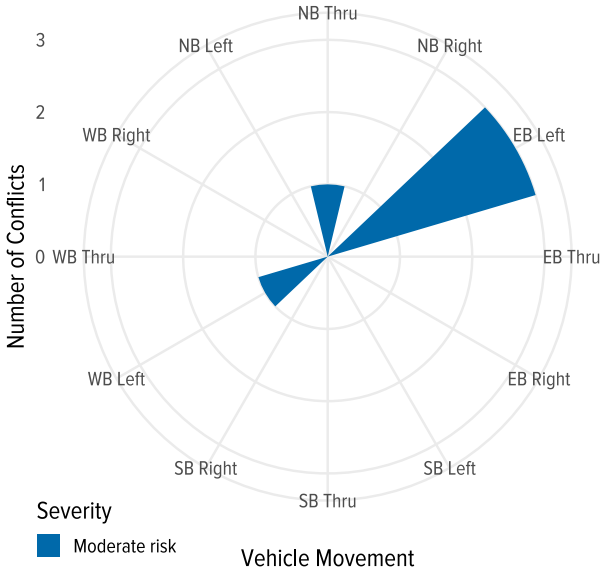


VEHICLE CONFLICTS (ALL DAYS)

By Time of Day



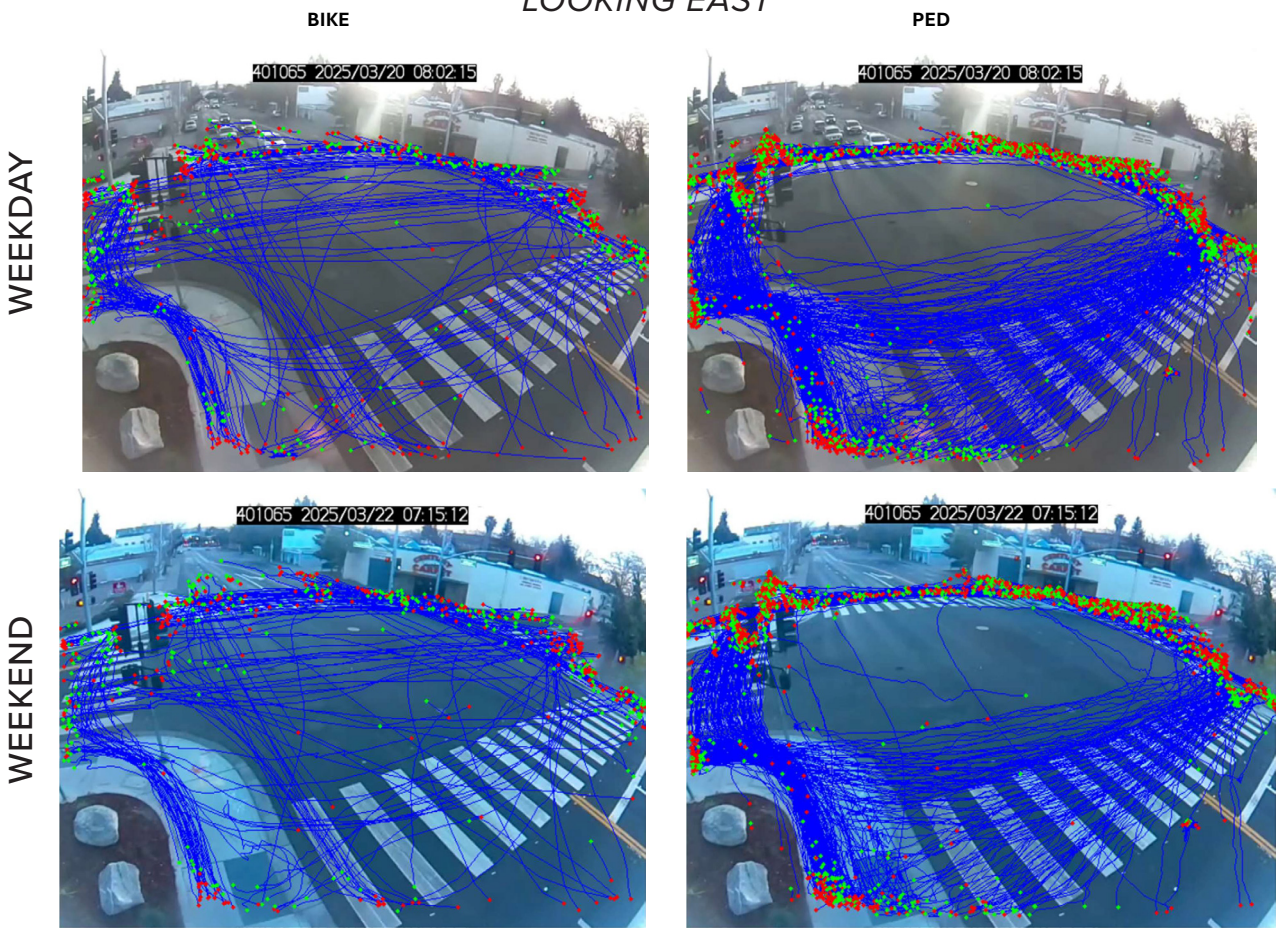
By First Vehicle Movement



Montgomery Ave & A St

BICYCLE & PEDESTRIAN CONFLICT ANALYSIS / MARCH 20 & 22, 2025

LOOKING EAST



Indicators	Weekday		Weekend	
	Pedestrian	Bicyclist	Pedestrian	Bicyclist
Total Counts	630	201	481	202
High Risk Conflicts with Vehicles	1	0	2	2
Total Conflicts with Vehicles	35	15	21	9
Conflicts per 100 Bikes/Pedestrians	5.56	7.46	4.37	4.46

Notes:
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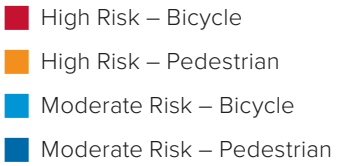
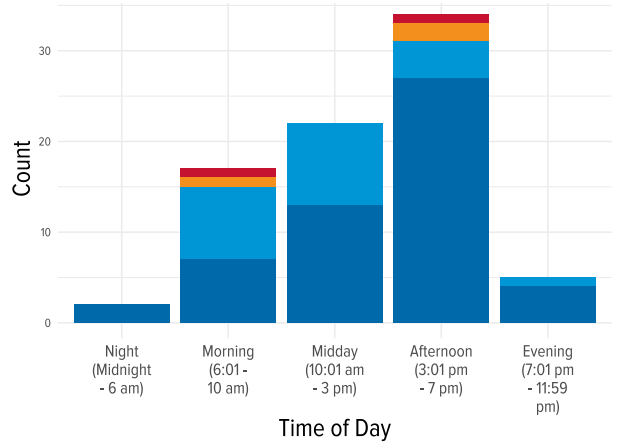
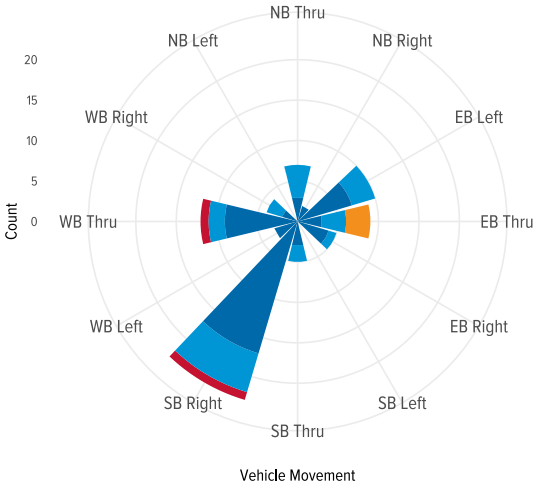


BIKE/PED CONFLICTS (ALL DAYS)

By Time of Day

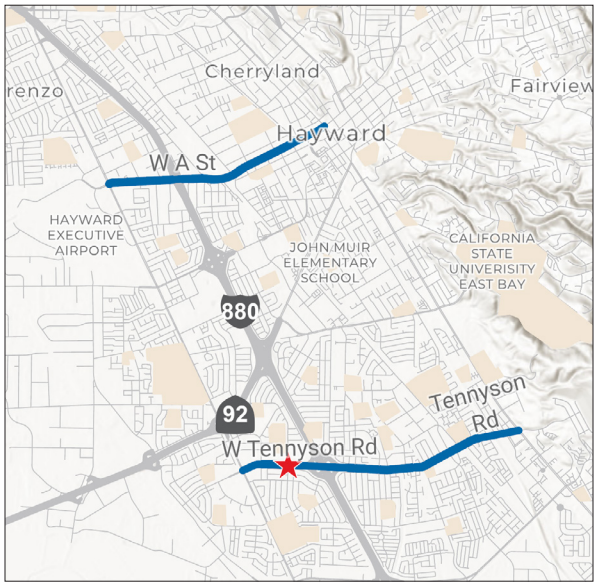


By First Vehicle Movement



Calaroga Ave & Tennyson Rd

VEHICLE-VEHICLE CONFLICT ANALYSIS / MARCH 20 & 22, 2025



Indicators	Weekday	Weekend
Total Vehicles	39,623	30,412
Total Conflicts	9	1
High Risk Conflicts	0	0
Conflicts per 1,000 vehicles	0.23	0.03
Total Red Light Running Events	29	39
Red Light Runs per 1,000 Vehicles	0.73	1.28

Of the eight signalized intersections studied, the average red light running rate was 1.95 events per 1,000 vehicles on weekdays and 2.15 events per 1,000 vehicles on weekends.

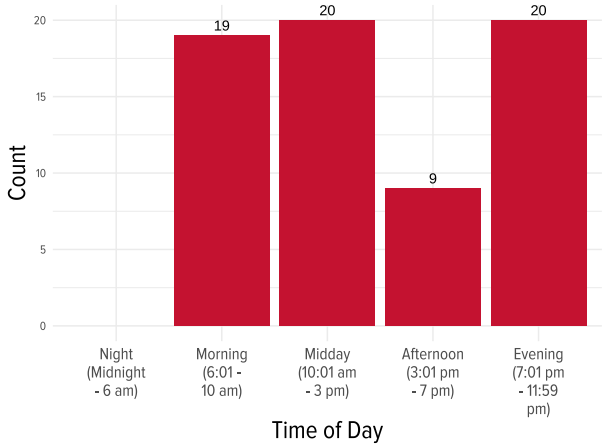
Notes

1. A high-risk conflict is any situation with a post-encroachment time (PET) < 1.5 seconds, with PET representing the gap between the first road user passing the conflict point and the second crossing the same point.

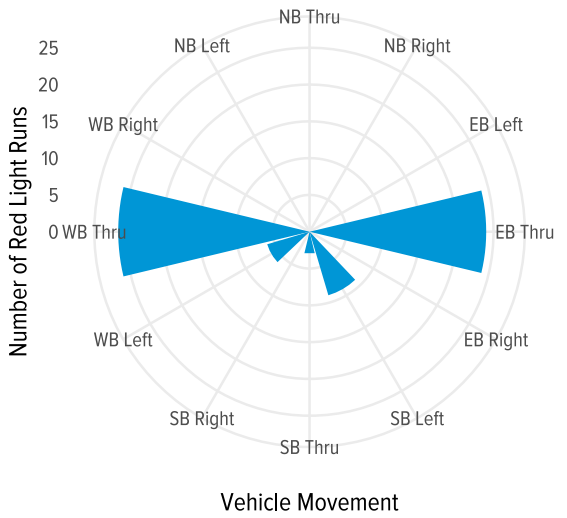
2. Some redlight running events had notes indicating that the event occurred but it was done because someone was waved into the intersection, or it was an emergency vehicle. These records were excluded from analysis.

RED LIGHT RUNS (ALL DAYS)

By Time of Day

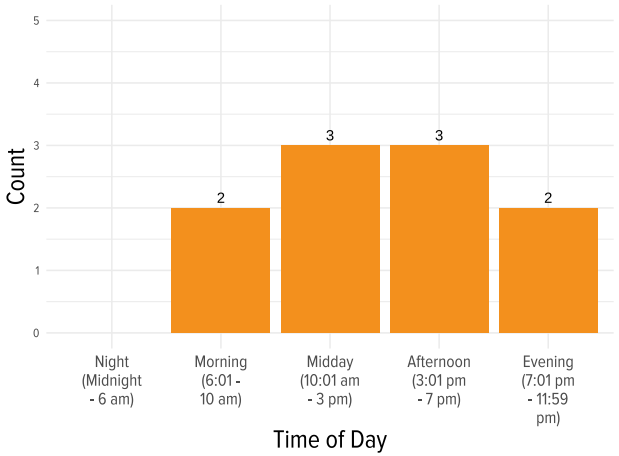


By Vehicle Movement

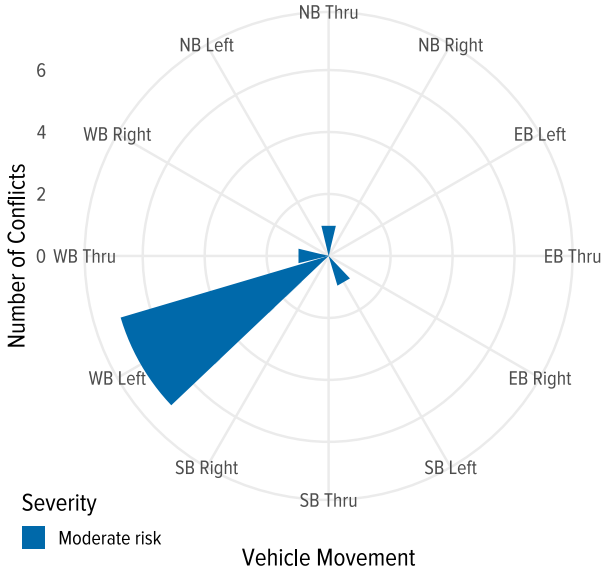


VEHICLE CONFLICTS (ALL DAYS)

By Time of Day



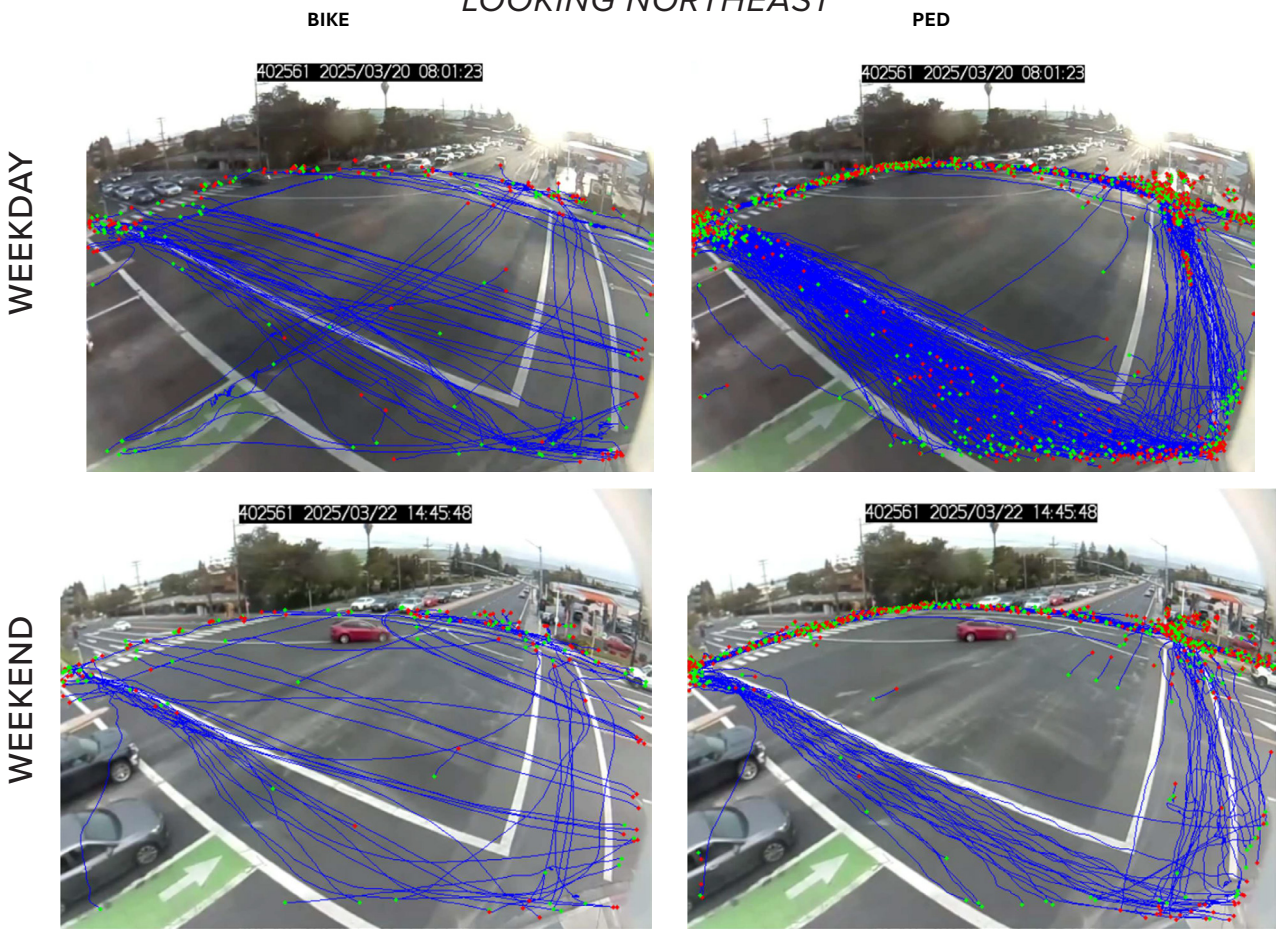
By First Vehicle Movement



Calaroga Ave & Tennyson Rd

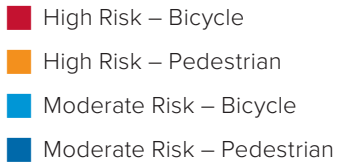
BICYCLE & PEDESTRIAN CONFLICT ANALYSIS / MARCH 20 & 22, 2025

LOOKING NORTHEAST



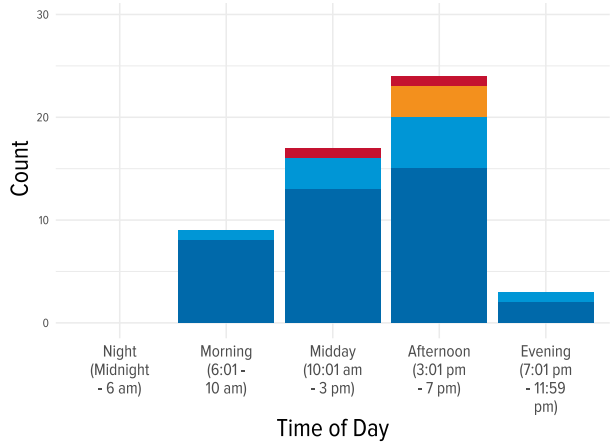
Indicators	Weekday		Weekend	
	Pedestrian	Bicyclist	Pedestrian	Bicyclist
Total Counts	306	130	121	152
High Risk Conflicts with Vehicles	2	0	1	2
Total Conflicts with Vehicles	29	5	12	7
Conflicts per 100 Bikes/Pedestrians	9.48	3.85	9.92	4.61

Notes:
A high-risk conflict is any situation with a post-encroachment time (PET) < 1.5 seconds, with PET representing the gap between the first road user passing the conflict point and the second crossing the same point.

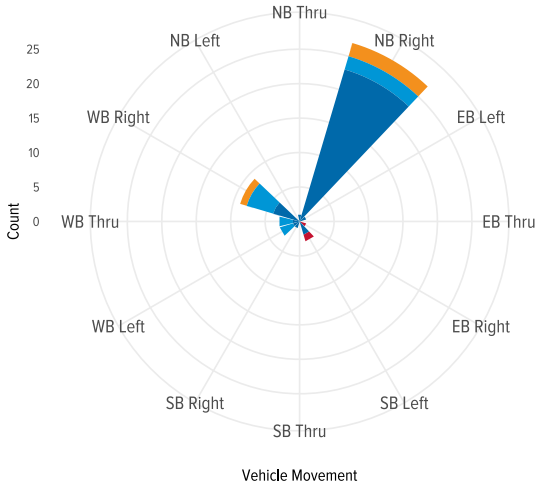


BIKE/PED CONFLICTS (ALL DAYS)

By Time of Day



By First Vehicle Movement



Ruus Rd & Tennyson Rd

VEHICLE-VEHICLE CONFLICT ANALYSIS / MARCH 20 & 22, 2025

Indicators	Weekday	Weekend
Total Vehicles	32,001	30,088
Total Conflicts	3	4
High Risk Conflicts	0	1
Conflicts per 1,000 vehicles	0.09	0.13
Total Red Light Running Events	33	26
Red Light Runs per 1,000 Vehicles	1.03	0.86

Of the eight signalized intersections studied, the average red light running rate was 1.95 events per 1,000 vehicles on weekdays and 2.15 events per 1,000 vehicles on weekends.

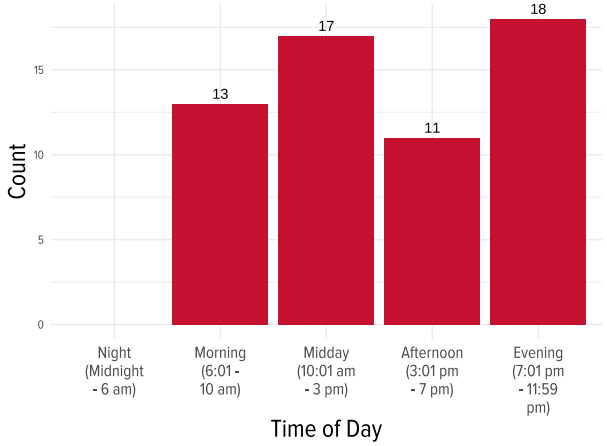
Notes

1. A high-risk conflict is any situation with a post-encroachment time (PET) < 1.5 seconds, with PET representing the gap between the first road user passing the conflict point and the second crossing the same point.

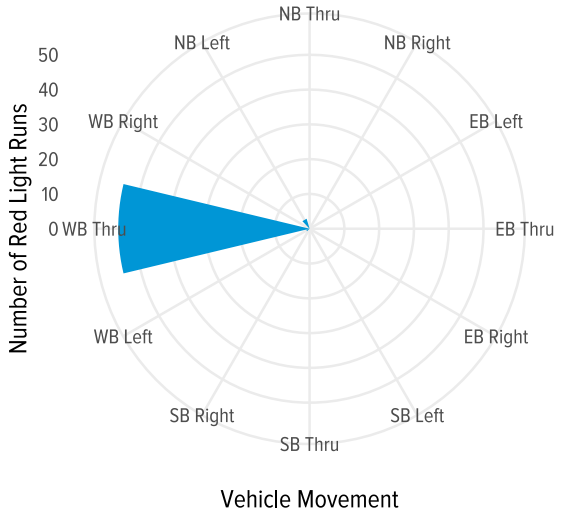
2. Some redlight running events had notes indicating that the event occurred but it was done because someone was waved into the intersection, or it was an emergency vehicle. These records were excluded from analysis.

RED LIGHT RUNS (ALL DAYS)

By Time of Day

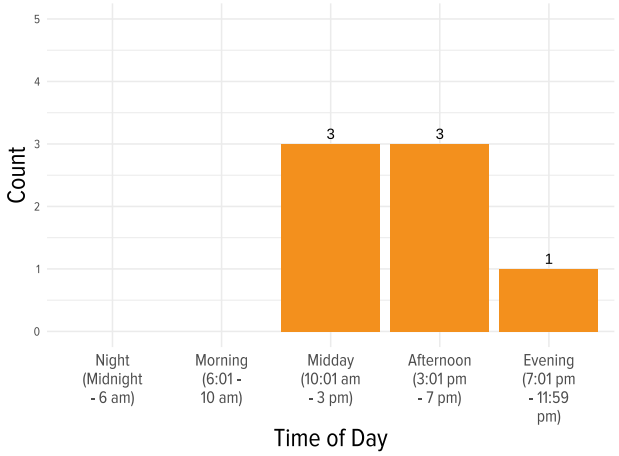


By Vehicle Movement

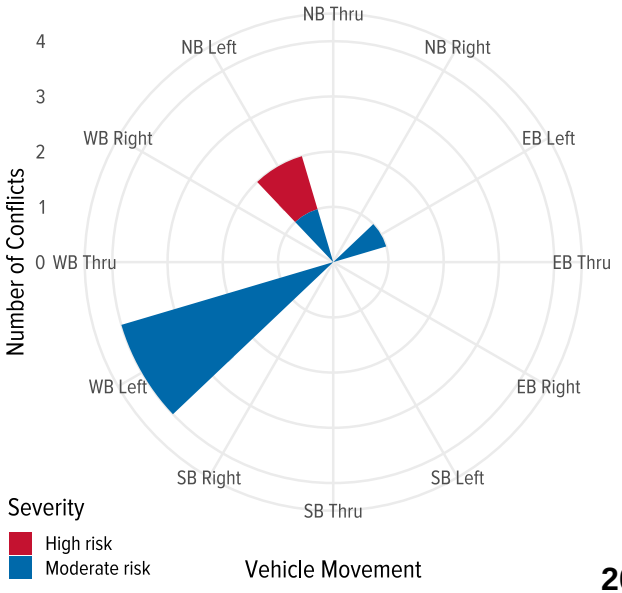


VEHICLE CONFLICTS (ALL DAYS)

By Time of Day



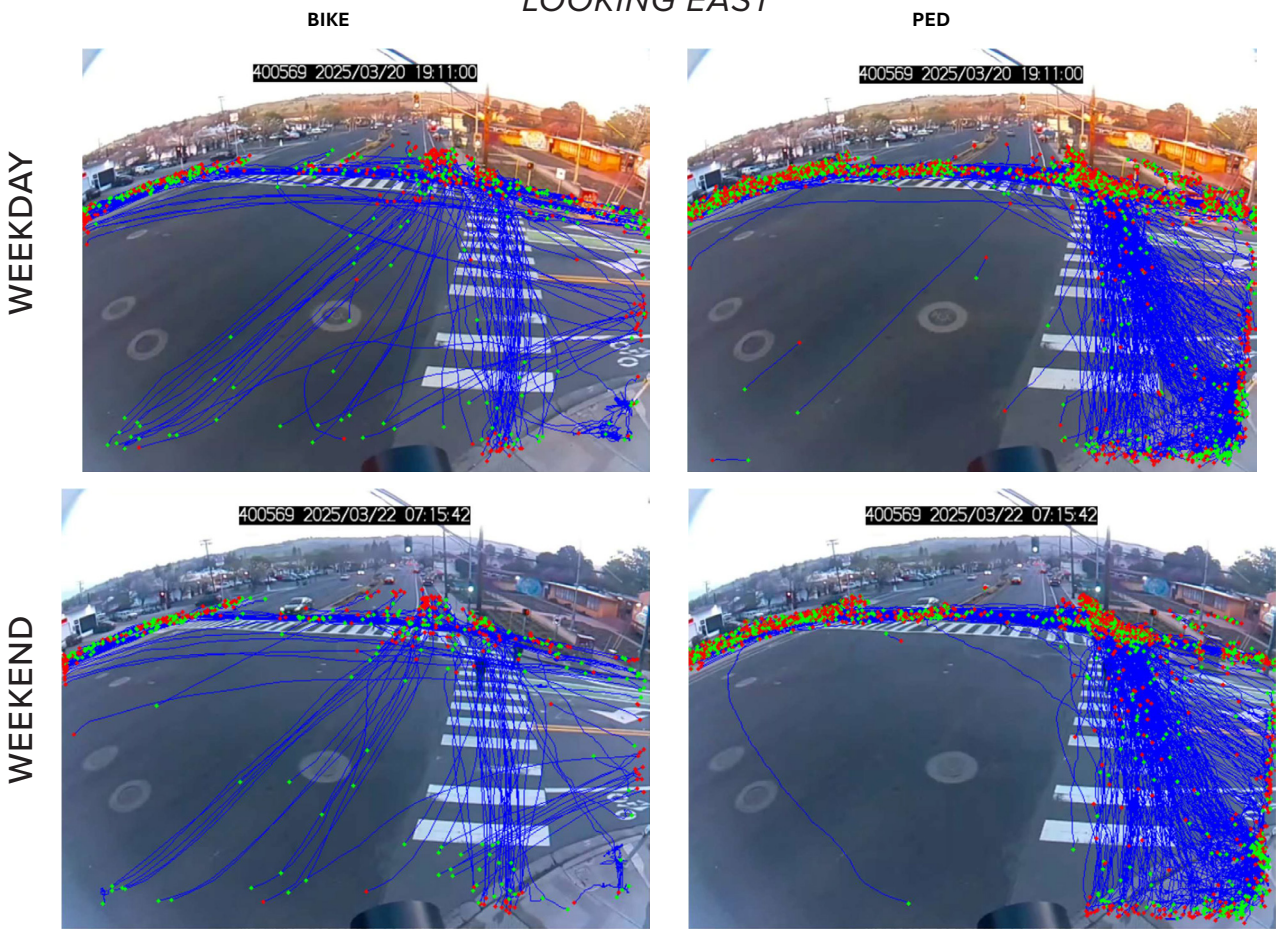
By First Vehicle Movement



Ruus Rd & Tennyson Rd

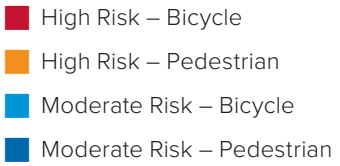
BICYCLE & PEDESTRIAN CONFLICT ANALYSIS / MARCH 20 & 22, 2025

LOOKING EAST



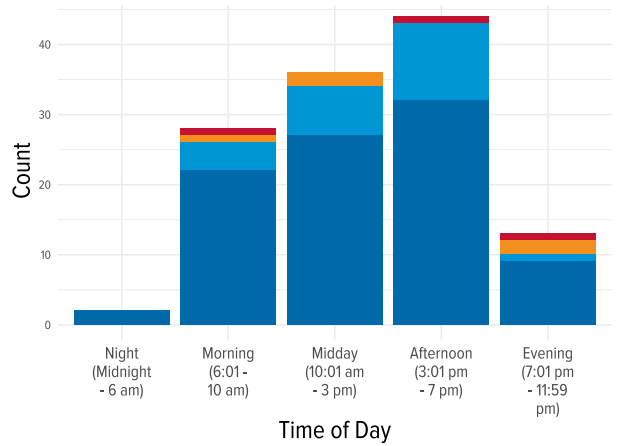
Indicators	Weekday		Weekend	
	Pedestrian	Bicyclist	Pedestrian	Bicyclist
Total Counts	579	227	497	175
High Risk Conflicts with Vehicles	1	2	4	1
Total Conflicts with Vehicles	43	16	54	10
Conflicts per 100 Bikes/Pedestrians	7.43	7.05	10.87	5.71

Notes:
A high-risk conflict is any situation with a post-encroachment time (PET) < 1.5 seconds, with PET representing the gap between the first road user passing the conflict point and the second crossing the same point.

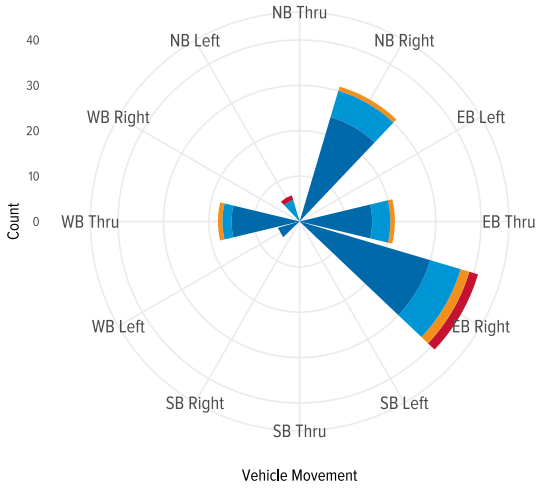


BIKE/PED CONFLICTS (ALL DAYS)

By Time of Day



By First Vehicle Movement



Baldwin St & Tennyson Rd

VEHICLE-VEHICLE CONFLICT ANALYSIS / MARCH 20 & 22, 2025

Indicators	Weekday	Weekend
Total Vehicles	25,612	25,178
Total Conflicts	17	24
High Risk Conflicts	1	0
Conflicts per 1,000 vehicles	0.66	0.95
Total Red Light Running Events	NA	NA
Red Light Runs per 1,000 Vehicles	NA	NA

Of the eight signalized intersections studied, the average red light running rate was 1.95 events per 1,000 vehicles on weekdays and 2.15 events per 1,000 vehicles on weekends.

Notes

1. A high-risk conflict is any situation with a post-encroachment time (PET) < 1.5 seconds, with PET representing the gap between the first road user passing the conflict point and the second crossing the same point.

2. Some redlight running events had notes indicating that the event occurred but it was done because someone was waved into the intersection, or it was an emergency vehicle. These records were excluded from analysis.

RED LIGHT RUNS (ALL DAYS)

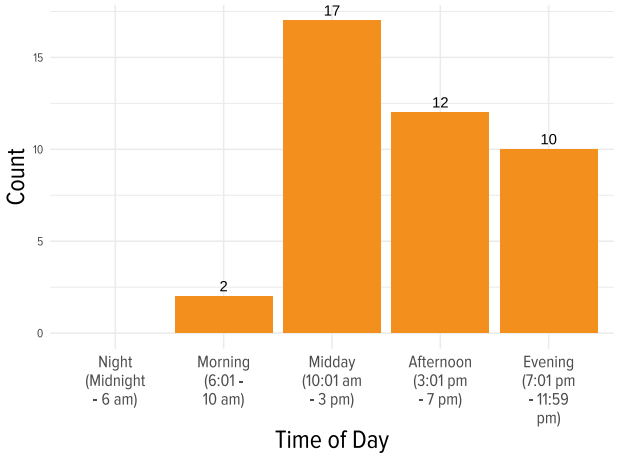
By Time of Day

By Vehicle Movement

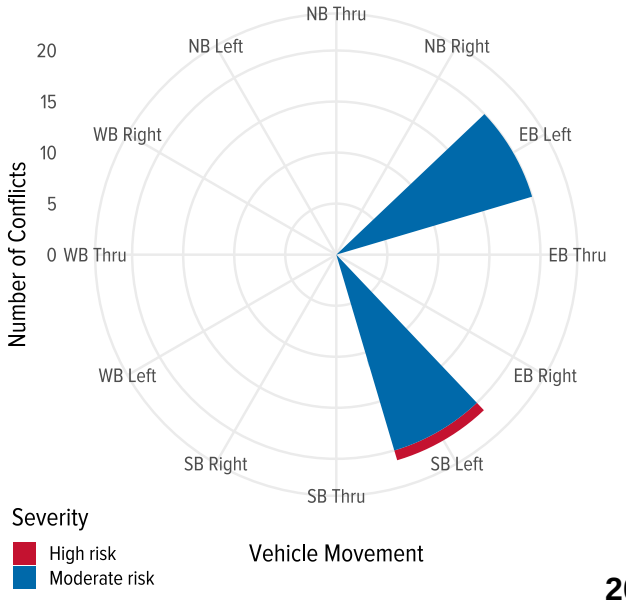
This location does not have a traffic signal so red light running data is not applicable.

VEHICLE CONFLICTS (ALL DAYS)

By Time of Day



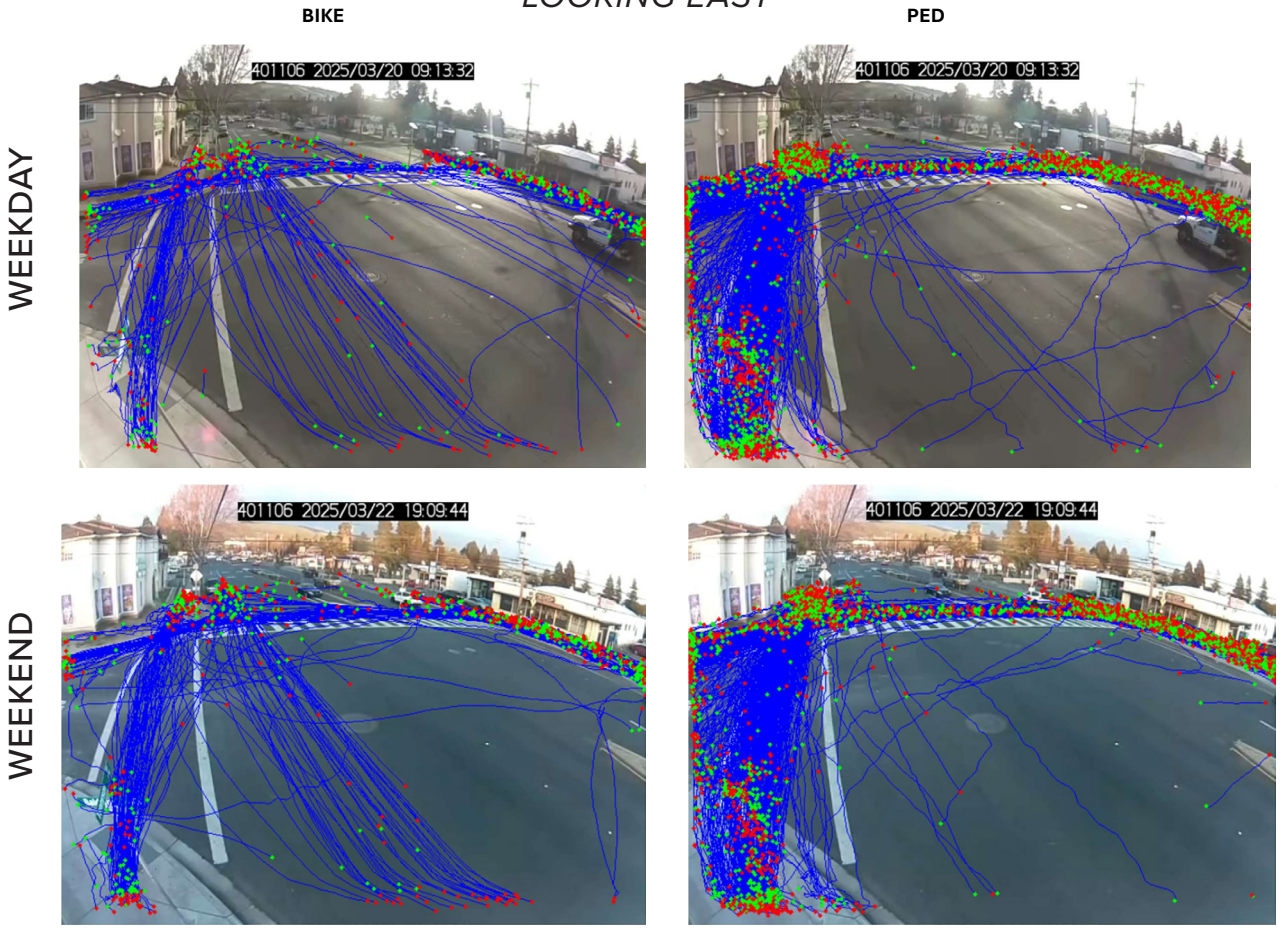
By First Vehicle Movement



Baldwin St & Tennyson Rd

BICYCLE & PEDESTRIAN CONFLICT ANALYSIS / MARCH 20 & 22, 2025

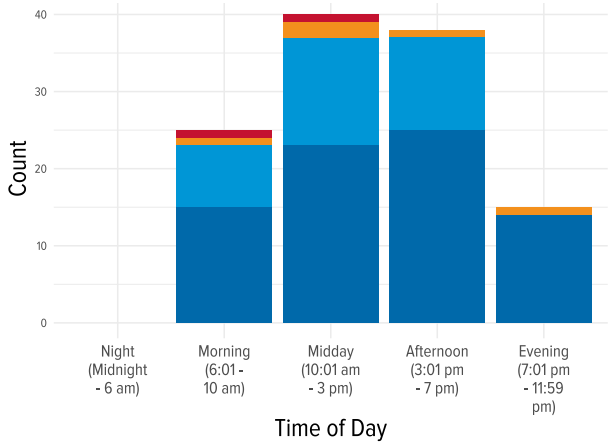
LOOKING EAST



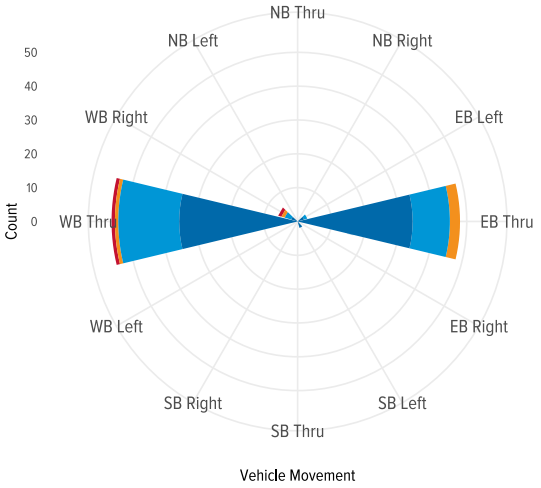
- High Risk – Bicycle
- High Risk – Pedestrian
- Moderate Risk – Bicycle
- Moderate Risk – Pedestrian

BIKE/PED CONFLICTS (ALL DAYS)

By Time of Day



By First Vehicle Movement



Indicators	Weekday		Weekend	
	Pedestrian	Bicyclist	Pedestrian	Bicyclist
Total Counts	1,061	289	1,085	316
High Risk Conflicts with Vehicles	2	0	3	2
Total Conflicts with Vehicles	50	13	32	23
Conflicts per 100 Bikes/Pedestrians	4.71	4.50	2.95	7.28

Notes:
A high-risk conflict is any situation with a post-encroachment time (PET) < 1.5 seconds, with PET representing the gap between the first road user passing the conflict point and the second crossing the same point.

Huntwood Ave & Tennyson Rd

VEHICLE-VEHICLE CONFLICT ANALYSIS / MARCH 20 & 22, 2025

Indicators	Weekday	Weekend
Total Vehicles	32,967	30,433
Total Conflicts	56	44
High Risk Conflicts	1	0
Conflicts per 1,000 vehicles	1.70	1.45
Total Red Light Running Events	31	37
Red Light Runs per 1,000 Vehicles	0.94	1.22

Of the eight signalized intersections studied, the average red light running rate was 1.95 events per 1,000 vehicles on weekdays and 2.15 events per 1,000 vehicles on weekends.

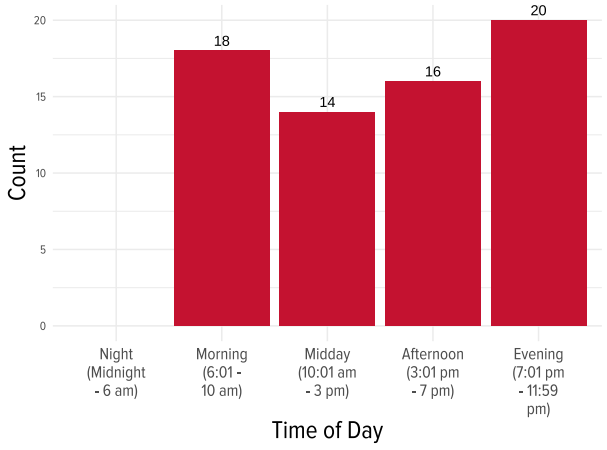
Notes

1. A high-risk conflict is any situation with a post-encroachment time (PET) < 1.5 seconds, with PET representing the gap between the first road user passing the conflict point and the second crossing the same point.

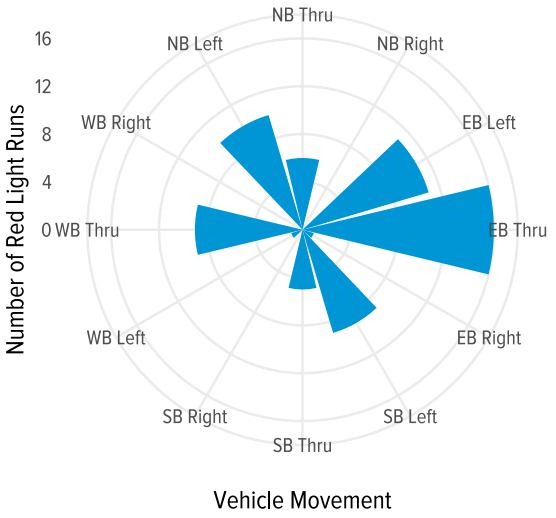
2. Some redlight running events had notes indicating that the event occurred but it was done because someone was waved into the intersection, or it was an emergency vehicle. These records were excluded from analysis.

RED LIGHT RUNS (ALL DAYS)

By Time of Day

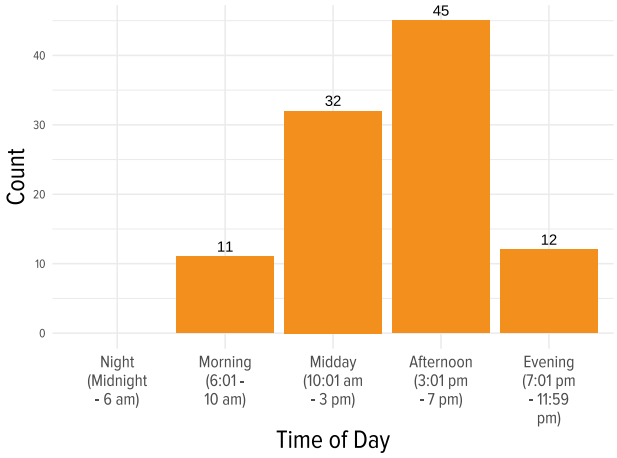


By Vehicle Movement

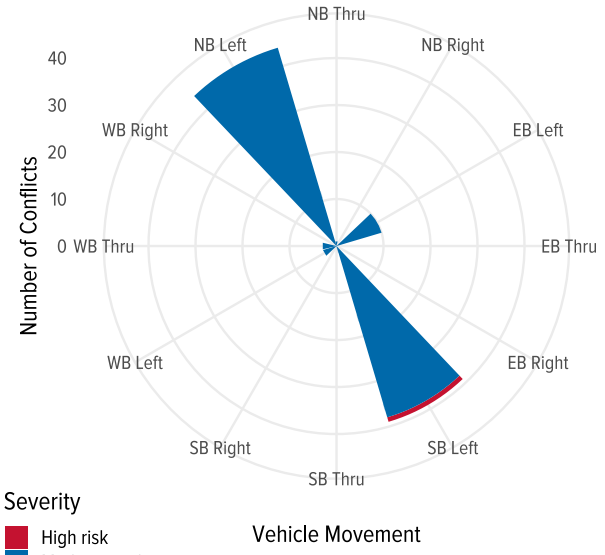


VEHICLE CONFLICTS (ALL DAYS)

By Time of Day



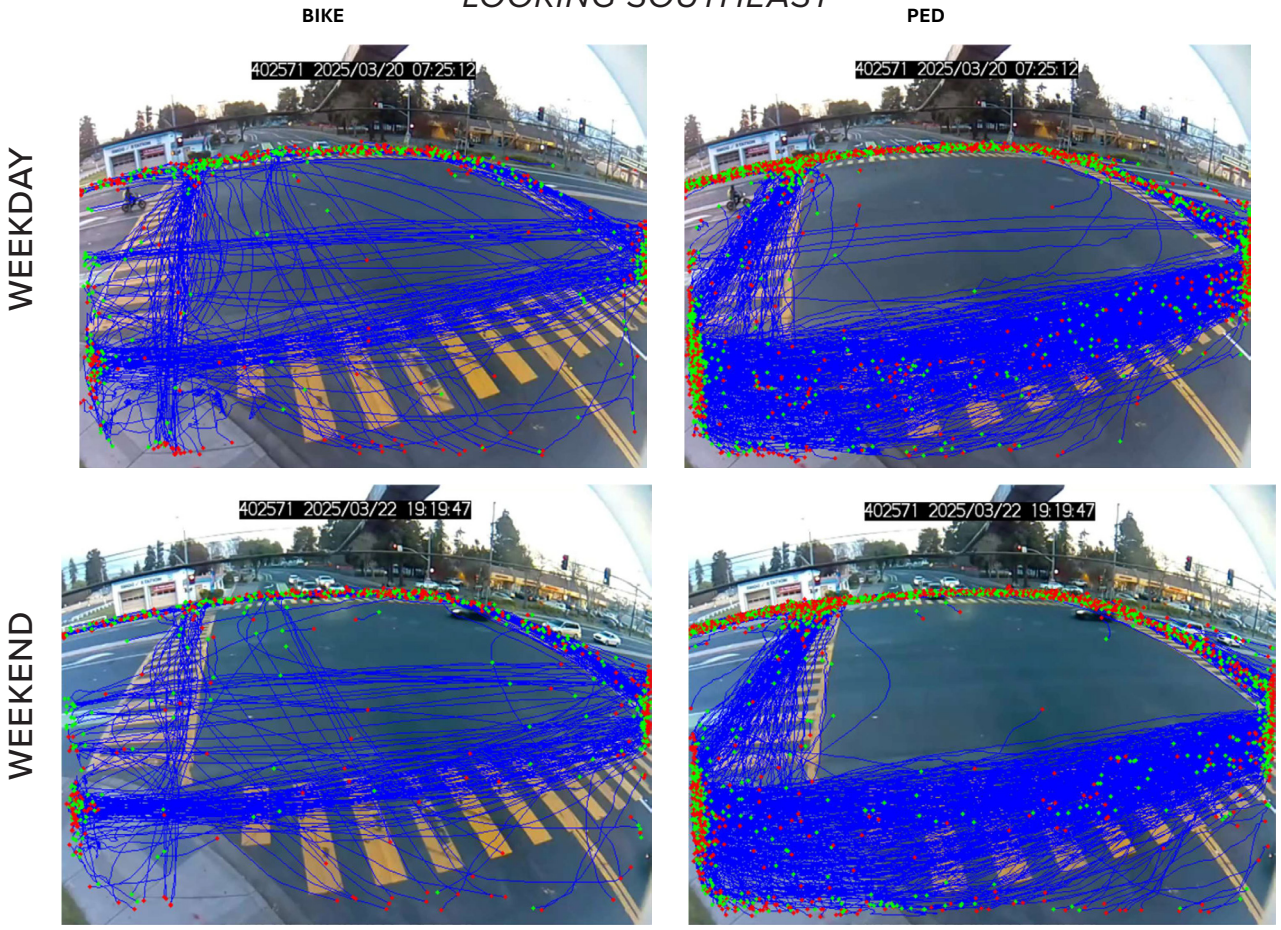
By First Vehicle Movement



Huntwood Ave & Tennyson Rd

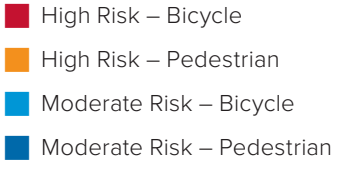
BICYCLE & PEDESTRIAN CONFLICT ANALYSIS / MARCH 20 & 22, 2025

LOOKING SOUTHEAST



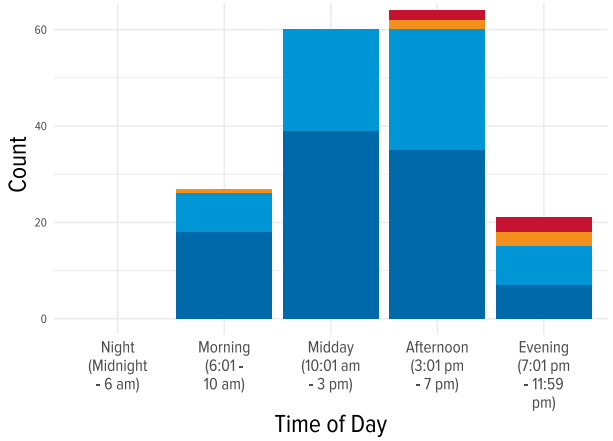
Indicators	Weekday		Weekend	
	Pedestrian	Bicyclist	Pedestrian	Bicyclist
Total Counts	887	390	942	347
High Risk Conflicts with Vehicles	3	3	3	2
Total Conflicts with Vehicles	54	33	51	34
Conflicts per 100 Bikes/Pedestrians	6.09	8.46	5.41	9.80

Notes:
A high-risk conflict is any situation with a post-encroachment time (PET) < 1.5 seconds, with PET representing the gap between the first road user passing the conflict point and the second crossing the same point.

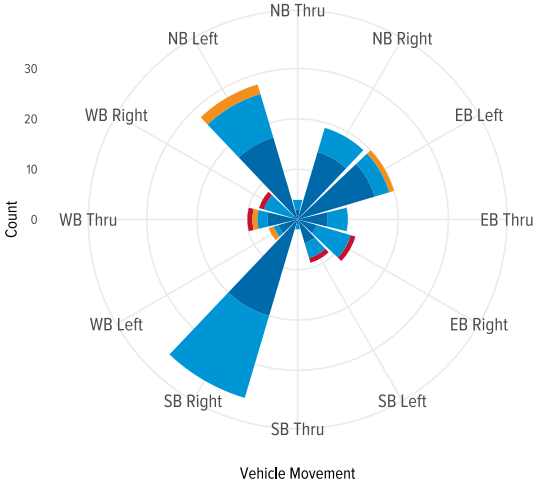


BIKE/PED CONFLICTS (ALL DAYS)

By Time of Day



By First Vehicle Movement

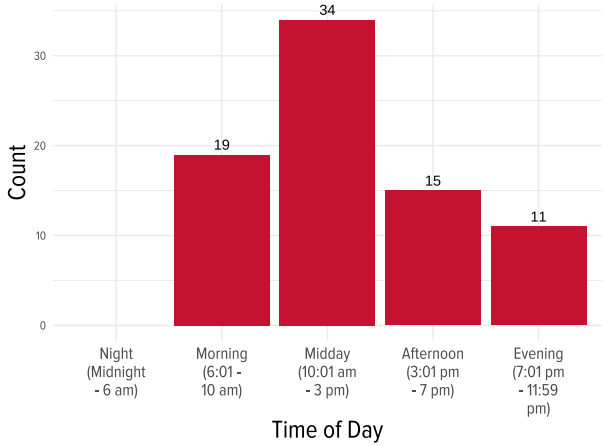


12th St/Dixon St & Tennyson Rd

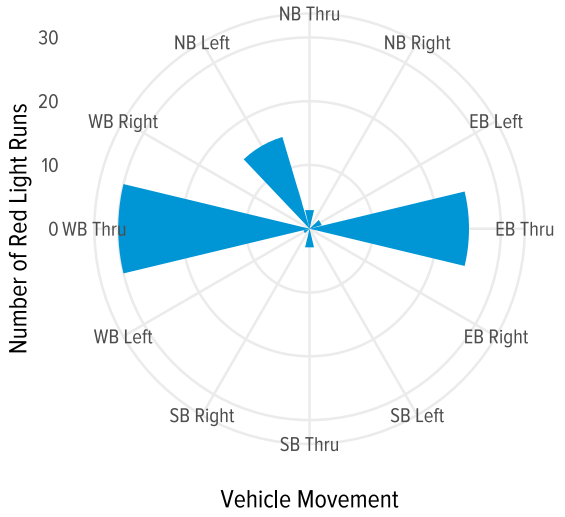
VEHICLE-VEHICLE CONFLICT ANALYSIS / APRIL 3 & 5, 2025

RED LIGHT RUNS (ALL DAYS)

By Time of Day



By Vehicle Movement



Indicators	Weekday	Weekend
Total Vehicles	21,899	20,767
Total Conflicts	0	3
High Risk Conflicts	0	0
Conflicts per 1,000 vehicles	0	0.14
Total Red Light Running Events	20	59
Red Light Runs per 1,000 Vehicles	0.91	2.84

Of the eight signalized intersections studied, the average red light running rate was 1.95 events per 1,000 vehicles on weekdays and 2.15 events per 1,000 vehicles on weekends.

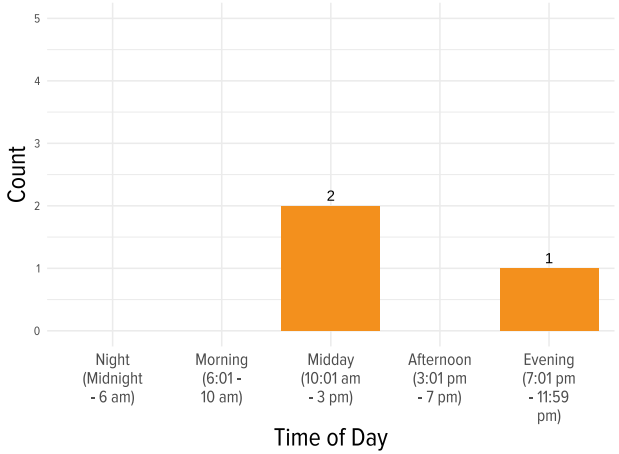
Notes

1. A high-risk conflict is any situation with a post-encroachment time (PET) < 1.5 seconds, with PET representing the gap between the first road user passing the conflict point and the second crossing the same point.

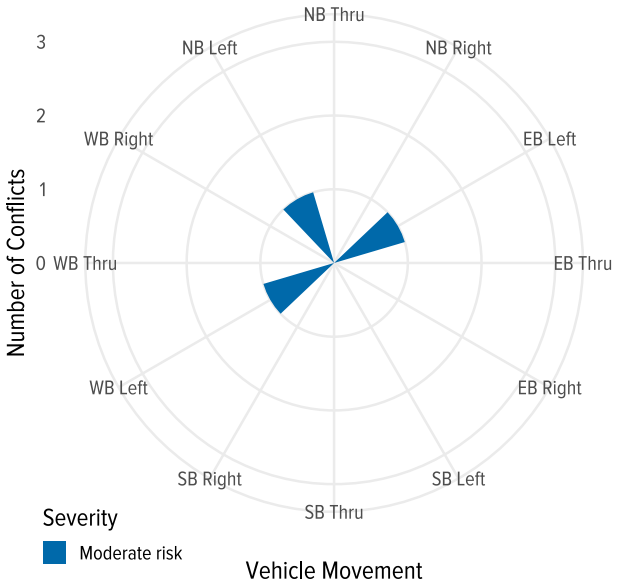
2. Some redlight running events had notes indicating that the event occurred but it was done because someone was waved into the intersection, or it was an emergency vehicle. These records were excluded from analysis.

VEHICLE CONFLICTS (ALL DAYS)

By Time of Day



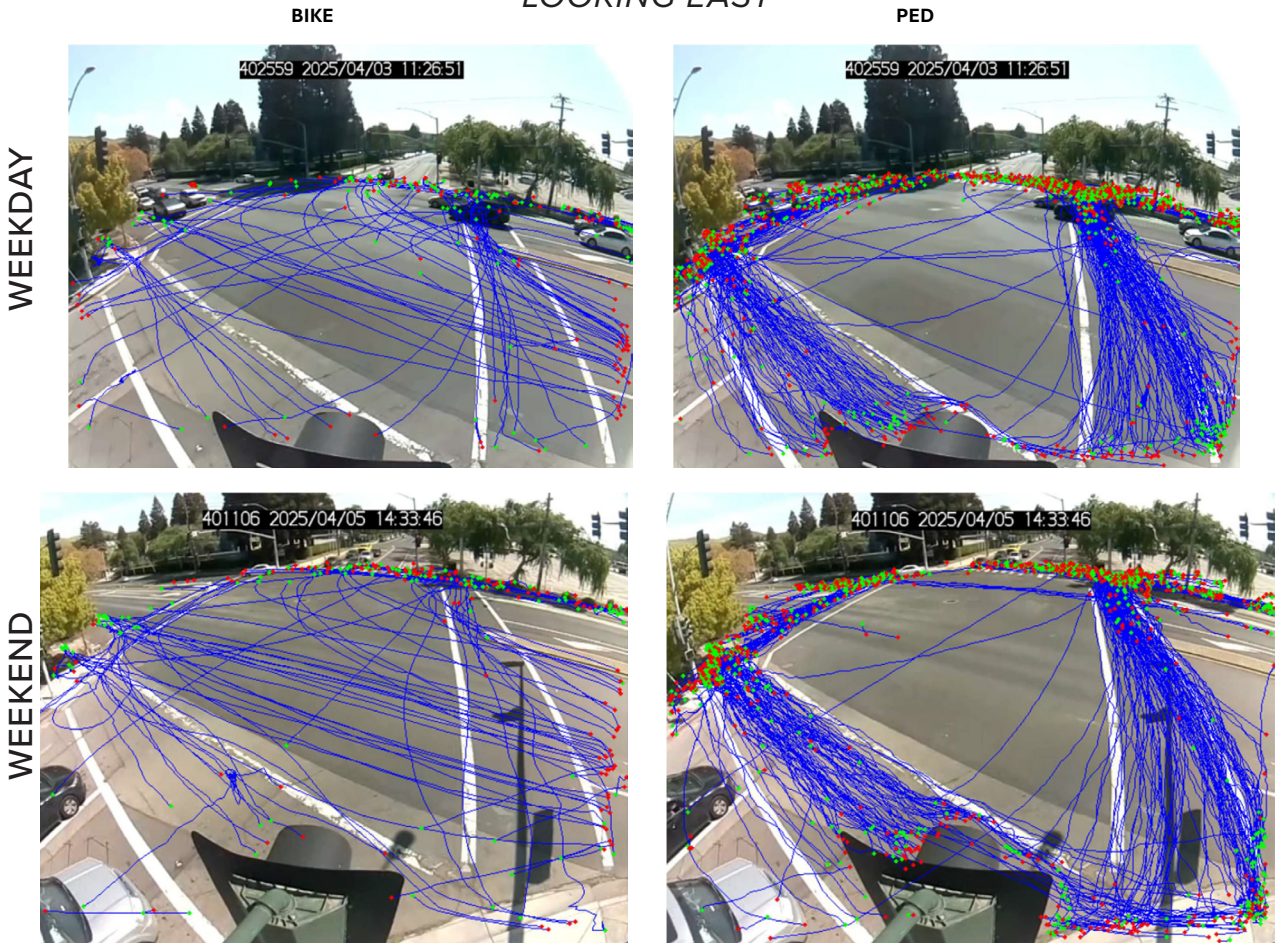
By First Vehicle Movement



12th St/Dixon St & Tennyson Rd

BICYCLE & PEDESTRIAN CONFLICT ANALYSIS / APRIL 3 & 5, 2025

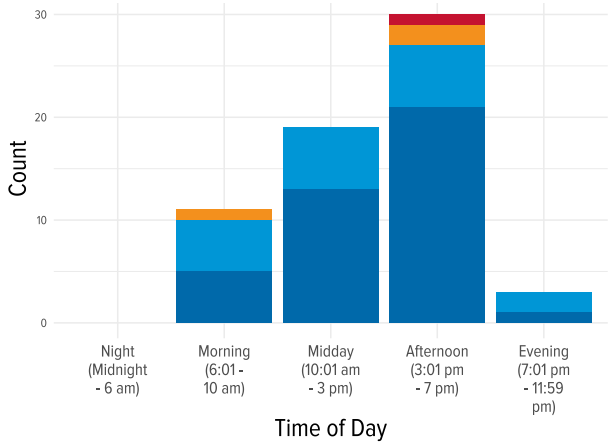
LOOKING EAST



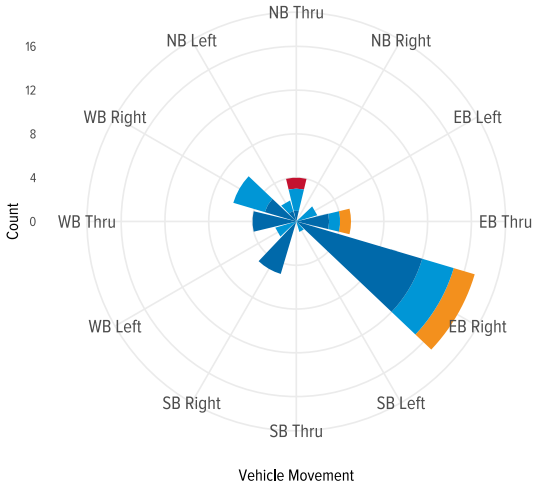
- High Risk – Bicycle
- High Risk – Pedestrian
- Moderate Risk – Bicycle
- Moderate Risk – Pedestrian

BIKE/PED CONFLICTS (ALL DAYS)

By Time of Day



By First Vehicle Movement



Indicators	Weekday		Weekend	
	Pedestrian	Bicyclist	Pedestrian	Bicyclist
Total Counts	254	82	338	149
High Risk Conflicts with Vehicles	3	1	0	0
Total Conflicts with Vehicles	27	13	16	7
Conflicts per 100 Bikes/Pedestrians	10.63	15.85	4.73	4.70

Notes:
A high-risk conflict is any situation with a post-encroachment time (PET) < 1.5 seconds, with PET representing the gap between the first road user passing the conflict point and the second crossing the same point.

To: Byron Tang, City of Hayward, CA

From: Christopher Kidd, Alta Planning + Design

Date: April 2, 2026

Re: Hayward HIN Safety Plan: Round 2 Outreach Summary

Introduction

Round two of the Safe Streets Hayward Plan involved a range of engagement activities from January 5, 2026 through March 20, 2026. Outreach was a joint effort between staff from Alta, Kimley-Horn, City of Hayward, and Eden Youth & Family Center (project staff).

Outreach during Round 2 focused on sharing concept design alternatives for A Street, B Street, and Tennyson Road, and soliciting from the public their preferences for which concept design alternative to advance to 35% design. During this period, the project staff attended ten (10) events, reached seven hundred seventy (770) participants, and received one thousand forty two (1,042) comments/interactions.

Outreach activities were structured to reduce barriers for Haywards's residents and visitors by:

- Bringing engagement to them at four pop-ups at existing community events or markets. Project staff also conducted a stakeholder meeting at an existing monthly meeting of local community based organizations.
- Project staff facilitated two in-person community workshops - each focused on one of the project corridors (A/B Street and Tennyson Road).
- Eden Youth conducted community canvassing during two events held in their community space. They also conducted business canvassing along the project corridors.

In-person outreach was supported by a project website, an online survey, and promotion via email, phone, text, and social media. Summaries of key outreach initiatives are provided in this memo. All project materials and communications were provided in English, Spanish, and Farsi. Spanish interpretation was present at all events.

Summary of Engagement

Event/Input Type	Number of Events	Participants	Total Comments/Interactions
Pop-up Events	4	537	282
Stakeholder Meeting	2	32	26
Community Workshops	2	44	76
Community Canvassing	2	157	157
Online and Paper Surveys	-	-	497
Emails	-	-	4
Total	**10**	**770**	**1,042**

Summary of Findings

The public was asked to rank three concepts for the following streets and segments. Each set of concepts presented a no-change scenario (Concept 1), improvements through travel lane narrowing (Concept 2), and a high-investment scenario that would involve either travel lane or parking removal (Concept 3).

A Street – Hesperian Blvd to Meekland Ave

Across surveys and in-person events, participants voted most for **Concept 2**. This concept would narrow travel lanes in order to implement separated bikeways. Comments for this section of A Street reflected strong concern for congestion impacts from removing travel lanes (Concept 3), but paired with strong support for measures to increase safety, reduce travel speeds, and curtail red-light running.

A Street – Meekland Ave to Watkins Street

Respondents for this section overall expressed preference for **Concept 3**, which would involve removal of parking on the south side of the street to implement separated bikeways. The online survey responses, however, had a slight preference for **Concept 2** over **Concept 3**, which would have retained street parking. Comments for this section of A Street focused on concerns about pedestrian safety and improving rates of crosswalk yielding by drivers. Concerns were raised about the impacts of parking removal on adjacent low-income residents or multi-generational housing.

A Street – Additional Input

Overall, residents considered the retention of travel lanes more important than retention of parking. Residents overwhelmingly preferred a project that maximized safety versus a project that could be built quickly.

B Street – MLK Dr to Montgomery St

Responses overall favored **Concept 3**, which would narrow the curb-to-curb roadway and construct a sidewalk-level Class IV separated bikeway on the south side of the street. In-person event responses most heavily favored Concept 3, while online and paper survey results showed near-equal support for **Concept 2** and **Concept 3**. Comments for this sections focused on a greater appetite for traffic calming, improved lighting, and prioritizing pedestrian safety & comfort.

B Street – Montgomery St to Watkins St

Responses for this section, which were only captured through the online survey, show an almost equal split between support for **Concept 2** (which would remove parking) and **Concept 3** (which would remove a travel lane). Comments noted that this segment is of lesser importance than other areas of the Safe Streets Hayward project.

B Street – Additional Input

Responses strongly favored the retention of travel lanes rather than parking for this corridor. Similarly, responses overwhelmingly preferred a solution that maximized safety over one that could be built quickly.

Tennyson Road – Hesperian Blvd to Mission Blvd

Responses across surveys and in-person events for Tennyson Road favored **Concept 3**, which would involve parking removal to implement separated bikeways. **Concept 2** scored close behind **Concept 3** in online and paper surveys. Comments focused on the safety concerns of driver speeds, red-light running, lack of lighting, unsafe freeway ramps, and failure of drivers to yield for pedestrians. A large number of comments expressed strong concerns about parking loss on Tennyson Road, with concern about harm to local businesses, street vendors, and low-income households with multiple vehicles.

Tennyson Road – Additional Input

While responses favored retaining travel lanes to retaining parking, there was less agreement compared to the other corridors. Responses for Tennyson also favored maximizing safety over building something quickly.

Round 2 Outreach Materials

The second round of outreach for the Hayward HIN Safety Plan included the following outreach and engagement materials. All materials were translated into Spanish and Farsi.

- A set of six poster boards, used during pop-up events (**Appendix A**). These boards included:
    - One board displaying the purpose of the project, a map of all high injury streets in Hayward, what we learned from round one analysis and outreach, and the project schedule.
    - One visual glossary board with descriptions and images of recommended improvements. Icons in the bottom left of each improvement photo correspond to icons on the improvement maps for reach corridor.
    - Four concept boards - two boards for segments of A Street, one board for B Street, and one board for Tennyson Road. Each board has proposed intersection improvements at the top of the board and 3 concept options below. Participants are prompted to add a sticky note if we forgot an improvement on the corridor and/or place a sticky dot on the preferred concept for each corridor.
- A flyer promoting the project and directing people to the project website (**Appendix A**). The flyer was handed out during pop-up events and canvassing.
- Three paper surveys – one for A Street, one for B Street and one for Tennyson Road. The survey had three components. First, participants are prompted to share if there are intersection improvements missing from the proposed safety improvement recommendations. Second, they are asked to rank and provide feedback on three concept designs. Lastly, participants are prompted to fill out an optional demographic survey.
- A project website with information about the project, draft recommendations, and the project schedule. The project website also hosts the online survey. The online survey mirrors the paper survey, except that A Street and B Street are split up into two different sections.

Due to space constraints for in-person materials, the project team and City consolidated input space for printed materials. The project team included all project segments in the online survey and combined project components in the paper survey and outreach boards.

Table 1: Round 2 input space by medium

	Paper survey	Online Survey	Outreach Boards
A Street (Hesperian Blvd to Meekland Ave)	Excluded	Included	Included
A Street (Meekland Ave to Watkins St)	Included	Included	Included
B Street (MLK to Montgomery)	Included	Included	Included
B Street (Montgomery to Watkins	Excluded	Included	Excluded
Tennyson Road	Included	Included	Included

Summary of Promotion

The City of Hayward, Alta, and Eden Youth & Family Center conducted promotion for the second round of public outreach. Promotion included:

- Two rounds of city posts to LinkedIn, Facebook and Instagram.
- Over 3,200 postcard mailers sent out to all households within 500 feet of each project corridor.
- Four email blasts sent to the City, Alta, and Eden Youth's contact lists.
- Six text blasts sent to participants who shared their contact information during the first phase of outreach for the project (over 100 recipients).
- Emails and phone calls to 10 key organizational stakeholders.
- Eden Youth conducted business canvassing, reaching eleven (11) businesses on A/B Streets and eleven (11) businesses along Tennyson Road.
- Canvassing and flyering at Burbank Elementary School during morning drop-off.
- Eden Youth conducted community canvassing during two events held at Eden Youth & Family Center.

Figure 1. Social Media Graphics

Summary of In-Person Engagement

Alta Planning + Design, city staff, Eden Youth, and Kimley-Horn staffed seven in-person engagement events during phase 2 of outreach. These pop-up events met the community where they were and gathered project feedback throughout the study area. **Table 2** summarizes the number of interactions and engagement at each event.

Table 2: Summary of In-Person Engagement

Event	Date	Staffed By	Interactions	Engagement[1]	Paper Surveys Administered
Hayward Rides	1/30	Alta, Eden Youth, & City staff	75	23	31
Hayward Farmer's Market	2/7	Alta, Eden Youth, & Kimley-Horn	190	128	48
Eden Hot Meals	2/14	Eden Youth	82	82	20
Hayward Farmer's Market	2/21	Alta, Eden Youth, & Kimley-Horn	152	32	39
Tennyson Road Workshop	3/2	Alta, Eden Youth, Kimley-Horn, & City Staff	15	35	4
A/B Street Workshop	3/10	Alta, Eden Youth, Kimley-Horn, & City Staff	29	41	25
Hayward 150th Birthday Celebration	3/11	Alta, Kimley-Horn, & City Staff	120	94	2
Eden Hot Meals	3/17	Eden Youth	75	75	16
Neighborhood Health & Empowerment Network Meeting	3/27	Alta & City Staff	10	11	-
EngGAGE Resident meeting	4/7	Alta & City Staff	22	15	
		Total	**770**	**537**	**185**

[1] Engagement includes either an outreach board dot vote or a verbal comment/question. Sticky notes are excluded from this count, as most accompanied a dot vote.

Pop-Up Events

Alta Planning + Design, city staff, Eden Youth, and Kimley-Horn staffed four pop-up engagement events at existing community events and markets. Translation/interpretation was provided in Spanish at all pop-up events, and Farsi interpretation was available when requested in advance. Staff engaged with people on an array of poster boards, where participants were invited to learn more about the project, timeline, as well as provide feedback on concept designs.

Figure 2: Project staff speaking with participants at the Hayward Rides event.

At pop-up events, participants were encouraged to provide direct feedback on four concept design outreach boards:

- **Dot vote** – Participants used sticky dots to vote for their preferred concept design.
- **Sticky notes –** Using sticky notes, participants wrote ideas for additional intersection improvements that are missing from the proposed safety improvement recommendations.

Hayward Rides

On Friday, January 30, 2026, from 3:00 p.m. to 6:00 p.m., as part of their bike giveaway program "Hayward Rides", the City of Hayward distributed free bikes to Hayward residents. During the bike giveaway, seventy five (75) individuals engaged with the Safe Streets Hayward Plan staff and placed twenty-three (23) dot votes. Participants did not place any ideas via sticky notes. During the event, Eden Youth administered thirty-one (31) paper surveys.


Figure 3: Project staff speaking with participants at the Hayward Farmer's Market

Hayward Farmer's Market

On Saturday, February 2, 2026, from 9 a.m. to 1 p.m., the City of Hayward held its weekly farmer's market. During the market, one hundred ninety (190) individuals engaged with the Safe Streets Hayward Plan staff and placed one hundred and twenty-eight (128) dot votes. Among the seven sticky note ideas placed, a key theme was ensuring sufficient vehicle traffic flow and visibility for drivers. During the market, Eden Youth administered forty eight (48) paper surveys.


Figure 4: Participant engaging with the outreach materials at the Hayward Farmer's Market

Hayward Farmer's Market

On Saturday, February 21, 2026, from 9 a.m. to 1 p.m., the City of Hayward held its weekly farmer's market. During the market, one hundred fifty two (152) individuals engaged with the Safe Streets Hayward Plan staff and placed thirty-two (32) dot votes. Among the six sticky note ideas placed, a key theme was prioritizing pedestrian safety improvements. During the Market, Eden Youth administered thirty nine (39) paper surveys.

Hayward 150th Birthday Celebration

On Wednesday, March 11, 2026, from 4:30 p.m. to 7 p.m., the City of Hayward marked the 150th anniversary of when Hayward was incorporated as a city. During the celebratory event, one hundred and twenty (120) individuals engaged with the Safe Streets Hayward Plan staff and placed ninety-four (94) dot votes. Among the two sticky notes placed, one was a question and one was a statement in support of concept three on B Street. During the Market, project staff administered two paper surveys.

Figure 5: Participant engaging with the outreach materials at the Hayward 150th Birthday Celebration

Stakeholder Meetings

Alta Planning + Design attended two stakeholder meetings during round 2 of outreach. During the stakeholder meeting, participants provided feedback via verbal questions or comments.

Neighborhood Health & Empowerment Network

On Friday, March 27, 2026, the city held its monthly Neighborhood Health & Empowerment Network meeting where Community Based Organizations convene, share resources and network with each other. During the meeting, Alta gave a presentation to ten (10) individuals who shared eleven (11) questions or comments about the concept designs. Among the feedback, key themes included:

- Desire for crossing improvements
- Interest in the number of bicyclists in Hayward and how collisions compare with other communities
- Interest in future outreach opportunities

EngAGE Resident Meeting

The organization EngAGE facilitates resident services for an affordable housing complex for seniors at 808 A Street. The project team attended a lunch-time resident meeting to provide an update on the project and solicit input on A Street concepts. Twenty two (22) residents attended, five of whom used powerchairs due to mobility disabilities. Themes from the discussion included:

- Drivers on A Street speeding, failing to yield at crosswalks, and running red lights
- Requests for quick-build improvements that could be implemented before the main project
- Requests for signal timing changes and signal phase changes at the intersection of Watkins St at A St. Drivers leaving the Lucky's at Watkins Street often fail to yield to senior pedestrians in the crosswalk while making left turns onto A Street. Almost every resident shared having a near-miss experience and one resident in a powerchair was hit by a turning driver in the crosswalk.
- Requests for more enforcement and measures to reduce traffic speeds.
- Note that more affordable housing is being built along A Street near Western St, so more safety improvements are needed in the eastern area of the corridor.

Community Workshops

The City of Hayward hosted two in-person workshops during phase 2 of outreach. These were stand-alone events created specifically for the project and hosted by community spaces proximate to the project corridors. Each workshop consisted of a 30-minute presentation followed by interactive posterboard activity. During the interactive posterboard activity, residents were encouraged to provide direct feedback with sticky notes and color dots on a map of the city regarding their preferred concept designs. Translation interpretation and children's activities were provided for each workshop.

Tennyson Road Community Workshop

On Monday, March 2, 2026, from 6 p.m. to 7:30 p.m., project staff held a Tennyson Road focused workshop at Eden Youth. Fifteen (15) members of the public attended, placing thirty-five (35) dot votes and fourteen (14) notes with ideas. Four paper surveys were also filled out during the workshop.

Below is a summary of the Q&A session, overall themes, and general comment on the poster boards.

Figure 6. Staff presenting to and speaking with residents during the Tennyson Road Community Workshop.

Overall Themes from Outreach Boards

- Concept 1 was most favorable for Tennyson Road. The community members liked the fact that there were protected intersection improvements recommended across the corridor.
- Concept 1 and 2 were most favorable for B St.
- Concept 1 was most favorable for A St. between Hesperian and Meekland.
- Concept 3 was most favorable for A St. between Meekland to Watkins. The recommendation for redlight cameras was preferred along this corridor.

General Comments on Outreach Boards and Paper Surveys

The community members overall wanted safer streets for crossing, while also ensuring that lanes were not reduced. Members are concerned with speeding vehicles, the lack of lighting, and need for more enforcement along these corridors. Community members expressed concerns about how long the project would take to implement, sometimes choosing Concept 2 over Concept 3 for fear that Concept 3 would be too expensive to ever get built.

With the recent fatality at Tennyson Road and Balwin, the community was concerned that it would happen again and wanted to know what improvements could be made quickly. The City of Hayward has installed quick-build measures at this intersection, and the public hopes additional pedestrian crossing improvements can be installed to make this intersection safer.

A/B Street Community Workshop

On Tuesday, March 10, 2026, from 4:30 p,m. to 6 p.m., project staff held an A/B Street focused workshop at the Hayward Central Library. Twenty nine (29) members of the public attended, placing forty one (41) dot votes and fourteen (14) notes with ideas. Twenty five (25) paper surveys were also filled out during the workshop.

Below is a summary of the Q&A session, overall themes, and general comment on the poster boards.

Figure 7. Staff presenting to and speaking with residents during the A/B Street Community Workshop.

Overall Themes from Outreach Boards

- Concept 3 was most favorable for A St. between Hesperian and Meekland.
- Concept 3 was most favorable for A St. between Meekland to Watkins.
- Concept 3 was most favorable for B St.
- Concept 3 was most favorable for Tennyson Road.

General Comments on Outreach Boards and Paper Surveys

The community members wanted safer streets, and traffic calming measures that would slow vehicles down. Feedback included wanting a protected left turn signal on Grand at A Street, wanting a traffic circle at Aloe and B street, liked the idea of traffic diverters at Myrtle on B Street for a bike boulevard, and support for protected bike lanes on B Street to get to BART.

Summary of Input

Participants provided input through the online survey, paper survey, or in-person activity board. For the online and paper survey, participants were asked to rank three concepts in order of preference. For the in-person activity board, participants were asked to use sticker dots to vote for their preferred concept and place sticky-notes.
For both paper surveys and online surveys, participants were asked to identify any missing corridor improvements, give comments on the concepts provided, rank preference for travel lane removal vs parking lane removal, rank preference for building a project quickly vs maximizing safety, and to provide optional demographic responses.

Table 3: Surveys taken by language

Language	Online Survey	Paper Survey	Total
English	284	77	**361**
Spanish	27	108	**135**
Farsi		1	**1**

Concept voting

Due to space constraints, some project segments were not included in paper surveys and in-person activity boards. The table below shows concept voting results, organized by corridor and input type. Cells grayed-out indicate input not collected through that medium. Because activity-boards used dot-voting, all votes are considered the first rank. Scores represent weighted scoring based on ranking provided (1st rank = 3 points, 2nd rank = 2 points, 3rd rank = 1 point). Cells shaded in green show the leading vote in each category.

Table 4: Concept Voting results by Corridor and Input Type

Street	Corridor	Concept	Total	Online	Paper	Boards
A Street	Hesperian Blvd to Meekland Ave	Concept 1	**170**	107		63
		Concept 2	**234**	132		102
		Concept 3	**184**	103		81
	Meekland Ave to Watkins St	Concept 1	**261**	98	109	54
		Concept 2	**311**	117	107	87
		Concept 3	**353**	103	121	129
B Street	MLK Dr to Montgomery St	Concept 1	**213**	84	78	51
		Concept 2	**251**	115	79	57
		Concept 3	**356**	114	89	153
	Montgomery St to Watkins St	Concept 1	**71**	71		
		Concept 2	**107**	107		
		Concept 3	**110**	110		
Tennyson Road	Hesperian Blvd to Mission Blvd	Concept 1	**271**	91	123	57
		Concept 2	**295**	96	148	51
		Concept 3	**442**	106	156	180

Parking vs Travel Lanes

Participants for online and paper surveys were asked to vote on a scale for their preference between removing parking to improve a corridor or to remove travel lanes to improve a corridor. The charts below show the distribution of votes for A Street, B Street, and Tennyson Road, divided between online surveys and paper surveys. Responses on the far left prioritize retaining parking while responses to the far right prioritize retaining travel lanes.

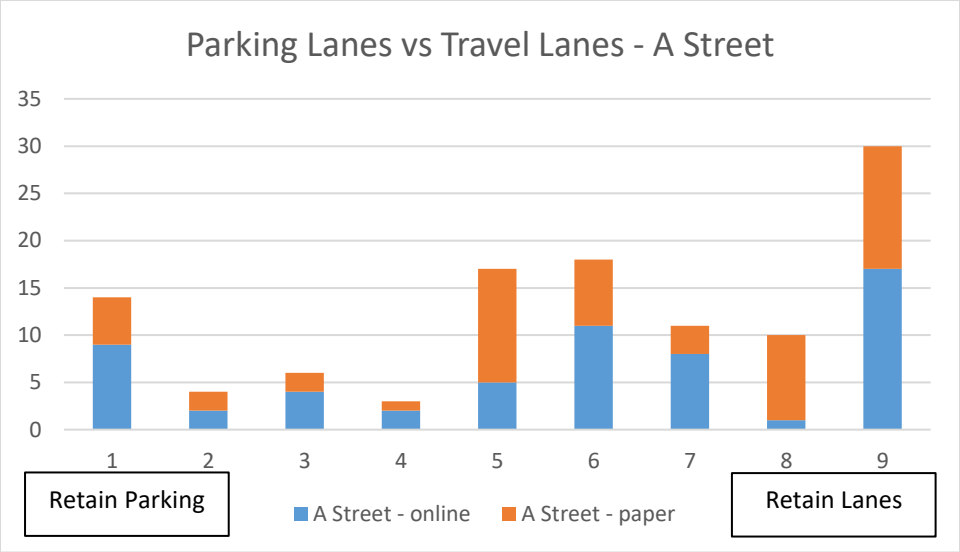


Figure 8: Parking vs Travel Lanes - A Street

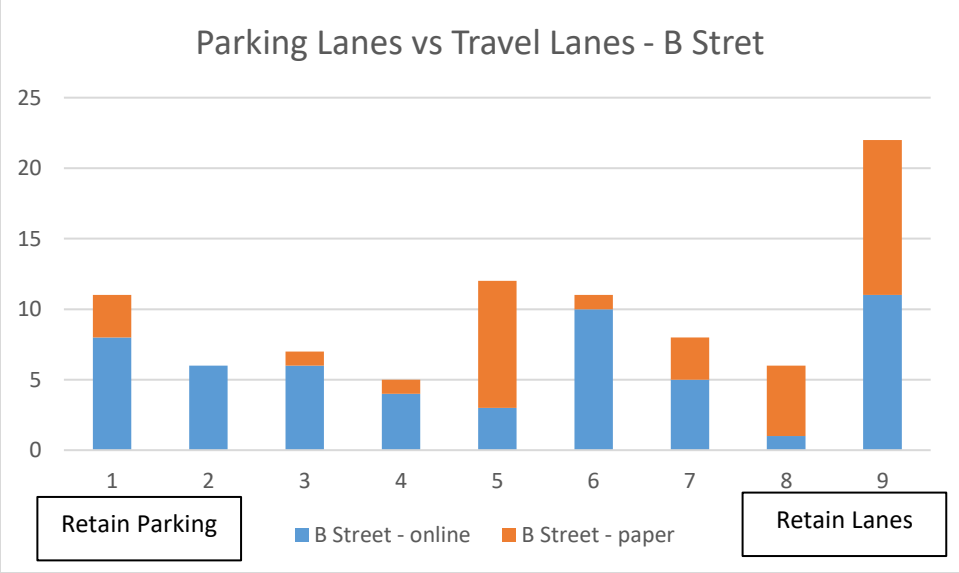


Figure 9: Parking vs Travel Lanes - B Street

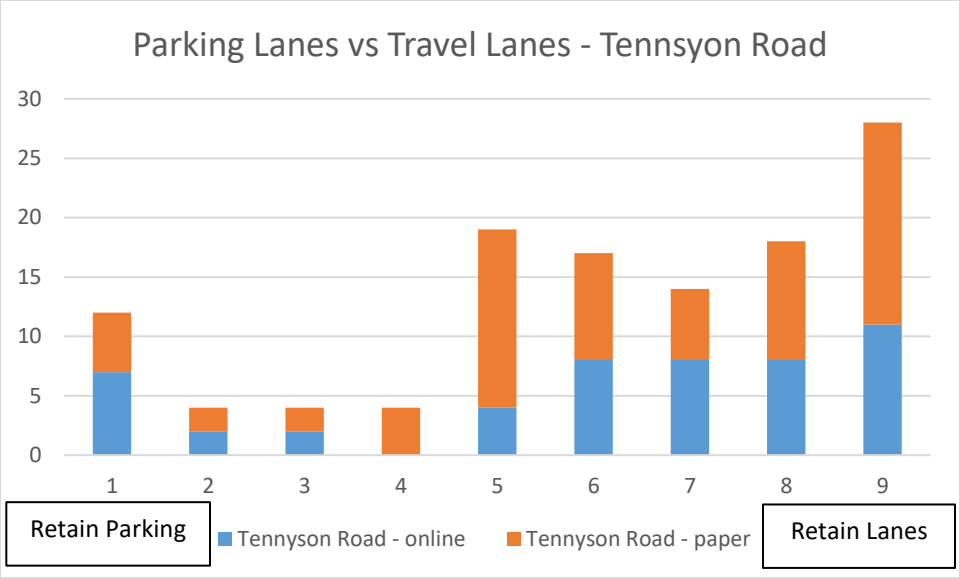


Figure 10: Parking vs Travel Lanes - Tennyson Road

Quick-Build vs Safety

Participants for online and paper surveys were asked to vote on a scale for their preference between building project improvements quickly versus taking longer to maximize safety improvements. The charts below show the distribution of votes for A Street, B Street, and Tennyson Road, divided between online surveys and paper surveys. Responses on the far left prioritize building a project quickly while responses to the far right prioritize maximizing safety.

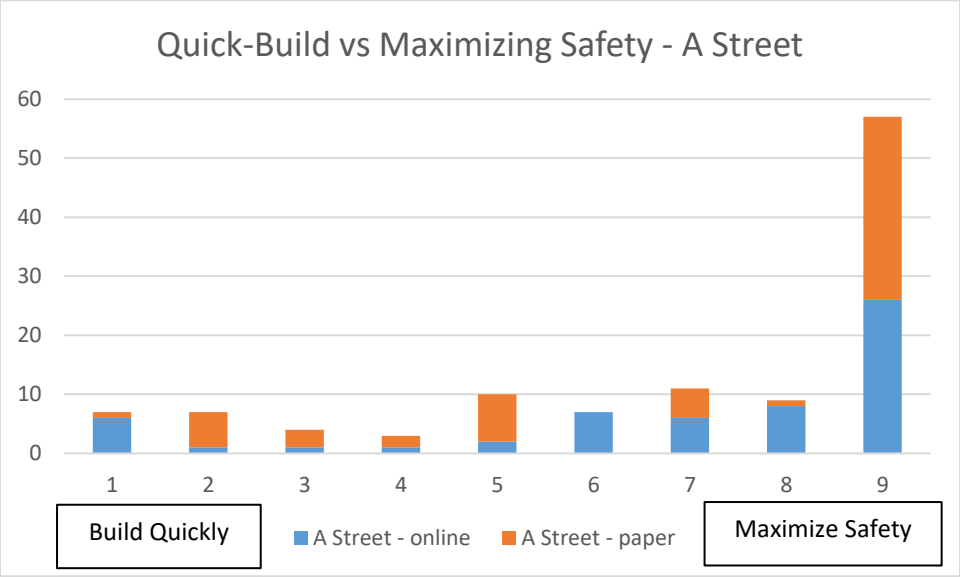


Figure 11: Quick-Build vs Maximizing Safety - A Street

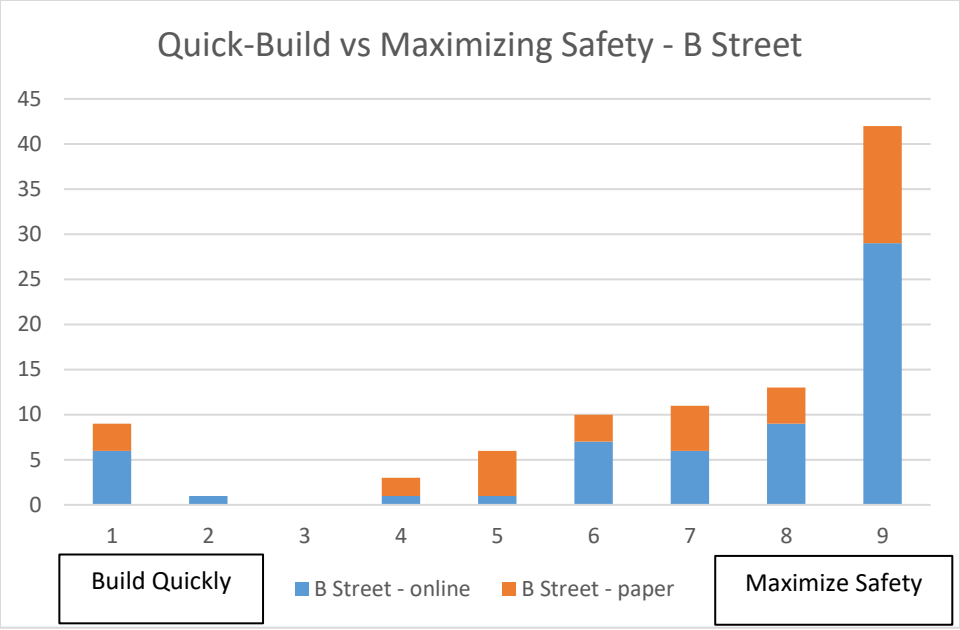


Figure 12: Quick-Build vs Maximizing Safety - B Street

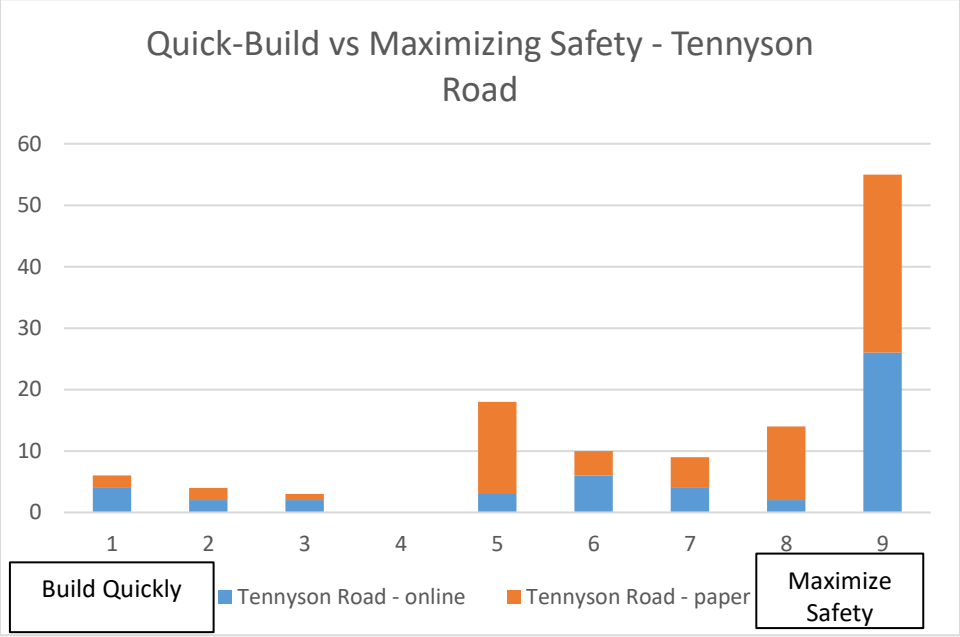


Figure 13: Quick-Build vs Maximizing Safety - Tennyson Road

Corridor Comments

Participants also provided comments in online surveys and through sticky-notes on activity boards. Areas of input were:

- Is there anything missing from intersection improvements along the corridor?
- What comments do you have about each concept provided?
- Are there any other comments you want to share?

The following table shows the volume of comments by corridor and by category:

Table 5: Round 2 comments by corridor

Corridor	Total	Missing project comment	Concept comment	General comment
A Street	**181**	59	91	31
B Street	**137**	48	61	28
Tennyson Road	**200**	65	71	64

A Street Comments

Hesperian Blvd to Meekland Avenue

Comments on this segment show a sharp tension between safety improvements and congestion concerns. Many respondents describe this stretch as already heavily congested and express strong opposition to lane reductions, frequently stating that reducing travel lanes would "invite disaster," worsen backups, and undermine A Street's role as a major crosstown connector. These respondents tend to favor Concept 1 or Concept 2, framing them as more realistic and less disruptive to traffic flow.

At the same time, there is a clear and persistent safety narrative, especially around:

- Dangerous intersections (notably A & Mission, A & Grand, and left turns from Grand into B Street),
- Senior pedestrian safety, including insufficient crossing time and red-light running,
- High vehicle speeds and aggressive driving behavior.

Many commenters call for speed cameras, red-light cameras, increased police presence, and better signal timing as either supplements to or substitutes for physical redesigns. Several commenters explicitly argue that enforcement-based solutions should be implemented first, before major capital changes.

Supporters of Concept 3 frame it as the only alternative that meaningfully prioritizes human life and long-term safety, highlighting protected facilities, trees, and climate benefits. However, even some Concept 3 supporters acknowledge that congestion impacts are a real political and functional concern on this segment.

Meekland Ave to Watkins St

This segment generates more safety-forward and pedestrian-focused commentary than the western portion of A Street. While congestion and parking loss are still mentioned, respondents also highlight the high number of residential and senior-serving uses and the unsuitability of the current street for bicyclist and pedestrian safety.

A dominant theme is severe pedestrian risk near Lucky's, Watkins St, and senior housing, with multiple comments referencing:

- People being struck in crosswalks,
- Drivers failing to yield or speeding through intersections,
- Insufficient crossing time for seniors and people using mobility devices.

Requests that respondents feel are missing or under-emphasized include:

- Mid-block crossings on long blocks,
- Raised or signalized crosswalks, not just RRFBs,
- Protected left-turn phases at Watkins St, Western Blvd/Grand St, and Hathaway Ave/Santa Clara St,
- Physical protection for bike facilities (barriers instead of paint).

There is strong support for Concept 3 on this segment, often justified by the need to slow traffic, protect seniors, and improve neighborhood livability. Supporters frequently describe Concept 1 as insufficient and Concept 2 as better but still limited by painted or partially protected facilities.

Opposition tends to focus on parking loss, especially for lower-income residents and multi-generational households. Some respondents argue that removing on-street parking without providing alternatives would disproportionately harm vulnerable residents and small businesses.

B Street Comments

MLK Dr to Montgomery St

Comments reinforce B Street as a neighborhood street and not a major vehicle corridor, with respondents generally more positive towards traffic calming than on A Street.

Key safety themes include:

- Speeding concerns, especially near schools,
- Poor visibility and lighting, particularly near Filbert St and Walnut St,
- Dooring risks between parked cars and bicyclists,
- Left turn conflicts, especially at Grand St/B St and Montgomery St/B St.

There is strong support for Concept 3, often described as the only option that truly protects cyclists and pedestrians. Some commenters characterize bike lanes between moving traffic and parked cars as "fatally dangerous," rejecting Concepts 1 and 2 on that basis alone.

At the same time, a smaller but vocal group argues that:

- B Street already functions acceptably as is,
- Excessive speed humps or bulb-outs could inconvenience drivers or school traffic,
- Traffic circles are preferable to speed bumps or additional signals.

Montgomery Street to Watkins Street

Feedback on this shorter segment is more mixed and lower-priority in tone. Several respondents note that this section is only one block, and that many people biking already bypass it or ride on the sidewalk.

Supporters emphasize:

- The need to slow traffic entering downtown,
- The importance of protected bike facilities, especially near City Hall,
- Visibility and safety at intersections.

Opposition is more common here than on the southern segment of B Street. When preferences are stated, Concept 3 again emerges as the most supported, primarily for its separation and clarity, while Concept 2 is often framed as an acceptable compromise.

Tennyson Road

Hesperian Blvd to Mission Blvd

Across Tennyson Road comments, the dominant theme is perceived danger combined with deep disagreement about the solution. There was broad agreement among comments about safety concerns, which included:

- High vehicle speeds, red-light running, and drivers failing to yield at crosswalks with RRFBs
- Poor nighttime lighting,
- Unsafe freeway ramp crossings
- Overly-wide intersections (notably Calaroga Ave, Patrick Ave, Tampa Ave, and Ruus Rd),

Many commenters describe Tennyson as "scary" for walking and biking, with several referencing recent pedestrian injuries or fatalities.

A defining feature of Tennyson feedback is the split between infrastructure solutions and enforcement-first approaches:

- Many respondents advocate strongly for speed cameras, red-light cameras, police presence, and strict enforcement, sometimes explicitly opposing physical changes.
- Others argue that infrastructure is necessary because enforcement alone has failed, and that protected facilities are required to change driver behavior.

Parking loss is a central and emotionally charged issue. Respondents frequently mention:

- Multi-generational households with multiple vehicles,
- Safety concerns about walking farther at night in a corridor perceived as unsafe,
- Potential harm to local businesses and street vendors.

These concerns drive support for Concept 2, which was several times described as the "best balance" between safety and community impacts. Concept 3 is supported by those prioritizing maximum safety and long-term transformation but also saw the strongest resistance due to parking removal. Concept 1 is favored by respondents focused on congestion, transit operations, and minimizing disruption.

Demographic survey

At the end of the survey, respondents were prompted to complete an optional demographic survey. Each question was optional, and thus the total number of responses varies by question. In some questions respondents selected that they "prefer not to respond" or did not answer the question at all.

Below are key themes from the demographic survey results:

- In total, 276 survey respondents completed the optional demographic survey, with 36% from online surveys and 64% from in-paper surveys.
- The two most common zip codes among survey respondents were from the immediate project area. The 94544 and 94541 zip codes represented 80% of all surveys completed.
- For online surveys, the largest ethnic groups represented were Asian (28%), Latinx (28%), and White (23%). For paper surveys, Latinx were the overwhelming majority (73%), with Asian and White represented at 10% and 6%, respectively. Black respondents represented between 3-4.5% of surveys.
- Survey responses online were balanced between men and women, but 59% of paper surveys were completed by women.
- A majority (51%) of paper survey responses had annual household income under $75,000, while a majority (50%) of online survey responders reported an annual household income of over $100,000.
- Online survey responses skewed younger (59% between the ages of 25-44), while paper surveys had the largest responses by people over the age of 65 (14%).
- Among survey respondents, 64% report speaking English at home and 52% report speaking Spanish at home. 11 other languages were represented in survey responses.

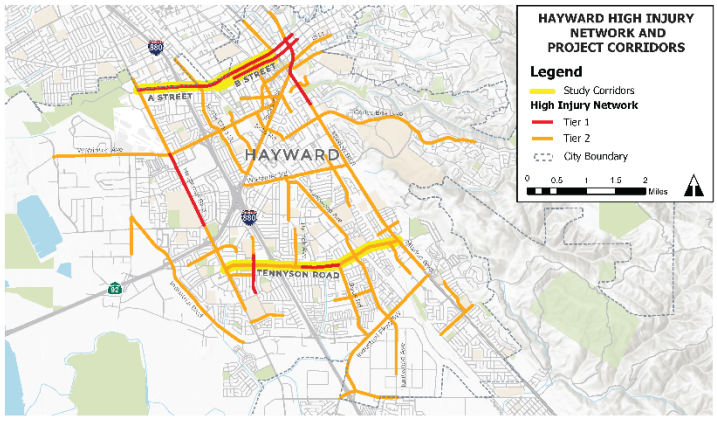
Appendix A: Outreach Materials

Safe Streets Hayward | **Planificación de calles seguras Hayward** | **برنامه ریزی خیابان های ایمن Hayward** | **H HAYWARD**

The City of Hayward is bringing safety improvements to streets with the most serious injury and fatal collisions. We want to share what we've heard from you and what we've learned. **We need your voice to develop community-supported designs.**

La ciudad de Hayward está mejorando la seguridad en las calles con mayor índice de lesiones graves y colisiones mortales. Queremos compartir lo que hemos escuchado de ti y lo que hemos aprendido. ***Necesitamos tu opinión para desarrollar diseños que cuenten con el apoyo de la comunidad.***

شهر هیوارد در حال ارتقای ایمنی خیابانهای با جدی ترین آسیب ها و تصادفات مرگبار است. ما می خواهیم آنچه را که از شما شنیده ایم و آنچه آموخته ایم به اشتراک بگذاریم. **ما برای توسعه طرح های پشتیبانی شده توسط جامعه به صدای شما نیاز داریم.**



What we learned | Lo que aprendimos | آنچه یاد گرفتیم

385 crashes on A/B Streets and Tennyson Road since 2019
385 *choques en las calles A/B y Tennyson Road desde 2019*
۵۸۳ تصادف در خیابان های B/A و جاده تنیسون از سال ۲۰۱۹ تاکنون

31 severe injuries or fatalities since 2019
31 *lesiones graves o fallecidos desde 2019*
۱۳ تصادف شدید یا مرگبار از سال ۲۰۱۹ تاکنون

54% 46%
46% of severe injury or fatal crashes involved someone walking or biking
46% *de los choques con lesiones graves o fatales involucraron a personas que caminaban o iban en bicicleta.*
۴۶٪ از تصادفات منجر به جرح شدید یا مرگ، مربوط به افرادی است که پیاده یا دوچرخه‌سوار بوده‌اند.

What we heard | Lo que escuchamos | آنچه شنیدیم

Slow Cars Down | Reducir la velocidad de los automóviles | آهسته شدن اتومبیل ها

Safer Crosswalks | Cruces peatonales más seguros | گذرگاه های امن تر

Better Bike Lanes | Mejores carriles para bicicletas | مسیرهای دوچرخه بهتر

More Lighting | Más iluminación | روشنایی بیشتر

23
Community Events | Eventos comunitarios | رویدادهای جامعه

2,049
People Reached | Personas alcanzadas | تعداد افرادی که به آن ها دسترسی پیدا شده است

1,000+
Public Comments | Comentarios públicos | نظرات عمومی

Project Schedule | *Calendario del proyecto* | هژورپ یدنبنامز همانرب

Project Start | ***Inicio del proyecto*** | **شروع پروژه**
Feb | *Feb* | فوریه

Round 1 Outreach | ***Fase 1 de divulgación*** | **فاز ۱ اطلاع‌رسانی**
May | *May* | مه - Jun | *Jun* | ژوئن

Round 2 Outreach | ***Fase 2 de divulgación*** | **فاز ۲ اطلاع‌رسانی**
Feb | *Feb* | فوریه - Mar | *Mar* | مارس

Round 3 Outreach | ***Fase 3 de divulgación*** | **اطلاع‌رسانی فاز ۳**
Jun | *Jun* | ژوئن - Jul | *Jul* | ژوئیه

City Council Approval | ***Aprobación del Ayuntamiento*** | **رهش یارویش هب‌وصم**
Nov | *Nov* | نوامبر

Figure 14. Project Overview Outreach Board

Figure 15. A Street and B Street Outreach Board

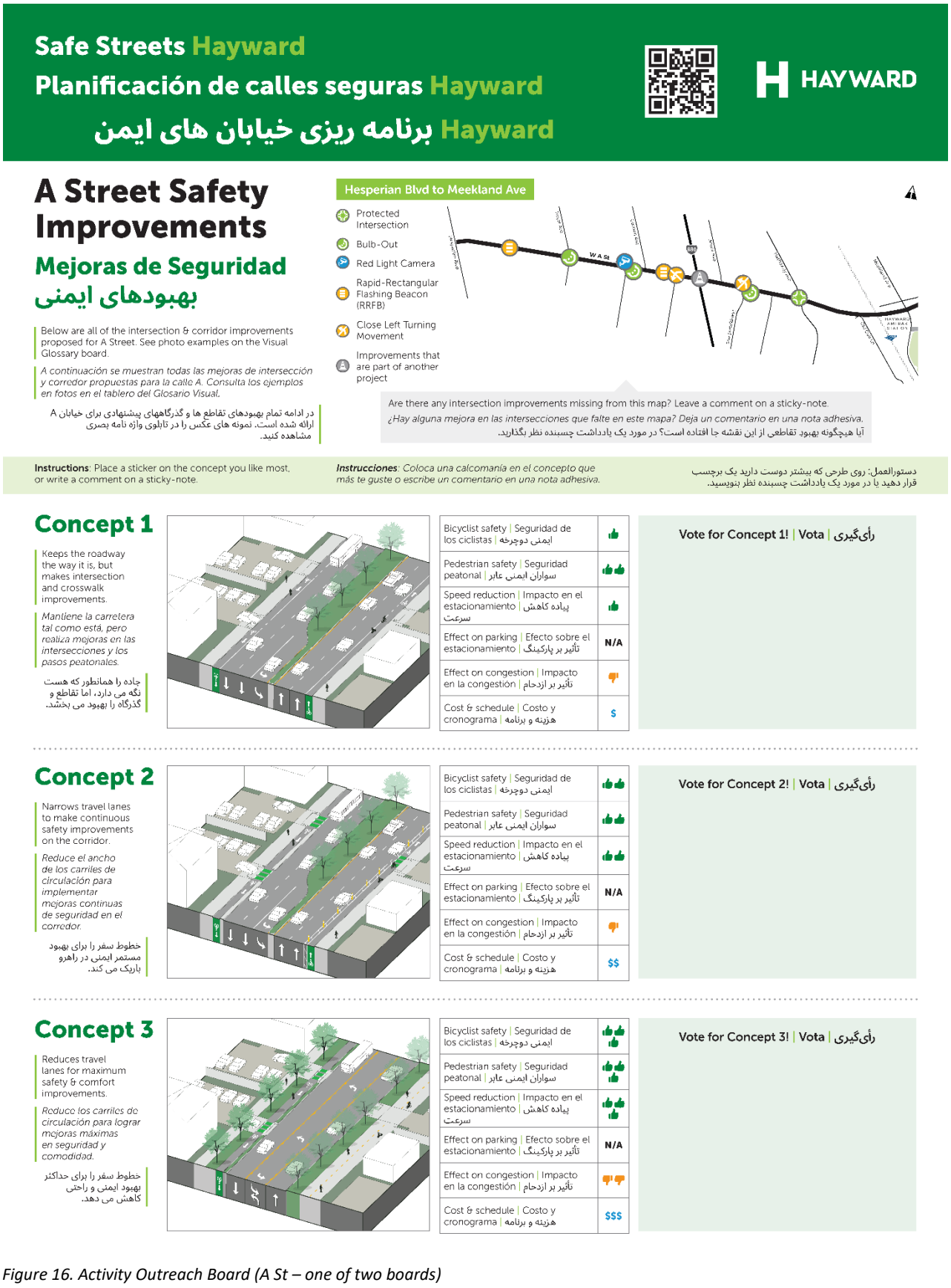


Figure 16. Activity Outreach Board (A St – one of two boards)

Safe Streets Hayward
Planificación de calles seguras Hayward
برنامه ریزی خیابان های ایمن Hayward

HAYWARD

A Street Safety Improvements

Mejoras de Seguridad بهبودهای ایمنی

Below are all of the intersection & corridor improvements proposed for A Street. See photo examples on the Visual Glossary board.

A continuación se muestran todas las mejoras de intersección y corredor propuestas para la calle A. Consulta los ejemplos en fotos en el tablero del Glosario Visual.

در ادامه تمام بهبودهای تقاطع ها و گذرگاههای پیشنهادی برای خیابان A ارائه شده است. نمونه های عکس را در تابلوی واژه نامه بصری مشاهده کنید

Meekland Ave to Watkins St

- Bulb-Out
- Red Light Camera
- Rapid-Rectangular Flashing Beacon (RRFB)
- Close Left Turning Movement

Are there any intersection improvements missing from this map? Leave a comment on a sticky-note.
¿Hay alguna mejora en las intersecciones que falte en este mapa? Deja un comentario en una nota adhesiva.
آیا هیچگونه بهبود تقاطعی از این نقشه جا افتاده است؟ در مورد یک یادداشت چسبنده نظر بگذارید.

Instructions: Place a sticker on the concept you like most, or write a comment on a sticky-note.

***Instrucciones**: Coloca una calcomanía en el concepto que más te guste o escribe un comentario en una nota adhesiva.*

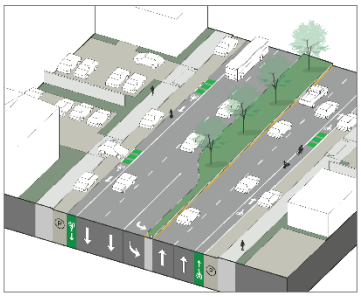
دستورالعمل: روی طرحی که بیشتر دوست دارید یک برچسب قرار دهید یا در مورد یک یادداشت چسبنده نظر بنویسید.

Concept 1

Keeps the roadway the way it is, but makes intersection and crosswalk improvements.

Mantiene la carretera tal como está, pero realiza mejoras en las intersecciones y los pasos peatonales.

جاده را همانطور که هست نگه می دارد، اما تقاطع و گذرگاه را بهبود می بخشد.



Bicyclist safety | Seguridad de los ciclistas | ایمنی دوچرخه	👍
Pedestrian safety | Seguridad peatonal | سواران ایمنی عابر	👍👍
Speed reduction | Impacto en el estacionamiento | پیاده کاهش سرعت	👍
Effect on parking | Efecto sobre el estacionamiento | تأثیر بر پارکینگ	👎
Effect on congestion | Impacto en la congestión | تأثیر بر ازدحام	👎
Cost & schedule | Costo y cronograma | هزینه و برنامه	$

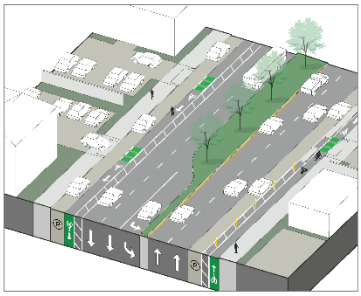
Vote for Concept 1! | Vota | رأی‌گیری

Concept 2

Narrows travel lanes with limited parking removal to make continuous safety improvements on the corridor.

Carriles más estrechos y eliminación limitada de estacionamiento para mejoras continuas de seguridad en el corredor.

عرض خطوط سفر را با حذف محدود پارکینگ برای بهبود ایمنی مداوم در امتداد مسیر کاهش میدهد.



Bicyclist safety | Seguridad de los ciclistas | ایمنی دوچرخه	👍👍
Pedestrian safety | Seguridad peatonal | سواران ایمنی عابر	👍👍
Speed reduction | Impacto en el estacionamiento | پیاده کاهش سرعت	👍👍
Effect on parking | Efecto sobre el estacionamiento | تأثیر بر پارکینگ	👎👎
Effect on congestion | Impacto en la congestión | تأثیر بر ازدحام	👎
Cost & schedule | Costo y cronograma | هزینه و برنامه	$$

Vote for Concept 2! | Vota | رأی‌گیری

Concept 3

Removes parking on the south side of the street for maximum safety & comfort improvements.

Elimina el estacionamiento en el lado sur de la calle para lograr mejoras máximas en seguridad y comodidad.

پارکینگ در سمت جنوبی خیابان را برای بهبود حداکثر ایمنی و راحتی حذف می کند.

Bicyclist safety | Seguridad de los ciclistas | ایمنی دوچرخه	👍👍
Pedestrian safety | Seguridad peatonal | سواران ایمنی عابر	👍👍
Speed reduction | Impacto en el estacionamiento | پیاده کاهش سرعت	👍👍
Effect on parking | Efecto sobre el estacionamiento | تأثیر بر پارکینگ	👎👎
Effect on congestion | Impacto en la congestión | تأثیر بر ازدحام	👎👎
Cost & schedule | Costo y cronograma | هزینه و برنامه	$$$

Vote for Concept 3! | Vota | رأی‌گیری

Figure 17. Activity Outreach Board (A St – two of two boards)

Safe Streets Hayward
Planificación de calles seguras Hayward
برنامه ریزی خیابان های ایمن Hayward

HAYWARD

B Street Safety Improvements

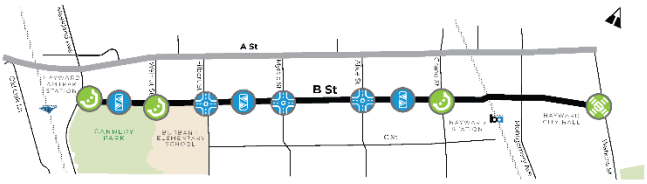
Mejoras de Seguridad
بهبودهای ایمنی

Below are all of the intersection & corridor improvements proposed for B Street. See photo examples on the Visual Glossary board

A continuación se muestran todas las mejoras de intersección y corredor propuestas para la calle B. Consulta los ejemplos en fotos en el tablero del Glosario Visual.

در ادامه تمام بهبودهای تقاطع ها و گذرگاههای پیشنهادی برای خیابان B ارائه شده است. نمونه های عکس را در تابلوی واژه نامه بصری مشاهده کنید

- Pedestrian Scramble
- Bulb-Out
- Speed Hump
- Traffic Circle



Are there any intersection improvements missing from this map? Leave a comment on a sticky-note.
¿Hay alguna mejora en las intersecciones que falte en este mapa? Deja un comentario en una nota adhesiva.
آیا هیچگونه بهبود تقاطعی از این نقشه جا افتاده است؟ در مورد یک یادداشت چسبنده نظر بگذارید.

Instructions: Place a sticker on the concept you like most, or write a comment on a sticky-note.

***Instrucciones**: Coloca una calcomanía en el concepto que más te guste o escribe un comentario en una nota adhesiva.*

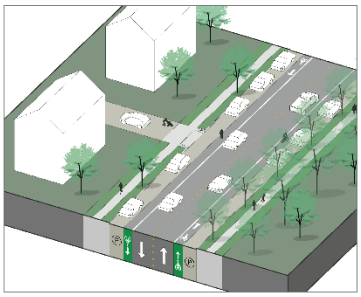
دستورالعمل: روی طرحی که بیشتر دوست دارید یک برچسب قرار دهید یا در مورد یک یادداشت چسبنده نظر بنویسید.

Concept 1

Keeps the roadway the way it is, but makes intersection and crosswalk improvements.

Mantiene la carretera tal y como está, pero mejora las intersecciones y los pasos de peatones.

جاده را همانطور که هست نگه می دارد، اما تقاطع و گذرگاه را بهبود می بخشد.



Bicyclist safety | Seguridad de los ciclistas | ایمنی دوچرخه	👍👍
Pedestrian safety | Seguridad peatonal | سواران ایمنی عابر	👍👍
Speed reduction | Impacto en el estacionamiento | پیاده کاهش سرعت	👍👍
Effect on parking | Efecto sobre el estacionamiento | تأثیر بر پارکینگ	N/A
Effect on congestion | Impacto en la congestión | تأثیر بر ازدحام	👎
Cost & schedule | Costo y cronograma | هزینه و برنامه	$

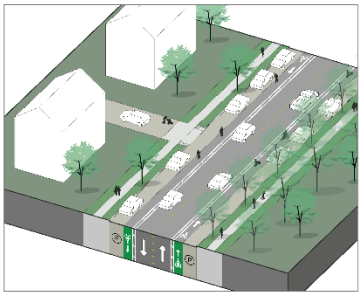
Vote for Concept 1! | Vota | رأی‌گیری

Concept 2

Narrows travel lanes to make continuous safety improvements on the corridor.

Se estrechan los carriles de circulación para realizar mejoras continuas de seguridad en el corredor.

خطوط سفر را برای بهبود مستمر ایمنی در راهرو باریک می کند.



Bicyclist safety | Seguridad de los ciclistas | ایمنی دوچرخه	👍👍
Pedestrian safety | Seguridad peatonal | سواران ایمنی عابر	👍👍
Speed reduction | Impacto en el estacionamiento | پیاده کاهش سرعت	👍👍
Effect on parking | Efecto sobre el estacionamiento | تأثیر بر پارکینگ	N/A
Effect on congestion | Impacto en la congestión | تأثیر بر ازدحام	👎
Cost & schedule | Costo y cronograma | هزینه و برنامه	$$

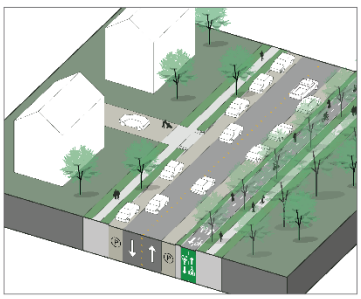
Vote for Concept 2! | Vota | رأی‌گیری

Concept 3

Narrows roadway for maximum safety & comfort improvements.

Estrecha la calzada para mejorar al máximo la seguridad y la comodidad.

جاده را برای بهبود حداکثر ایمنی و راحتی باریک می کند.



Bicyclist safety | Seguridad de los ciclistas | ایمنی دوچرخه	👍👍
Pedestrian safety | Seguridad peatonal | سواران ایمنی عابر	👍👍
Speed reduction | Impacto en el estacionamiento | پیاده کاهش سرعت	👍👍
Effect on parking | Efecto sobre el estacionamiento | تأثیر بر پارکینگ	N/A
Effect on congestion | Impacto en la congestión | تأثیر بر ازدحام	👎
Cost & schedule | Costo y cronograma | هزینه و برنامه	$$$

Vote for Concept 3! | Vota | رأی‌گیری

Figure 18. Activity Outreach Board (B Street)

Safe Streets Hayward
Planificación de calles seguras Hayward
برنامه ریزی خیابان های ایمن Hayward

HAYWARD

Tennyson Rd Safety Improvements
Mejoras de Seguridad
بهبودهای ایمنی

Below are all of the intersection & corridor improvements proposed for Tennyson Road. See photo examples on the Visual Glossary board.

A continuación se muestran todas las mejoras de intersección y corredor propuestas para Tennyson Road. Consulta los ejemplos en fotos en el tablero del Glosario Visual.

در زیر تمام بهبود تقاطع و راهرو پیشنهادی برای جاده تنیسون آورده شده است. نمونه های عکس را در تابلوی واژه نامه بصری مشاهده کنید

- Diamond Interchange
- Protected Intersection
- Bulb-Out
- Red Light Camera
- Pedestrian Hybrid Beacon (PHB
- Close Left Turning Movement
- Improvements that are part of another project
- East Bay Greenway

Are there any intersection improvements missing from this map? Leave a comment on a sticky-note.

¿Hay alguna mejora en las intersecciones que falte en este mapa? Deja un comentario en una nota adhesiva.

آیا هیچگونه بهبود تقاطعی از این نقشه جا افتاده است؟ در مورد یک یادداشت چسبنده نظر بگذارید.

Instructions: Place a sticker on the concept you like most, or write a comment on a sticky-note.

***Instrucciones**: Coloca una calcomanía en el concepto que más te guste o escribe un comentario en una nota adhesiva.*

دستورالعمل: روی طرحی که بیشتر دوست دارید یک برچسب قرار دهید یا در مورد یک یادداشت چسبنده نظر بنویسید.

Concept 1

Keeps the roadway the way it is, but makes intersection and crosswalk improvements.

Se mantiene la vía tal como está, pero se realizan mejoras en las intersecciones y los pasos peatonales.

جاده را همانطور که هست نگه می دارد، اما تقاطع و گذرگاه را بهبود می بخشد.

Bicyclist safety | Seguridad de los ciclistas | ایمنی دوچرخه	👍
Pedestrian safety | Seguridad peatonal | سواران ایمنی عابر	👍👍
Speed reduction | Impacto en el estacionamiento | پیاده کاهش سرعت	👍
Effect on parking | Efecto sobre el estacionamiento | تأثیر بر پارکینگ	👎
Effect on congestion | Impacto en la congestión | تأثیر بر ازدحام	👎👎
Cost & schedule | Costo y cronograma | هزینه و برنامه	$

Vote for Concept 1! | Vota | رأی‌گیری

Concept 2

Narrows travel lanes to make continuous safety improvements on the corridor.

Reduce el ancho de los carriles de circulación para implementar mejoras continuas de seguridad en el corredor.

خطوط سفر را برای بهبود مستمر ایمنی در راهرو باریک می کند.

Bicyclist safety | Seguridad de los ciclistas | ایمنی دوچرخه	👍👍
Pedestrian safety | Seguridad peatonal | سواران ایمنی عابر	👍👍
Speed reduction | Impacto en el estacionamiento | پیاده کاهش سرعت	👍👍
Effect on parking | Efecto sobre el estacionamiento | تأثیر بر پارکینگ	👎
Effect on congestion | Impacto en la congestión | تأثیر بر ازدحام	👎👎
Cost & schedule | Costo y cronograma | هزینه و برنامه	$$

Vote for Concept 2! | Vota | رأی‌گیری

Concept 3

Narrows roadway for maximum safety & comfort improvements.

Se estrecha la vía para mejorar al máximo la seguridad y la comodidad.

جاده را برای بهبود حداکثر ایمنی و راحتی باریک می کند.

Bicyclist safety | Seguridad de los ciclistas | ایمنی دوچرخه	👍👍
Pedestrian safety | Seguridad peatonal | سواران ایمنی عابر	👍👍
Speed reduction | Impacto en el estacionamiento | پیاده کاهش سرعت	👍👍
Effect on parking | Efecto sobre el estacionamiento | تأثیر بر پارکینگ	👎👎
Effect on congestion | Impacto en la congestión | تأثیر بر ازدحام	👎👎
Cost & schedule | Costo y cronograma | هزینه و برنامه	$$$

Vote for Concept 3! | Vota | رأی‌گیری

Figure 19. Activity Outreach Board (Tennyson Rd)

File #: ACT 26-019

DATE: April 22, 2026

TO: Council Infrastructure & Airport Committee

FROM: Director of Public Works

SUBJECT

Transit Oriented Communities Policy Planning Grant Scoping

RECOMMENDATION

That the Council Infrastructure and Airport Committee (CIAC) review an informational report and provide feedback on the City's strategy for meeting Metropolitan Transportation Commission's (MTC) Transit-Oriented Communities (TOC) Policy standards on Parking and Station Access.

SUMMARY

In 2022, MTC adopted the **Transit-Oriented Communities Policy** to help support and achieve the vision and objectives set by Plan Bay Area 2050, the region's long-range plan for transportation, housing, the economy, and the environment. The Transit-Oriented Communities Policy sets forth guidelines for land use and transportation policy for areas adjacent to major transit stations, which includes a half-mile buffer around both Hayward and South Hayward BART stations.

To encourage alignment of local land use and transportation decisions with regionwide goals, MTC has set aside $45 million in grant funds as part of One Bay Area Grant (OBAG) 4, their fourth round of the OBAG program which distributes federal transportation funds every four years through an application process. The TOC policy framework includes four components: Density, Housing, Parking, and Station Access. To be eligible to apply for these funds, cities must meet a minimum average score across all TOCs in their jurisdiction. This report outlines the background of the TOC policy, where Hayward currently scores toward compliance and access to grant funding, what steps are currently underway to improve compliance, and an array of opportunities to meet compliance and access grant funds.

This staff report reviews the City's existing plans, policies, and municipal code to assess how the City can fulfill the Station Access and Parking standards established in the MTC TOC program. Although many of these recommendations are not directly related to infrastructure, the Committee's input is important on related policies that may impact our streets. City staff recommend aligning development and transportation policies with regional criteria through the following actions:

- Adopt updated density minimums and maximums, and floor-area-ratio (FAR) minimums and

maximums in both TOC areas for new residential developments
- Allow unbundled parking for residential and commercial developments in both TOC areas
- Allow shared parking for residential and commercial developments in both TOC areas
- Adopt bicycle parking minimums for new residential and commercial developments citywide

City staff request input from CIAC on achieving further alignment with TOC policies through some combination of the following actions:
- Adopting some level of parking maximums in TOC area(s) for new residential and/or commercial developments (recommended)
- Adopting some level of priced parking in TOC area(s)
- Funding mobility hub plan development for BART station(s)

City staff are interested in understanding CIAC support for staff recommendations for TOC consistency, elements they feel may be challenging or not feasible to pursue currently, and prioritization of feasible actions.

ATTACHMENTS

Attachment I Staff Report

DATE: April 22, 2026

TO: Council Infrastructure and Airport Committee

FROM: Director of Public Works

SUBJECT: Transit Oriented Communities Policy Planning Grant Scoping

RECOMMENDATION

That the Council Infrastructure and Airport Committee (CIAC) review an informational report and provide feedback on the City's strategy for meeting Metropolitan Transportation Commission's (MTC) Transit-Oriented Communities (TOC) Policy standards on Parking and Station Access.

SUMMARY

In 2022, MTC adopted the **Transit-Oriented Communities Policy** to help support and achieve the vision and objectives set by Plan Bay Area 2050, the region's long-range plan for transportation, housing, the economy, and the environment. The Transit-Oriented Communities Policy sets forth guidelines for land use and transportation policy for areas adjacent to major transit stations, which includes a half-mile buffer around both Hayward and South Hayward BART stations.

To encourage alignment of local land use and transportation decisions with regionwide goals, MTC has set aside $45 million in grant funds as part of One Bay Area Grant (OBAG) 4, their fourth round of the OBAG program, which distributes federal transportation funds every four years through an application process. The TOC policy framework includes four components: Density, Housing, Parking, and Station Access. To be eligible to apply for these funds, cities must meet a minimum average score across all TOCs in their jurisdiction. This report outlines the background of the TOC policy, where Hayward currently scores toward compliance and access to grant funding, what steps are currently underway to improve compliance, and an array of opportunities to meet compliance and access grant funds.

This staff report reviews the City's existing plans, policies, and municipal code to assess how the City can fulfill the Station Access and Parking standards established in the MTC TOC program. Although many of these recommendations are not directly related to infrastructure, the Committee's input is important on related policies that may impact our

streets. City staff recommend aligning development and transportation policies with regional criteria through the following actions:

- Adopt updated density minimums and maximums, and floor-area-ratio (FAR) minimums and maximums in both TOC areas for new residential developments
- Allow unbundled parking for residential and commercial developments in both TOC areas
- Allow shared parking for residential and commercial developments in both TOC areas
- Adopt bicycle parking minimums for new residential and commercial developments citywide

City staff request input from CIAC on achieving further alignment with TOC policies through some combination of the following actions:

- Adopting some level of parking maximums in TOC area(s) for new residential and/or commercial developments (recommended)
- Adopting some level of priced parking in TOC area(s)
- Funding mobility hub plan development for BART station(s)

City staff are interested in understanding CIAC support for staff recommendations for TOC consistency, elements they feel may be challenging or not feasible to pursue currently, and prioritization of feasible actions.

FISCAL IMPACT

This item does not impact the General Fund or Measure C.

All actions are grant-funded through MTC's TOC Planning and Implementation Projects Grant. MTC is directly contracting with consultants to deliver the proposed services, with City staff overseeing and reviewing the work. The funding is not being provided directly to the City. The only identified fiscal impact would be any revenues and costs associated with pursuing paid parking in TOC areas or mobility hub plans, but only if the Committee decides to prioritize that direction for City staff at this time.

BACKGROUND

In 2022, MTC adopted the Transit-Oriented Communities Policy to help support and achieve the vision and objectives set by Plan Bay Area 2050, the region's long-range plan for transportation, housing, the economy, and the environment. This builds on the **Transit-Oriented Development (TOD) Policy**, adopted in 2005. The TOC policy seeks to achieve four core goals:

1. Increasing the overall housing supply in part by increasing the density for new residential projects, with a priority of siting affordable housing in transit-rich areas.
2. In areas near regional transit hubs, increasing density for businesses and commercial development.

3. Prioritizing bus transit, active transportation, and shared mobility (such as bike share and car share) within and to/from transit-rich areas, particularly to **Equity Priority Communities (EPCs)** located more than one half mile from transit stops or stations.
4. Supporting and building partnerships to create equitable transit-oriented communities within the San Francisco Bay Area.

These goals are broadly aligned with those set forth in the City's General Plan – Housing and Mobility Elements, and will help Hayward meet community needs around affordable options for housing and transportation as the city grows. The City of Hayward has two TOCs: a half-mile buffer around Hayward BART station (referred to in this memo as Downtown Hayward) and South Hayward BART station, as seen in **Figure 1**. The TOC policy establishes different standards for four different tiers of station areas, based on their geography and characteristics of the public transit that serve them. Both of Hayward's TOCs are classified within the second highest tier, which holds them to a higher standard of density and parking than less dense or traveled corridors.

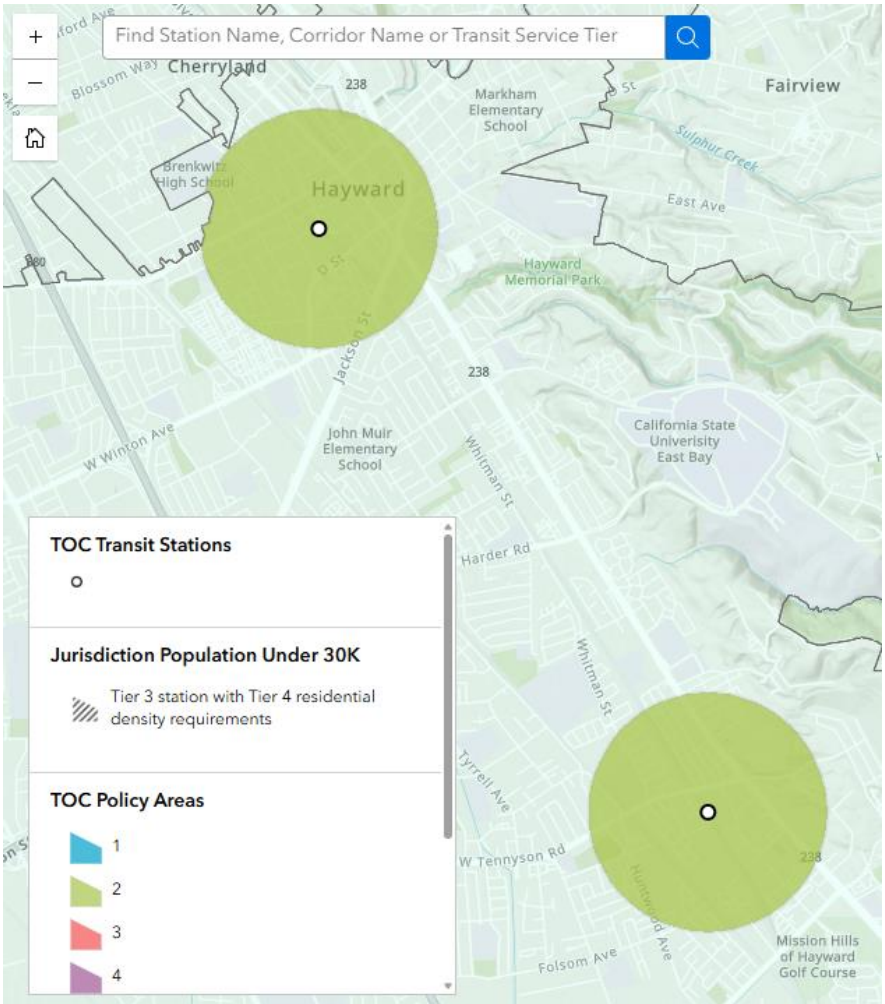


Figure 1. *Map of Both Tier 2 TOC Policy Areas in Hayward*

To encourage alignment of local land use and transportation decisions with regionwide goals, MTC has set aside $45 million in grant funds as part of OBAG 4, their fourth round of the OBAG program which distributes federal transportation funds every four years through an application process. The City received $1.75M in OBAG 2 grant funds nine years ago for projects on Main St and Winton Ave, and did not earn grant funding in OBAG 3. Having access to TOC set-asides in addition to OBAG 4 grant funding would be transformational for Hayward. The TOC policy framework includes four components: Density, Housing, Parking, and Station access. To be eligible to apply for these funds, cities must meet an average score across all TOCs in their jurisdiction of 85 out of 100 points. An overview of the scoring is shown in **Figure 2**. City staff estimate Hayward would currently receive an average score across the two TOCs of about 50 points, as shown in **Table 1**.

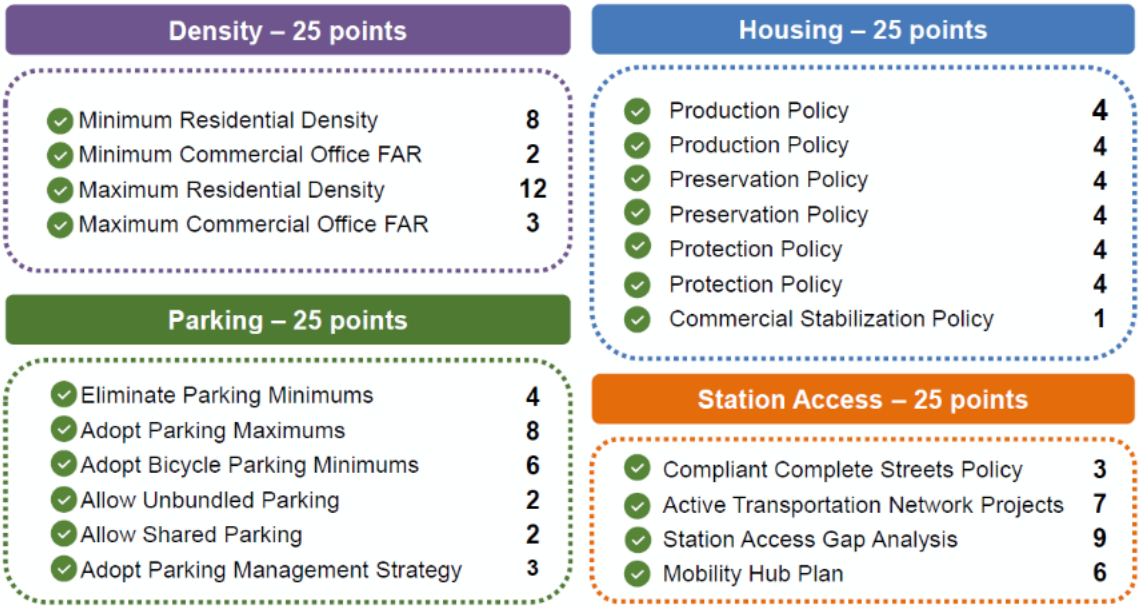


Figure 2. *Points and Process for Evaluating TOC Policy Consistency*

Table 1. *Estimated Scoring Evaluation by TOC Policy Category*

Evaluation Category	Estimated Score
Density	4/25
Housing	25/25
Parking	5/25
Station Access	16/25
TOTAL	**50/100**

In 2025, the City of Hayward applied for and was awarded grant funds from MTC to help the City meet compliance. Hayward received a Station Access and Circulation Grant and a Parking Management Grant, which the City accepted on May 6, 2025.[1] In accepting that grant, City Council adopted a Resolution to implement and work towards compliance with MTC's TOC policies, which was a condition of the grant award.

[1] https://hayward.legistar.com/LegislationDetail.aspx?ID=7361663&GUID=48B93F77-14C9-4DB3-B260-7A8B63ECAD95&Options=&Search=

This staff report sets forth options for City staff to pursue compliance in both the station access and parking categories, including an assumption that Hayward will update its density and FAR for new development in the TOC areas.

DISCUSSION

This section will discuss the recommendations for the two categories most relevant to transportation in Hayward: Parking and Station Access.

TOC Parking Standards

The parking component of the TOC policy includes six parking standards, each of which represent a range of potential points towards achieving overall TOC policy consistency. Some aspects of the six TOC parking standards vary by station area tier, which reflects the level of transit service available at each station area, as shown in **Table 2**. In Hayward, the following parking standards apply to the Hayward BART station area and the South Hayward BART station area, both of which are classified as Tier 2 stations:

1. Remove minimum parking requirements for new developments
2. Establish maximum parking requirements for new developments
   a. Tier 2 residential parking maximums: ≤ 0.5 spaces per residential unit
   b. Tier 2 commercial parking maximums: ≤ 1.6 spaces per 1,000 square feet
3. Establish bicycle parking requirements for new developments
   a. 1 secure bicycle parking space per residential unit
   b. 1 secure bicycle parking space per 5,000 square feet
4. Allow unbundled parking
5. Allow shared parking between different land uses
6. Adopt one or more complementary parking management policies:
   a. Transportation Demand Management (TDM) policy for new development
   b. Curb management strategy
   c. Parking benefit district
   d. Demand-responsive pricing
   e. Priced parking

Table 2. *Parking Available Point Values*

Parking	Points Available
No Minimum Vehicular Parking Requirement – Residential	2
No Minimum Vehicular Parking Requirement – Commercial	2
Maximum Vehicular Parking Requirement – Residential	4
Maximum Vehicular Parking Requirement – Commercial	4
Minimum Bicycle Parking Requirement – Residential	3
Minimum Bicycle Parking Requirement – Commercial	3
Allow Unbundled Parking	2
Allow Shared Parking	2
Parking Management Policies	3
TOTAL	**25**

Based on the review of existing plans and policies against the MTC TOC Policy Requirements, the Hayward TOC areas are not fully consistent. The City should receive full points for removing parking minimums next to transit hubs since AB 2097. In the other categories, Hayward has made some progress towards TOC consistency, including elements from our Mission Boulevard Code (2020), Downtown Specific Plan (2019), and Downtown Parking Management Plan (2018), but still needs to make substantial efforts to meet consistency. A summary of City policies and steps needed is shown in **Table 3**. The City is currently taking steps towards consistency with the Parking Management Policies by working towards a draft TDM policy for new development and by ensuring our existing curb management strategies are updated.

Table 3. *TOC Parking Consistency Summary*

TOC Parking Standard	Status	Notes and Opportunities for Consistency
Parking Minimums	Consistent	Elimination of minimums within a half mile of BART stations has been formalized in Hayward's municipal code.
Parking Maximums	Some progress	Maximum parking requirements have been established in some parts of Hayward (sustainable mixed use, Mission Boulevard). Full TOC consistency will require: • Extending minimums to station areas • Establishing minimums for non-residential uses • Reducing minimums to align with TOC standards
Bicycle Parking Requirements	Some progress	Minimum bicycle parking requirements have been established in some parts of Hayward (Downtown Specific Plan, Mission Boulevard Code). Full TOC consistency will require: • Extending requirements to station areas • Increasing requirements to align with TOC standards
Unbundled Parking	Some progress	Hayward's municipal code requires that parking is unbundled for residential market-rate housing developments of 16+ units. Full TOC consistency will require: • Allowing other development types to unbundle parking in TOC areas
Shared Parking	Some progress	Shared parking arrangements are allowed under certain conditions (specific uses that can share, limits on how much is shared). Full TOC consistency will require: • Reducing constraints/conditions for shared parking in station areas
Parking Management Policies	Some progress	Parking management strategies are identified in key plans and policies as priorities, but are not yet implemented in

		TOC areas. The 2018 Downtown Parking Management Plan may satisfy some curbside management aspects. TOC consistency will require: • Selecting and implementing up to three of the five parking management policy options for station area implementation Note: earning a third point will require some form of priced parking

In summary, Hayward is on track to get full points in one of the categories, and has identified several categories that could be opportunities to gain points.

TOC Station Access Standards

The Transit Station Access and Circulation element of the TOC Policy requirements, each jurisdiction is required to comply with four requirements, which are further detailed in **MTC's TOC Policy Administrative Guidance**. The four requirements are as follows:

1. Adopt policies/guidelines that comply with Complete Streets Policy
2. Prioritize implementation of Active Transportation Plan and/or relevant Community Based Transportation Plans within TOC station area
3. Complete an access gap analysis and accompanying capital and/or service improvement program
4. Identify opportunities for Mobility Hub planning and implementation

Table 4. *Station Access Available Point Values*

Station Access	Points Available
Complete Streets Policy	3
Active Transportation Network Projects	7
Station Access Gap Analysis	9
Mobility Hub Plan	6
TOTAL	25

Based on the review of existing plans and policies against the MTC TOC Policy Requirements, the Hayward TOC areas are not fully consistent. Hayward meets the citywide Complete Streets Policy and All Ages and Abilities (AAA) Active Transportation Project Prioritization/Implementation criteria. The City is also currently in the process of conducting a Station Access Gap Analyses for both Downtown Hayward and South Hayward TOCs.

There are opportunities to achieve consistency by developing a Mobility Hub concept for both BART stations. Mobility hubs are places where people can seamlessly transfer between transportation modes, like public transit, bike share, car share, and others. Generally built around frequent and high-capacity transit, mobility hubs offer a safe, comfortable, convenient, and accessible space for people in transition and the service providers that make that independent mobility possible. However, because BART owns

most of the adjacent property at both TOCs, there is little input the City can meaningfully develop in a Mobility Hub Plan. Additionally, with TOD plans at Hayward BART station (which will incorporate mobility hub concepts) and potential closure of the South Hayward BART station due to BART's budgetary issues, planning for a mobility hub may not be appropriate at this time. Hayward may receive full credit in that category, as there are substantial steps the City is taking with BART and AC Transit to coordinate nearby routes, facility needs, and gap closures for both transit and first- and last-mile active travel. However, City staff is not confident in that estimate of full credit in the category.

In summary, Hayward is on track to get full points for three of the four categories, and closing the small gap in estimated full, but potentially partial points, with two Mobility Hub Plans is not advised at this time.

Next Steps Toward Consistency

The next steps are to identify those areas where City staff believe efforts should be made to meet TOC consistency and gain access to additional grant funding. Some efforts are "in progress," some are good "fit" points where staff and political effort are expected to be low, and then closing the small gap left are "goal" points, which are planning policies that would require additional actions and efforts from Development and eventually City Council. These identified priorities are shown in **Table 5.** The green/pink split for Parking Management Strategies notes the current progress towards two points with TDM and curbside management, while also identifying that a third point would have to come from priced parking. The pink for Mobility Hub Plan recognizes that the City might get full points because of its active, ongoing work with transit agencies and its plans for addressing transit access gaps, but to definitively guarantee those points would require additional mobility hub plans or designs.

Table 5. *Next Steps for TOC Consistency*

Station Access	**Downtown**	**South**
Consistent Complete Streets Policy	3/3	3/3
Active Transportation Network Projects	7/7	7/7
Station Access Gap Analysis	9/9	9/9
Mobility Hub Plan	6*/6	6*/6
TOTAL	**25/25**	**25/25**
Parking	**Downtown TOC**	**South TOC**
Eliminate Parking Minimums	4/4	4/4
Adopt Parking Maximums	0/8	0/8
Adopt Bike Parking Minimums	6/6	6/6
Allow Unbundled Parking	2/2	2/2
Allow Shared Parking	2/2	2/2

Adopt Parking Management Strategies	2/3	2/3
TOTAL	**16/25**	**16/25**
(assuming Density reaches -5 points) **AGGREGATE TOTAL**	**86/100**	**86/100**
[ ] = In Progress [ ] = Fit Points [ ] = Goal Points **AGGREGATE AVERAGE**	**86/100**	

**City staff are not confident in this estimate*

While these easier steps alone may meet the point threshold, City staff are not confident in the Mobility Hub point estimate provided, and recommend some level of action around adopting parking maximums in the TOC buffered areas for at least some partial number of points. For example, the City would receive all four points for adopting a residential parking maximum of 0.5 spaces per unit in the TOC area. However, the City could adopt a maximum of 1 space per unit for two points, or receive one point for having any maximum above that. The City can earn a small number of points by implementing priced parking or developing two Mobility Hub Plans, but the effort for such small gains in grant readiness may be significant, and is not advised at this time. Any and all of the policies laid forth by MTC are aligned with the future Hayward is striving towards in our plans and goals, but these are the nuanced considerations Transportation and Development Divisions are approaching as they work towards TOC consistency and grant readiness for the City.

ECONOMIC IMPACT

These actions may result in small costs and large savings associated with new residential and commercial construction. Bicycle parking spaces are generally inexpensive to provide, and vehicular parking spaces can be a significant driver of cost for new developments. By reducing the footprint and costs of vehicular parking through shared parking and unbundled parking, developers have significant savings, which can be passed along to the community as lower rents or purchase prices. However, there is potential that overly strict parking maximums might make Hayward less attractive for new development in the short term if developers do not see a market for commercial and housing units with fewer parking spaces. Their ability to sell to the existing market while fulfilling local and regional transportation policies is a balance that has to be considered when adopting policy.

STRATEGIC ROADMAP

The recommended actions would promote the following three priorities (2, 3, and 4) from the Strategic Roadmap:

1. Priority 2: Preserve, Protect & Produce Housing for All
    a. By reducing the costs associated with parking construction by sharing parking, the cost of building housing can be decreased, promoting housing production and affordability
    b. Unbundled parking reduces costs for households near transit by not requiring them to purchase parking spaces.
2. Priority 3: Confront Climate Crisis & Champion Environmental Justice

    a. Secure parking makes bicycling more accessible, reducing greenhouse gases and dependency on fossil fuels.
3. Priority 4: Invest in Infrastructure
    a. Secure bicycle parking is multi-modal transportation infrastructure.

In the potential actions listed, parking maximums would further advance housing and climate goals (Priority 2 and 3). Appropriately located and priced parking also has the potential to promote Priority 3, by encouraging taking transit or active modes to destinations, but could also promote Priority 4: Grow the Economy, by helping create thriving commercial corridors where curbside management improves turnover, providing dependable access to businesses in these denser commercial areas of the City. Depending on where revenue gets directed from priced parking, investing some portion of it back in the streets it was collected could also improve Priority 1: Support Safe and Clean Neighborhoods, by creating a funding stream for additional security, landscaping, litter collection, and other needs as determined by a business district or other overlay.

SUSTAINABILITY FEATURES

Reducing requirements for vehicular parking and increasing bicycle parking in new developments helps to reduce air pollution and greenhouse gas emissions from the transportation system, advancing climate and sustainability goals.

The City may further prioritize sustainable modes of transportation like walking, biking, and transit by improving curbside management through priced parking.

PUBLIC CONTACT

There has not yet been public contact specifically in reference to this item. City staff will be starting public outreach after first engaging CIAC, and will then conduct outreach with the public in these TOCs on station access gap information and desired improvements in the City right-of-way.

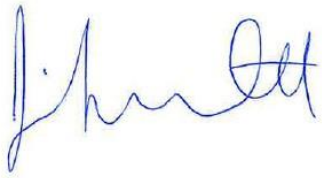
NEXT STEPS

Once the CIAC provides input, City staff can work with the grant-funded consultant team to develop draft language for updates to codes, overlays, and policies to meet consistency before bringing final writeups to the Planning Commission and eventually City Council for approval. To participate in the OBAG 4 TOC Incentive Program, City staff must submit our documentation demonstrating TOC consistency by July 1, 2027.

Prepared by: George Foster, Senior Transportation Planner,
Public Works & Utilities Department
Jeremy Lochiro, Planning Manager,
Development Services Department

Recommended by: Alex Ameri, Director of Public Works & Utilities

Approved by:



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Jennifer Ott, City Manager

File #: ACT 26-015

DATE: April 22, 2026

TO: Mayor and City Council

FROM: Director of Public Works

SUBJECT

Review of Recommended Capital Improvement Program for FY27 - FY36

RECOMMENDATION

That the Council Infrastructure & Airport Committee (CIAC) reviews, comments, and recommends City Council approval of the Capital Improvement Program (CIP) for FY27 through FY36.

SUMMARY

The CIP is a planning document intended to guide the City's capital project expenditures for the upcoming ten-year period. The proposed CIP budget includes approximately $264 million in FY27 and an estimated $1.3 billion in the next ten years. Given that Hayward is a full-service city, the CIP covers a wide range of projects, which may include street construction and improvements; bike and pedestrian improvements; traffic calming; wastewater, recycled water, storm water, and water system upgrades; groundwater projects; construction of public buildings; airport projects; replacement of major equipment; clean and renewable energy generation; and other miscellaneous projects. As in past years, the document also includes Identified and Unfunded Capital Needs, which currently total $637 million.

The Recommended FY27 - FY36 CIP can be found here <https://www.hayward-ca.gov/your-government/documents/capital-improvement-program> on the City's website and features an online format. More information about navigating the new format can be found via the link provided.

Planning Commission Review

State law requires that the Planning Commission review the Recommended CIP to ensure consistency with the City's adopted General Plan. The Recommended FY27 - FY36 CIP was presented to the Planning Commission at their April 9, 2026, meeting, and with six members present, the Commission unanimously found that the Recommended FY27 - FY36 CIP is consistent with the City's 2040 General Plan.

ATTACHMENTS

Attachment I Staff Report

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FROM: Director of Public Works

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[2] https://hayward.legistar.com/LegislationDetail.aspx?ID=7970005&GUID=5A581C40-0C62-431C-A29C-3DD9E951C526&Options=&Search=

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FISCAL IMPACT

The capital budget for FY27 totals approximately $264 million, with a total of approximately $1.3 billion tentatively programmed for the entire ten-year period from FY27 through FY36. An additional $637 million of unfunded needs have been identified for the same period.

After careful review of the City's capital funds, there are two funds (Funds 405 and 410) that show negative balances that will need to be addressed and repaid over time:

- The majority of projects in Fund 405 rely on General Fund and are non-discretionary expenses supporting basic operational needs for multiple departments. The main reason for the shortfall in Fund 405 is that, due to an apparent oversight, the approved transfers from the General Fund to this fund were not made in FY24 and FY25. Other reasons included smaller amounts of transfers-in not having been made in FY24, some unanticipated revenue shortfalls in FY24, FY25, and FY26, and the use of fund balance to address flood damage to San Lorenzo Creek. The fund is projected to continue in a negative position for the next several years, and staff recommend gradual increases of General Fund transfers until the City reaches financial stability.

- Fund 410 includes infrastructure improvement projects in the Route 238 corridor, such as the Mission Boulevard Corridor Improvement Project – Phases 2 and 3. The fund is projected to continue in a negative position, but the gap will be filled once the Route 238 Parcel Group properties are sold and the sale proceeds revenue that is paid to Caltrans are then placed into this fund to reimburse the City for designated transportation projects.

Four of the twenty-three CIP funds rely on some transfers from the General Fund for project expenses. The following table reflects the proposed General Fund transfers to these four funds when compared to FY26.

CIP Fund	FY 2026 GF Transfer	FY 2027 GF Transfer	Increase /(Decrease) from FY 2026
405/Capital Projects (General)	$500,000	$2,516,000	$2,016,000
460/Transportation System Improvement	$800,000	$0	($800,000)
726/Facilities Management Capital	$95,000	$1,172,000	$1,077,000
731/Information Technology Capital	$50,000	$0	($50,000)
Total Cost to General Fund	**$1,445,000**	**$3,688,000**	**$2,243,000**

Four of the CIP funds are also Internal Service Funds, meaning they use Internal Service Fees (ISF) to finance project expenses. Internal Service Fees are collected when one City department provides a service to another, drawing those service expenses from the operating budget of the benefiting department. Although some departments are funded by Enterprise funds, many are part of the General Fund. The Internal Service Fees paid by General Fund-supported departments have an impact on the General Fund. The total proposed Internal Service Fees for FY27 are shown below.

CIP Fund	FY 2026 ISF	FY 2027 ISF	Increase/ (Decrease) from FY 2026
726/Facilities Management Capital	$450,000	$450,000	$0
731/Information Technology Capital	$0	$850,000	$850,000
736/Fleet Management Capital (General Fund)	$1,300,000	$0	($1,300,000)
737/Fleet Replacement (Enterprise Funds)	$506,000	$691,000	$185,000
Total ISF	**$2,256,000**	**$1,991,000**	**($265,000)**

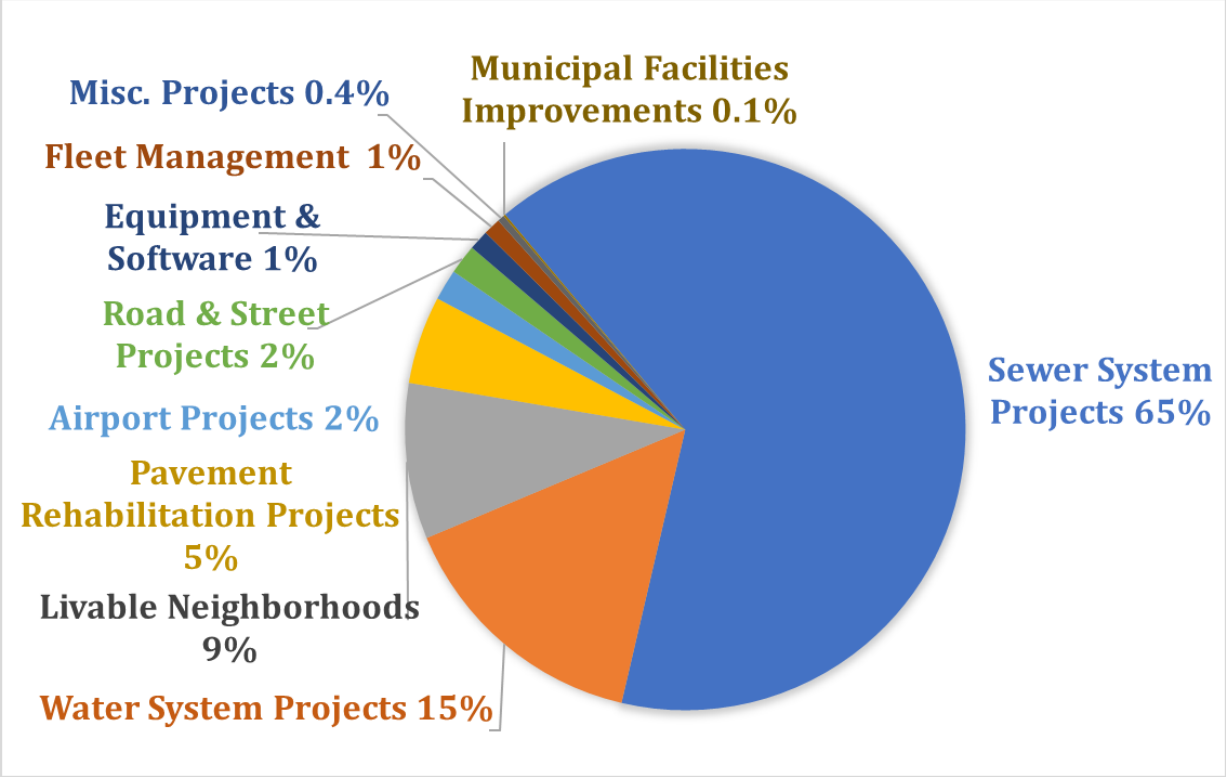
As displayed in the tables above, there is an overall increase of $2,243,000 in proposed FY27 General Fund transfers when compared to FY26, and a reduction of $265,000 in proposed FY27 ISF. Most of the General Fund transfer increase covers non-discretionary expenses supporting basic operational needs for multiple departments in Fund 405, such as police equipment (i.e. Integrated Cameras and Equipment, and Field Operations Equipment) and fire equipment (i.e. Breathing Apparatus Replacement, and Fire Radio Replacement). The remaining transfer is related to correcting the FY26 negative balance in Fund 726, which was caused by inconsistencies in how certain revenue items were recorded, which resulted in an overstatement of available resources in earlier periods. This contributed to expenditures exceeding the fund's actual capacity, leading to a negative balance over time. Staff proposes a $1.172M General Fund transfer in FY27 to reach a balanced budget in this fund.

Project Cost by CIP Category

The proposed project costs by CIP category are as follows:

Project Category	FY 2026 Adopted	FY 2027 Recommended	Increase/ (Decrease) from FY 2026 CIP
Sewer System Projects	$72,255,662	$171,062,706	$98,807,044
Water System Projects	$17,230,350	$39,723,000	$22,492,650
Livable Neighborhoods	$30,544,206	$23,715,200	($6,829,006)

Pavement Rehabilitation Projects	$13,719,000	$13,388,000	($331,000)
Airport Projects	$2,596,000	$4,701,359	$2,105,359
Road & Street Projects	$994,500	$4,518,000	$3,523,500
Equipment & Software	$5,469,000	$3,059,000	($2,410,000)
Fleet Management	$3,118,000	$2,610,000	($508,000)
Misc. Projects	$2,736,914	$1,057,000	($1,679,914)
Municipal Facilities	$12,300,000	$300,000	($12,000,000)
Total Capital Improvement Projects	**$160,963,632**	**$264,134,265**	**$103,170,633**

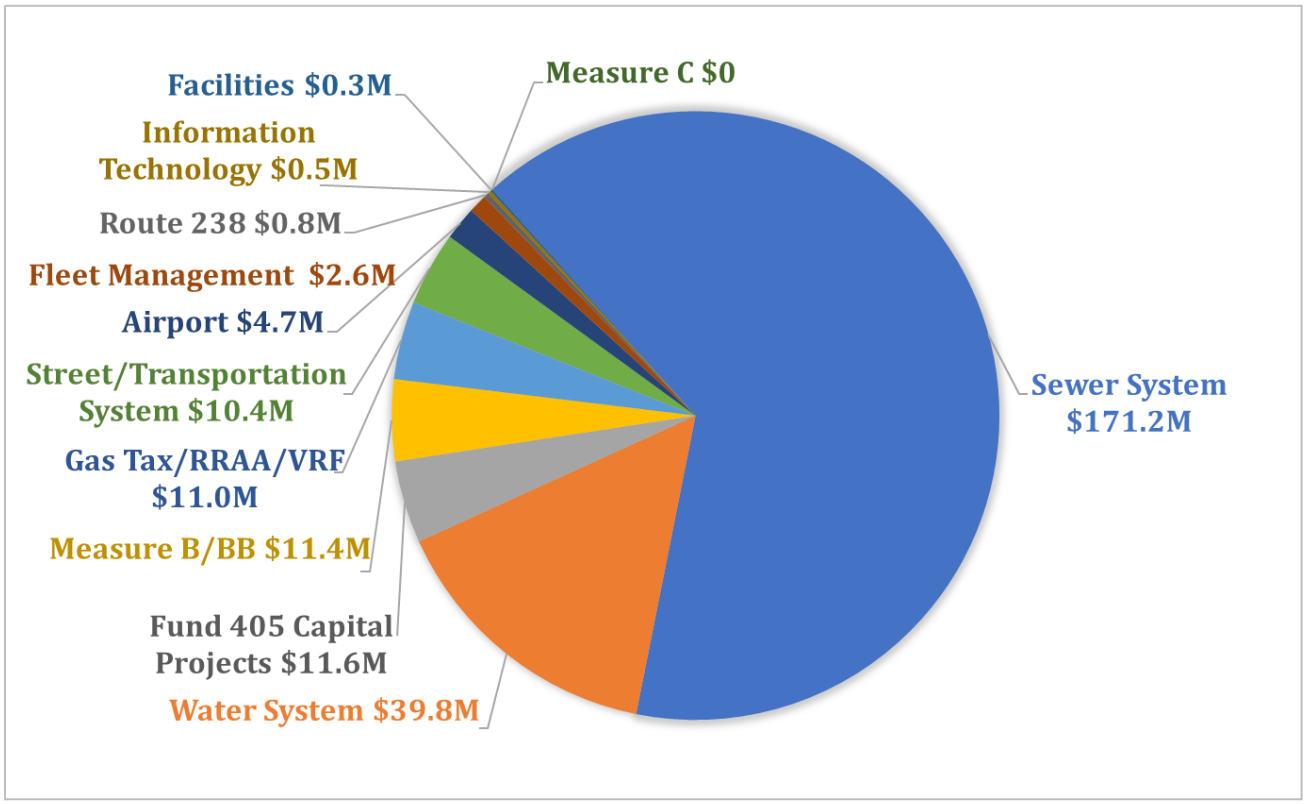


Project Cost by CIP Fund

The proposed project costs in each CIP Fund are as follows:

CIP Fund	FY 2027 Recommended
(210) Special Gas Tax	$4,866,000
(211) RRAA (SB1)	$5,400,000
(212) Measure BB - Local Transportation	$7,465,785
(213) Measure BB - Ped & Bike	$3,972,561

(215) Measure B - Local Transportation	$0
(216) Measure B - Ped & Bike	$0
(218) Vehicle Registration Fund	$700,000
(219) Measure BB - Paratransit	$0
(405) Capital Projects	$11,558,000
(406) Measure C Capital	$0
(410) Rte. 238 Corridor Improvement	$0
(411) Rte. 238 Settlement Admin	$750,000
(450) Street System Improvements	$3,672,000
(460) Transportation System Improvements	$6,692,854
(603) Water Replacement	$9,501,000
(604) Water Improvement	$30,322,000
(611) Sewer Replacement	$12,760,000
(612) Sewer Improvement	$158,402,706
(621) Airport Capital	$4,701,359
(726) Facilities Capital	$300,000
(731) Information Tech Capital	$460,000
(736) Fleet Management Capital	$1,155,000
(737) Fleet Management Enterprise	$1,455,000
Total	**$264,134,265**



BACKGROUND

The CIP process begins with staff's preparation of projects and related cost estimates, which are framed by the guidance provided by City Council, as well as the needs of the community. Capital projects are identified and prioritized with an emphasis on eliminating geographic inequities in the distribution of City services and infrastructure. Highest priority is given to areas in the community which have experienced a disproportionate level of improvements in past years, as well as those communities with the current highest need.

The projects in the Recommended FY27 – FY36 CIP have also been identified and prioritized based on their relevancy to the Strategic Roadmap. The CIP, by its nature, predominantly supports the Invest in Infrastructure Priority, but it also includes several projects which support the Confront Climate Crisis & Champion Environmental Justice, Enhance Community Safety & Quality of Life, Grow the Economy, and Strengthen Organizational Health Priorities.

The projects ultimately identified for inclusion in the CIP are designed to meet the requirements of the City's General Plan, specific plans, and master plans. The capital project funding requests are then submitted for evaluation to an internal capital projects review committee. Once the review committee's feedback is incorporated, the Recommended Ten-Year CIP is compiled and presented to the Planning Commission for determination of consistency with the General Plan. In May, the Recommended Ten-Year CIP will be reviewed by City Council at a work session. The public has the opportunity to provide comments at each of these meetings, as well as at the last public hearing, which is tentatively planned to take place on June 2, 2026. It is at this final public hearing that the capital spending plan for the upcoming year will be considered by City Council for adoption.

DISCUSSION

The CIP is a planning document intended to guide the City's capital project expenditures for the upcoming ten-year period. The proposed CIP budget includes approximately $264 million in FY27 and an estimated $1.3 billion in the next ten years. Given that Hayward is a full-service city, the CIP covers a wide range of projects, which may include street construction and improvements; wastewater, recycled water, storm water, and water system upgrades; groundwater projects; construction of public buildings; airport projects; replacement of major equipment; clean and renewable energy generation; and other miscellaneous projects. As in past years, the document also includes Identified and Unfunded Capital Needs, which currently total $637 million.

Below is a discussion of major projects in each category for which work will begin or continue into FY27. Please note that not all of the projects featured in this report are being recommended to receive new FY27 funding.

Livable Neighborhoods Projects

Projects categorized as "Livable Neighborhoods" include street lighting projects, pedestrian traffic signal improvements, parks, buildings, public art and engagement, transportation equity projects, and traffic calming measures, as well as sidewalk and wheelchair ramp improvements throughout the City. Some examples of Livable Neighborhoods Projects in the Recommended FY27 – FY36 CIP include the Campus Drive Improvements, through which the City is implementing pedestrian, bicycle, and traffic calming improvements to address safety concerns and mobility needs in the 0.78 mile-stretch of Campus Drive between 2nd Street and Hayward Boulevard.

The Alameda County Transportation Commission (Alameda CTC) Safe Routes to School program conducts regular School Safety Assessments for the public schools in Hayward and throughout the County, resulting in a set of infrastructure recommendations to make it easier for students to bike and walk to school. Hayward's Safe Routes to School Program (SR2S) was created to implement these recommendations. In collaboration with partners including Hayward Unified School District, Alameda CTC, and various community organizations, SR2S will combine engineering tools with safety education and other activities to encourage students to choose alternate modes of transportation on their way to school.

The City applied for and received grant funding from the California Air Resources Board to fund infrastructure improvements recommended by the School Safety Assessments. These improvements include new crosswalks, bulb-outs, street restriping and other improvements that will enhance safety for pedestrians, cyclists, and transit riders. The schools for this project include Burbank Elementary, Faith Ringgold, Impact Academy, Longwood Elementary, Martin Luther King Jr. Middle, Park Elementary, Schafer Park Elementary, Southgate Elementary, Tennyson High, Tyrrell Elementary, Winton Elementary, and Palma Ceia Elementary.

Another project is the Industrial Parkway/Ruus Road Bicycle Network and Intersection Improvement Project. This project will install traffic signal upgrades at the intersection of Industrial Parkway and Ruus Road to add left-turn protected phasing, convert pedestal-mounted traffic signal to mast arm, raised pavement markings and striping, pedestrian signals and APS pushbuttons. Improvements will improve traffic safety at the intersection and increase accessibility of all road users.

Another ongoing Livable Neighborhoods Project is La Vista Park, the 39-acre destination park located a quarter mile east of the intersection of Tennyson Road and Mission Boulevard in South Hayward. In FY22, the California Environmental Quality Act (CEQA) report was updated to include the park expansion area. The project has been awarded and construction is planned to commence in Spring 2026, with completion estimated by Fall 2027.

Road and Streets Projects

Projects in the "Road and Streets" category range from curb and gutter repair to major gateway corridor improvements and are primarily funded through non-discretionary funding including Measure B (Fund 215 and 216) and Measure BB (Fund 212, 213, and 219), Gas Tax (Fund 210), Vehicle Registration Fee (VRF) (Fund 218), Route 238 Corridor Improvement (Fund 410), Streets Improvement (Fund 450), Transportation System Improvement (Fund 460), and grants such as LATIP and Alameda CTC funds.

A key project in this category is the Interstate 880 Interchange Improvements (Winton Avenue/A Street.) The first phase of the project focuses on the Interstate 880/A Street interchange location, where the project will construct shared pedestrian and bicycle separated paths and other enhancements to the Interstate 880/A Street interchange and improve the freeway ramps and traffic signals for safer and more efficient operation. It will address safety at the I-880 on and off ramps and will create improved pedestrian and bicycle connectivity under the freeway. Funding currently allocated is for the design phase for the I-880/A Street interchange only.

Another project in this category is the Tennyson Road Railroad Crossing Safety Enhancement Project. This project will improve the safety at the at-grade rail crossing located on Tennyson Road by mitigating potential hazards to reduce the chance of future incidents. Proposed improvements include installation of queue-cutter signals, signage, striping, crosswalk, bulb-outs, pedestrian channelization, fencing, and trespass mitigation. This project is fully funded by the Rail Highway Crossing Program (Section 130).

Pavement Rehabilitation

Pavement Rehabilitation projects are a subsection of the Road and Streets projects which are typically discussed separately because they represent a relatively large part of the annual CIP. Approximately $13.35 million in Pavement Rehabilitation programming is recommended for FY27.

Street selection for pavement rehabilitation projects is based on several criteria. First, the Pavement Management Program (PMP) is used to evaluate current roadway conditions and future condition predictions. The PMP provides a logical and efficient method for identifying street rehabilitation needs and determining a path for implementation. Staff also refers to the Metropolitan Transportation Commission's (MTC) guidelines, Maintenance Services staff's reports on streets in need of repair, especially after a severe rainy season, and public requests for street rehabilitation. The PMP is updated every two years and is a prerequisite for certain funding sources. The industry standard practice recommended by MTC is that a minimum of 15% of funding be spent on preventive maintenance and a maximum of 85% on pavement rehabilitation. The City improves on this standard with a minimum of 20% spent on preventive maintenance and 80% on pavement rehabilitation.

The City has invested heavily in paving industrial streets in the last few years including additional industrial sections that are planned to be repaved this summer. The City has paved almost all streets in poor condition in industrial areas so starting next year and beyond, the City investment in industrial streets will be lower. Additionally, in 2014, City Council approved the Economic Development Strategic Plan, which recommended additional improvements be made to streets in the Industrial area. Approximately 15% to 20% of the overall paving budget is allocated to improvements in that area. Staff also has an internal policy to allocate at least 10% of the overall paving budget to roads with a Pavement Conditions Index (PCI)[3] of less than 30.

The table below shows the City's historical PCI for the last ten years. It is measured on a scale of 0 to 100, where 100 means a newly paved road. Both last year's PCI of 78 and the three recent year average of 76, are the highest scores in decades.

Year	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Pavement Conditions Index (PCI)	66	70	71	70	69	69	69	71	74	76	78

Municipal Facility Improvements

The "Municipal Facility Improvements" category includes projects that involve improvements to existing municipal buildings and construction of new municipal buildings. One major project included in this category is the Public Safety Center (PSC) – Conceptual Facility and Site Design. The existing Hayward Police station no longer meets the space, operational, staffing and security requirements for the Hayward Police Department (HPD). Built in 1975, the existing facility is near the end of its useful life and functionally obsolete. The facility is undersized, poorly configured, outdated, and requires security and technology improvements to meet HPD's current needs. With the police department headquarters building, currently there is also a temporary holding facility. The conceptual facility and site design for a new PSC will need to encompass not only current HPD staffing, but it will also need to be designed and built to accommodate future growth. There is also the desire for increased services from the Youth and Family Services Bureau that must be included in the new Public Safety Center. Animal Services, currently located at the City's Corporation Yard, should also be added to the campus for a more centralized location for all safety-related services. The Crime Scene Technician (CST) Lab should also be integrated into the new PSC. Consequently, satellite police related campuses could eventually be repurposed for other critical City services as all police department related services could be relocated to the new Public Safety Center. All of these options were considered and included in the conceptual design and site assessment , which was recently completed in March 2026.

[3] https://mtc.ca.gov/operations/programs-projects/streets-roads-arterials/pavement-condition-index

The City's Corporation Yard, used by both the Maintenance Services Department and Public Works & Utilities Departments is old and outdated. A new project will assess the space and facilities needs for the foreseeable future as the basis for the design of the new facilities. This project is reconfiguring the usable space more efficiently, replacing outdated infrastructure installed over 60 years ago, and making improvements to meet ADA compliance. The project scope will also improve ventilation and modernize the facilities.

Sewer System Projects

The "Sewer Systems" category includes projects which are Enterprise Fund-supported, and which are related to the improvement of the City's sewer collection system, water re-use efforts, and Water Resource Recovery Facility (WRRF), formerly known as Water Pollution Control Facility (WPCF).

The City's sewer line replacement projects are examples of key projects in this category. They typically involve the replacement of pipelines that are showing signs of age, or the upsizing of undersized mains to increase their conveyance capacity to handle current and future flows. With an ambitious goal of replacing an average of 2 miles of sewer mains annually, the proposed CIP recommends $7.3 million in funding for the FY27 Sewer Line Replacement Program.

Other projects in this category include those related to the WRRF Phase II Improvements, which have been established following the recent development of a Facilities Plan Update, which is intended to guide the plant's infrastructure and technology needs for the next twenty years. The Phase II Facilities Plan addresses future regulatory requirements restricting discharge of nutrients to the Bay. Although the San Francisco Bay has not been adversely impacted by nutrient loading, discharge of nutrients is a growing concern and, as a result, recent requirements have been developed regulating the discharge into the Bay.

The design of the project is complete and all currently regulatory approvals have been secured. In addition to the design and construction of the Phase II WRRF Upgrade, the project includes a new administration building and laboratory, as well as other related improvement needs. The total cost of the Project is estimated at $498 million, including capital costs, contingencies, and financing costs. As part of the funding strategy, Staff has successfully issued the 2025 Wastewater Revenue Bonds in Spring 2025, providing funding for 26% of the total project cost. However, staff also applied for the USEPA Water Infrastructure Finance and Innovation Act (WIFIA) loan, which provides 49% of the project cost. Since April 2025, the loan execution was put on hold by the USEPA. Staff are doing what is possible through advocacy and outreach to help remove the hold and release the funds. Staff has also submitted a Clean Water State Revolving Fund (CWSRF) loan application for $50 million in December 2025 and anticipates the funding decision by May 2026. Staff plans to sell another series of municipal bonds in 2029 to help finance the remaining cost of project.

Recycled Water Projects

The Recycled Water Projects are also included in the Sewer Systems category. These projects are intended to improve the City's overall water supply reliability and conserve drinking water supplies through the delivery of tertiary treated recycled water to sites near the WRRF for landscape irrigation and industrial uses. Construction of the storage tank, pump station, and distribution pipelines for the system was completed in FY20. Construction of the treatment facility was completed in Summer 2020, and recycled water deliveries to the first phase of customers began in March 2022. Staff is currently developing a Recycled Water Master Plan to guide design and construction efforts for Phase II of the Recycled Water Program. Phase II will involve increasing the recycled water customer base, which will require designing and constructing an expanded treatment facility to meet the increased demand.

Water Systems Projects

"Water System Projects" are Enterprise Fund-supported and are related to the improvement of our water system, as well as projects which promote water conservation. One key program in this category is the Cast Iron Water Pipeline Replacement Program. Over the next ten years, the City will annually replace existing cast iron pipes that are either reaching the end of their practical useful life, as evidenced by the frequency of the main and service connection breaks and leaks, or they are hydraulically undersized. The Recommended CIP includes $650,000 in FY27 to support this effort.

The FY27 Annual Line Replacement Program is another key Water Systems project, which involves the replacement of existing water mains to provide adequate capacity for fire flow and to maintain the operability of the water distribution system. Water mains are selected for a variety of reasons including having exceeded service life, frequency of breaks, and/or upgrades needed for supply reliability. With a goal of replacing an average of 2 miles of water pipeline annually, the proposed CIP includes $6.3 million in funding for the FY27 Annual Line Replacement Program.

Fleet Management

The "Fleet Management" category is comprised of projects involving the replacement of fleet units in various departments, divisions, and work groups. Fleet purchases benefiting the Fire and Police departments are predominantly funded by transfers from the General Fund, while fleet purchases benefiting the Airport, Stormwater, Sewer, and Water divisions are predominantly supported by Enterprise funding. Approximately $2.6 million in FY27 Fleet Management category projects are included in the proposed CIP, and involve projects supporting General Fund fleet replacement efforts, Enterprise Fund-supported fleet replacement efforts, and Electric Vehicle Infrastructure efforts.

The City maintains a fleet of approximately 450 vehicles and equipment units, and the useful life of these fleet units is maximized and managed via the 10 Year Fleet Capital Replacement Plan. The plan identifies replacement timelines based on age, mileage,

maintenance, and safety. When it comes time to retire a unit, carbon emissions are a key consideration. This is in alignment with the City's Strategic Roadmap "Confront Climate Crisis & Champion Environmental Justice" Priority Project to transition 15% of total City fleet to EV/hybrid models.

Following a successful pilot program in FY21, Fleet Management adopted a new standard for Hayward Police Patrol Vehicles in which all replacement purchases will be hybrid-powered models. In FY22, a total of ten hybrid patrol cars were ordered to replace vehicles that have reached the end of their useful life, and an additional nine were ordered in FY23. Once received and placed into service, the fleet vehicle matrix will consist of 18% EV/hybrid units.

The Citywide EV Charging Projects are another key group of projects in this category. A recent report by Ava Community Energy provided an analysis of the charging infrastructure that will be needed to electrify the City's fleet, including all non-emergency light, medium, and heavy-duty vehicles as well as recommended charging infrastructure for use by City employees. The report identifies a need for 152 chargers at 15 facilities for fleet vehicles, which are estimated to cost $4.8 million. The report was presented to the City Council Sustainability Committee on January 8, 2024[4] and to City Council on June 17, 2025.[5]

Staff are also working with Ava Community Energy to install a fast charging hub for electric vehicle charging at Muni Lot 4. The hub will be entirely funded by Ava Community Energy and will serve the general public, but will be sited to also serve residents of multi-family properties, many of which are older buildings that lack the infrastructure needed to support EV charging. For City fleet vehicles, EV Ready charging spaces (conduit and electrical capacity) will be installed at Fire Station 1 and the Corporation Yard along with the solar and battery projects being constructed in 2026.

Equipment and Software

The "Equipment and Software" category is predominantly comprised of equipment-related purchases supporting the Fire, Police, Maintenance Services, Public Works & Utilities, and Information Technology Departments, such as the purchase of Fire Department radios, purchase of fleet cameras, and replacement of aging fiber optic lines between City facilities. The recommended FY27 CIP includes programming of approximately $3 million in this category. Staff is planning to gradually move the items in this category to the operation budgets of the respective departments over the next few years.

Airport

This category encompasses all projects related to the improvement of the Hayward Executive Airport (HWD), the City's self-supporting general aviation reliever airport which encompasses nearly 500 acres. One key project in this category is the Sulphur Creek

[4] https://hayward.legistar.com/MeetingDetail.aspx?ID=1142685&GUID=29223BAD-5C6C-4094-97C1-E64A17A9E4C5
[5] https://hayward.legistar.com/LegislationDetail.aspx?ID=7437059&GUID=4D4120B1-EDCA-4997-8DB5-4ECE45A72874

Mitigation – Design and Construction Project, which involves the installation of box culvert to place portions of Sulphur Creek underground adjacent to airport runways. These areas were identified by the local Runway Safety Action Team as a safety hazard. The project is designed to eliminate open ditches and create a flat surface near the runways. This will prevent damage to aircraft that veer off the runway pavement. Implementation of this project has been delayed due to the issues related to inter-agency agreement related to location of a suitable environmental mitigation site, and the project is anticipated to begin in Fiscal Year 2030. The project includes a total budget of $8.3 million, which is being provided by the Federal Aviation Administration (FAA), Caltrans Division of Aeronautics, and the City's Airport Enterprise fund.

Other key Airport projects include the Taxiway Zulu West Pavement Rehabilitation and Construction project and Taxiway Alpha Design and Phasing Plan. Both projects will involve the removal and replacement of pavement on Taxiway Zulu West and Taxiway Alpha 1. Both taxiways are in need of repair due to normal wear. Both projects are also recommended in the 2002 Airport Master Plan will ultimately help facilitate the removal and replacement of pavement on the taxiways.

Miscellaneous

The "Miscellaneous" category includes projects which do not neatly fit into the other categories. Projects include the Comprehensive General Plan Update, Property Acquisition Management, Route 238 Property Projects, and Parcel Group Projects. The Parcel Group projects and Route 238 Administrative Expenses Project, which are currently budgeted at $500,000 combined in FY27, are used to facilitate the new cohesive development of former Caltrans 238 property parcels with the goals of eliminating blight, creating public benefits for the community, and generating excess land value to the City.

Identified and Unfunded Capital Needs

The last section of the Recommended FY27 – FY36 CIP is the Identified and Unfunded Capital Needs section. This list was last significantly modified for the FY16 CIP to remove projects that were funded with Measure C fund, like improvements to Fire Stations 1-6, construction of the new Library and Community Learning Center, or funded by transportation related Alameda County Measure BB Fund, like $1 million per year for paving improvements. A significant reduction occurred with street and transportation-related projects, due to the passage of Measure C, Measure BB, and the state legislation Road Repair and Accountability Act (RRAA) (SB1).

While the approval of Measure C allowed the City to address many critical facility needs (e.g., the new Library, upgrades to Fire Stations, and the new Fire Training Center), significant needs still exist. The facility update to the City's Corporation Yard (Corp Yard) is one such capital need that remains unfunded. The Corp Yard is comprised of six buildings on Soto Road which were originally constructed in the early 1960s and are in need of major improvements. The necessary improvements to the Corp Yard were estimated to amount to more than $140 million. The FY27 CIP included a "Corporation Needs Assessment" Project,

which is funding the development of a revised assessment to determine the current improvement needs and update costs.

Another significant need included in the Unfunded Capital Needs list as part of the Recommended CIP is the South Hayward Youth and Family Center, which currently has an unfunded need of an estimated $25,000,000 for the future phases of the project.

Unfunded Capital Needs are generally broken down into the following categories:

Information Technology:	$1,100,000
Street Improvement:	$11,500,000
Airport:	$43,000,000
Alternate Modes:	$60,000,000
Pavement Maintenance:	$70,000,000
Interchange:	$74,500,000
Facilities and Improvement:	$377,000,000
Total:	$637,100,000

It is important to reiterate that this list identifies critical needs that have, as of now, no identified funding sources. The number of projects will continue to grow over time, as will the amounts needed to fund these extremely important upgrades and repairs to infrastructure and equipment.

ECONOMIC IMPACT

The direct economic impact of these projects is not quantifiable. However, maintaining and improving the City's infrastructure municipal buildings and facilities, fleet, and equipment will have an unquestionable impact on maintaining and improving economic health and vitality of the City.

The improvement will make the City a more desirable place in which to live, raise a family, work, and establish and grow businesses. It is also important to note that capital projects are identified and prioritized with an emphasis on eliminating geographic inequities in the distribution of City services and infrastructure. Highest priority is given to areas in the community which have experienced a disproportionate level of improvements in past years, as well as those communities with the current highest need.

STRATEGIC ROADMAP

The Strategic Roadmap adopted in 2024 is at the forefront of the City's capital project planning efforts, and each CIP project is evaluated for consistency with the City's Strategic Priorities. The Recommended CIP Projects predominantly support the Invest in Infrastructure Priority; however, they also touch the Confront Climate Crisis & Champion Environmental Justice, Enhance Community Safety & Quality of Life, Grow the Economy, and Strengthen Organizational Health Priorities.

SOCIAL EQUITY

Consideration of social equity has been an important element of selecting certain projects, such as roadway improvements, sidewalk improvements, traffic calming, complete streets, and landscaping.

SUSTAINABILITY FEATURES

While the proposed projects are aligned with and advance the City Council's Sustainability goals and policies, the action taken for this agenda report will not result in a physical development, purchase or service, or a new policy or legislation. Any physical work will depend upon a future City Council action. Sustainability features for individual CIP projects are listed in each staff report.

PUBLIC CONTACT

On March 27, 2026, a Notice of this Public Hearing for the Planning Commission meeting was published in *The Daily Review* newspaper. A copy of the Recommended CIP is made available online at www.hayward-ca.gov/CIP, and printed copies are available at the Public Works & Utilities' Department office, at the City Clerk's office, and at both Libraries. Individual projects receive City Council approval and public input as appropriate.

Staff previously presented the Recommended FY27 – FY36 CIP to the Planning Commission at their April 9, 2026[6] meeting, and with six members present, the Commission unanimously found that the CIP was in conformance with the Hayward 2040 General Plan.

NEXT STEPS

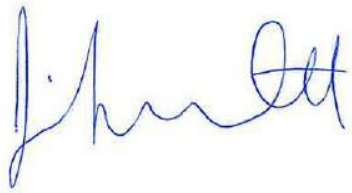
The public will also have an additional opportunity to review and comment on the CIP at an upcoming City Council work session, which has been tentatively scheduled for May 5, 2026, and the City Council Public Hearing, which has been tentatively scheduled for June 2, 2026. A notice advising residents about the City Council Public Hearing on the CIP will be published in the *Daily Review* newspaper at least ten days in advance.

[6] https://hayward.legistar.com/LegislationDetail.aspx?ID=7970005&GUID=5A581C40-0C62-431C-A29C-3DD9E951C526&Options=&Search=

Prepared by: Elli Lo, Senior Management Analyst
Marissa Matta, Management Analyst

Recommended by: Alex Ameri, Director of Public Works

Approved by:



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Jennifer Ott, City Manager

File #: ACT 26-021

DATE: April 22, 2026

TO: Council Infrastructure & Airport Committee

FROM: Director of Public Works

SUBJECT

Proposed Agenda Planning Calendar: Review and Comment

RECOMMENDATION

That the Council Infrastructure & Airport Committee (CIAC) reviews and comments on this report.

SUMMARY

The proposed agenda planning calendar contains planned agenda topics for the Committee meetings for the CIAC's consideration. This agenda item is included in every Council Infrastructure Committee agenda and reflects any modifications to the planning calendar, including additions, rescheduled items, and/or cancelled items.

ATTACHMENTS

Attachment I Staff Report

DATE: April 22, 2026

TO: Council Infrastructure & Airport Committee

FROM: Director of Public Works

SUBJECT: Proposed Agenda Planning Calendar: Review and Comment

RECOMMENDATION

That the Council Infrastructure & Airport Committee (CIAC) reviews and comments on this report.

SUMMARY

The proposed agenda planning calendar contains planned agenda topics for the Committee meetings for the CIAC's consideration. This agenda item is included in every Council Infrastructure Committee agenda and reflects any modifications to the planning calendar, including additions, rescheduled items, and/or cancelled items.

DISCUSSION

The proposed agenda planning calendar contains planned agenda topics for several future CIAC meetings for the Committee's consideration. This agenda item is included in every CIAC agenda and reflects any modifications to the planning calendar, including additions, rescheduled items, and/or cancelled items.

Underlined – Staff recommends item to be added to Approved Agenda Planning Calendar
~~Strikeout~~ - Staff recommends item to be removed or scheduled from previously Approved Planning Calendar.

FY 2026
June 24, 2026 – Meeting Location: TBD
1. Approval of Minutes from April 22, 2026 Meeting
2. Receive Update on New CIP Project: Corporation Yard
3. BART Transit Oriented Development Update
4. Oral Updates

5. Review and Approve the Agenda Planning Calendar
August 26, 2026
1. Approval of Minutes from June 24, 2026 Meeting
2. Review and Approve the Agenda Planning Calendar
3. Oral Updates

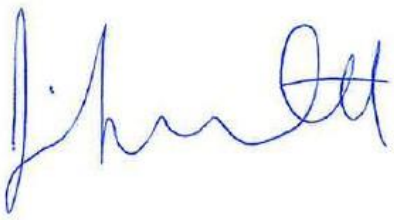
NEXT STEPS

Upon consideration and approval by CI&AC, staff will schedule items accordingly for future meetings.

Prepared by: Dave Hung, Acting Deputy Director of Public Works
Byron Tang, Principal Transportation Engineer

Recommended by: Alex Ameri, Director of Public Works

Approved by:



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Jennifer Ott, City Manager