



Council Infrastructure & Airport Committee Meeting

Presentations

June 25, 2025

Safe Routes to School Infrastructure Update



Council Infrastructure and Airport Committee
June 25, 2025

Outline

- Project Background
- Safe Routes to School Infrastructure Recommendations
- Schedule and Next Steps
- Questions & Feedback

Goal: Make it safer and more convenient to walk and bike to school

- Promote healthier lifestyles among students
- Reduce traffic congestion from school travel
- Lower transportation-related emissions around schools



Alameda County Safe Routes to Schools

- School Safety Assessments held at 12 schools
- Held from 2016 – 2020
- Attendees: School officials, consultants, parents, City staff
- Capital funds now available

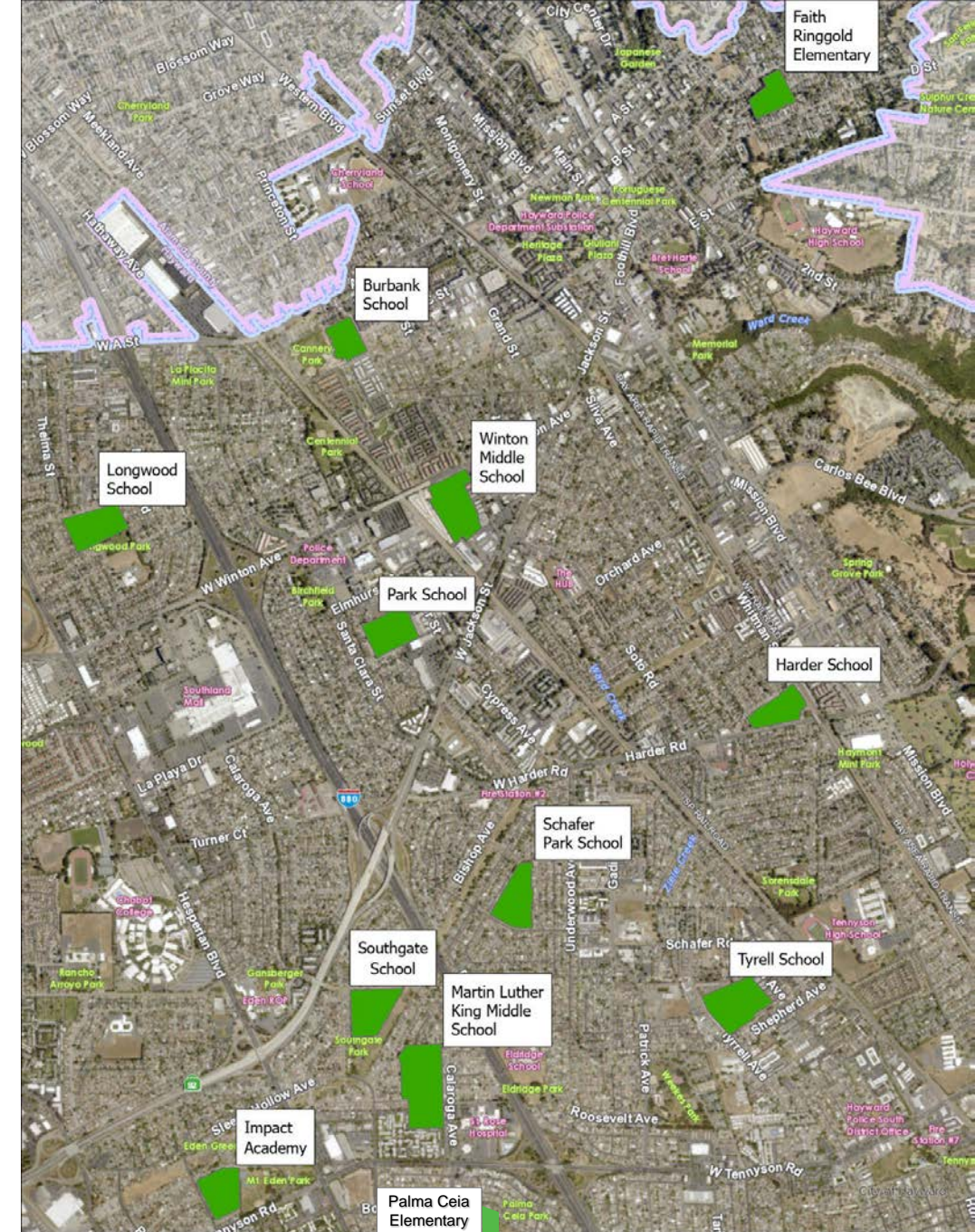


CARB Grant

- California Air Resources Board (CARB) grant awarded to Hayward in 2024
- Citywide bike giveaway (Hayward Rides)
- Bike parking installations
- Active Transportation Education and Promotion
- **Safe Routes to School Infrastructure Projects**

Schools

- Burbank Elementary
- Faith Ringgold School
- Harder Elementary
- Impact Academy
- Longwood Elementary
- MLK Middle
- Palma Ceia Elementary
- Park Elementary
- Schafer Park Elementary
- Southgate Elementary
- Tyrrell Elementary
- Winton Middle



Types of Improvements



Bulb-Outs



Raised Crosswalks



Rectangular Rapid Flashing Beacons (RRFBs)



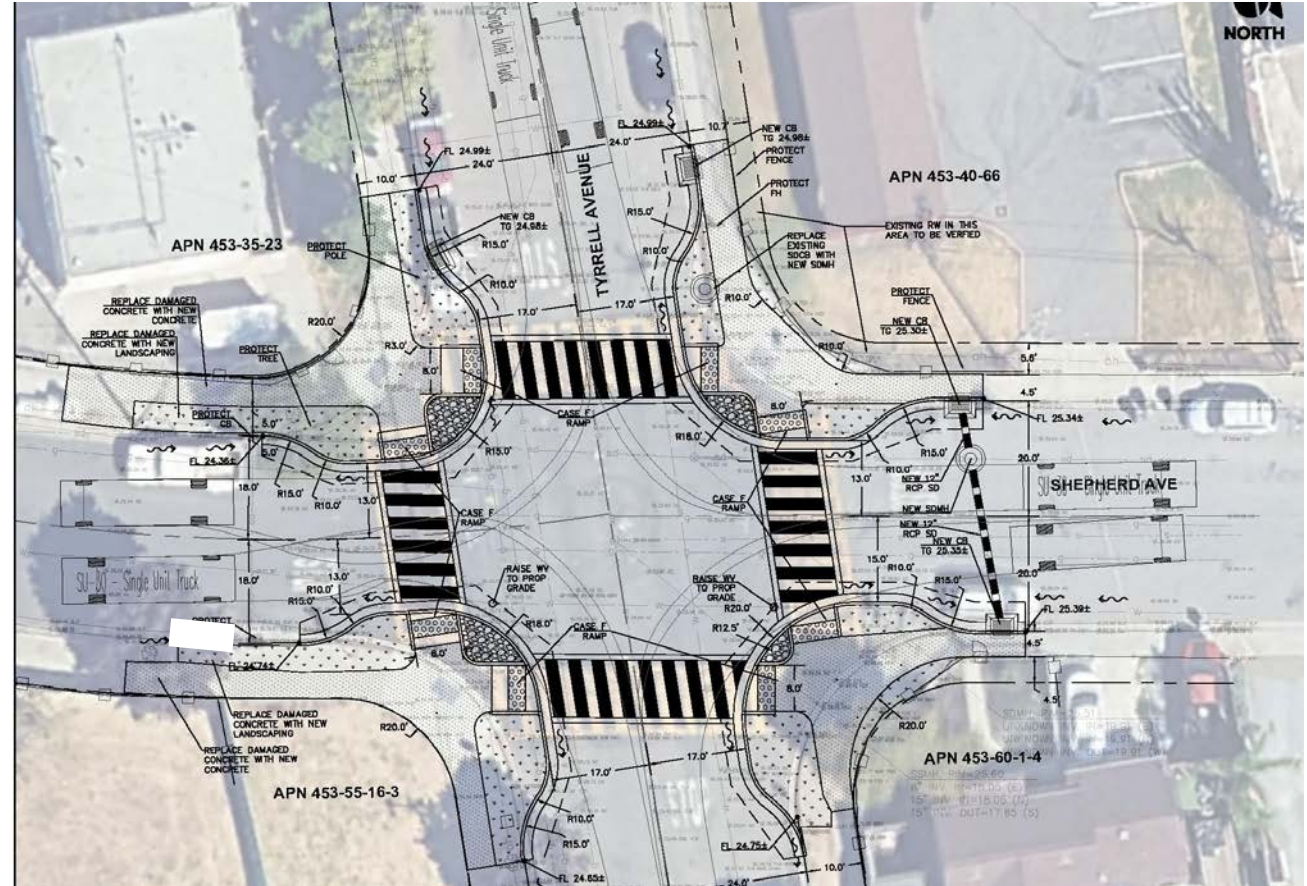
Speed Humps



Neighborhood Traffic Circles

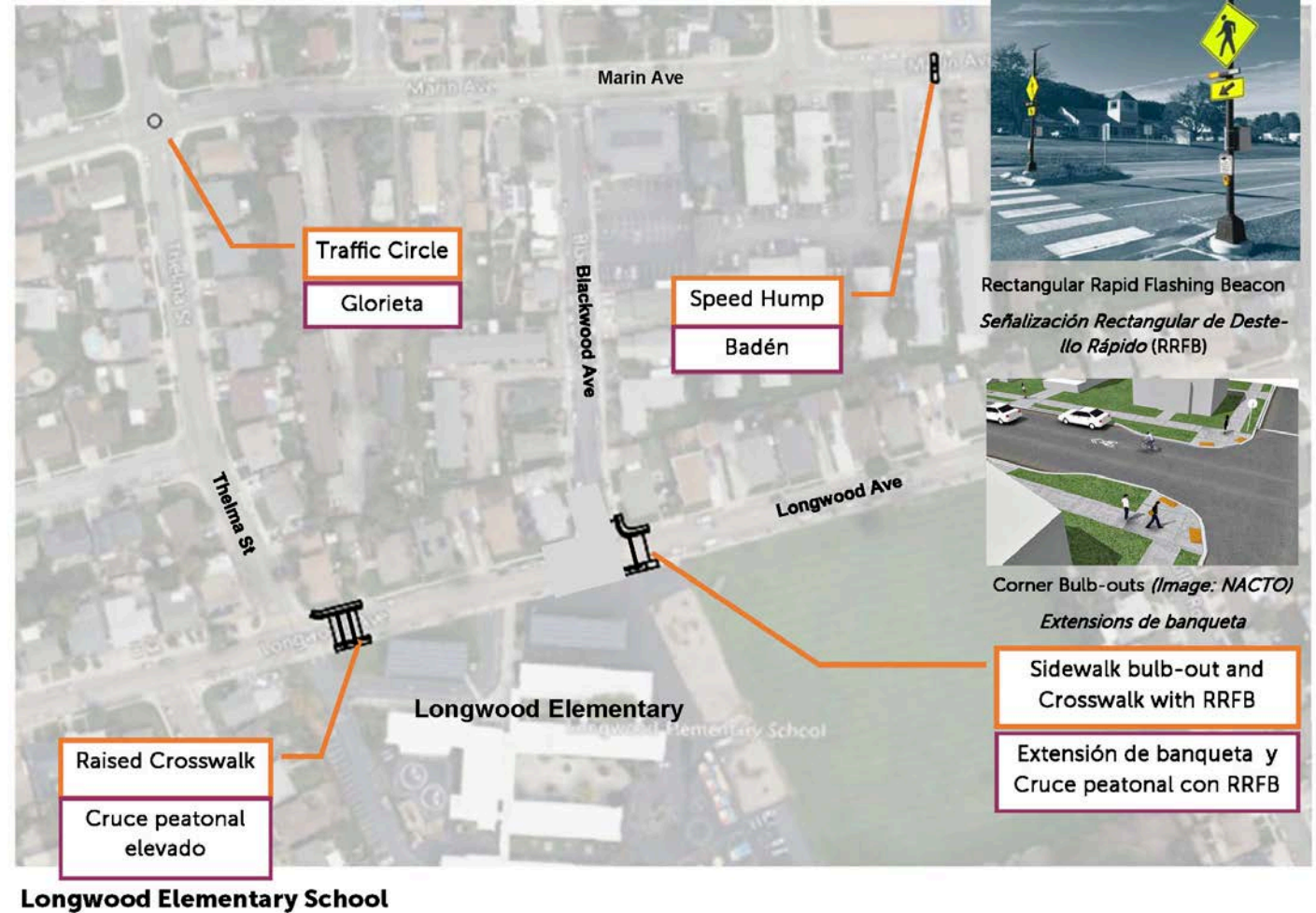
Design Progress

- 30% Design
 - Known feasibility
 - Approach identified to each design challenge
 - Opportunity to adjust
- Future: 60%, 90%, Full PS&E
 - Signage and striping
 - Design details
 - Detailed cost estimate



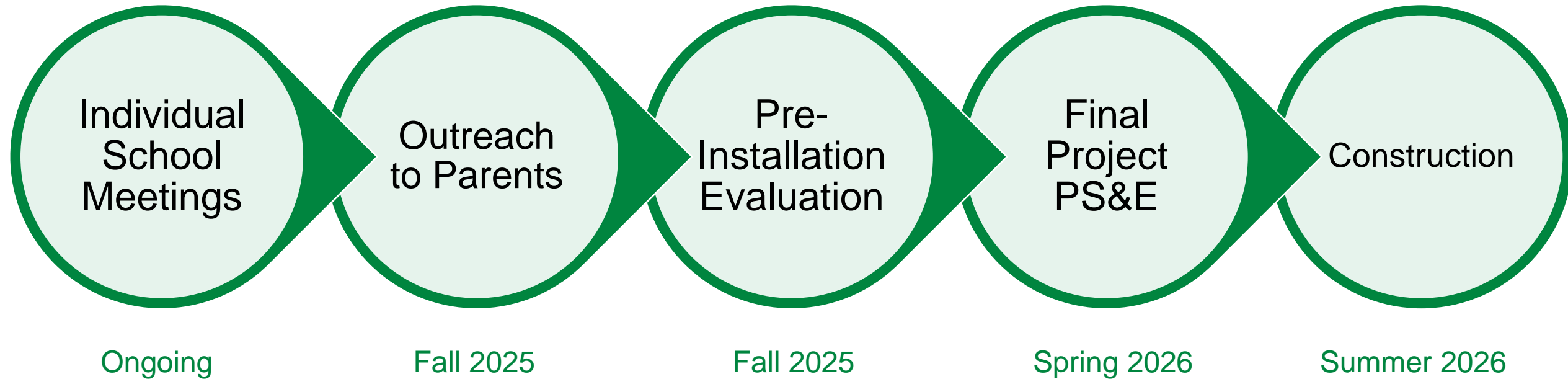
Outreach Materials

- Simple concept drawings provided to each school
- Bilingual
- Survey

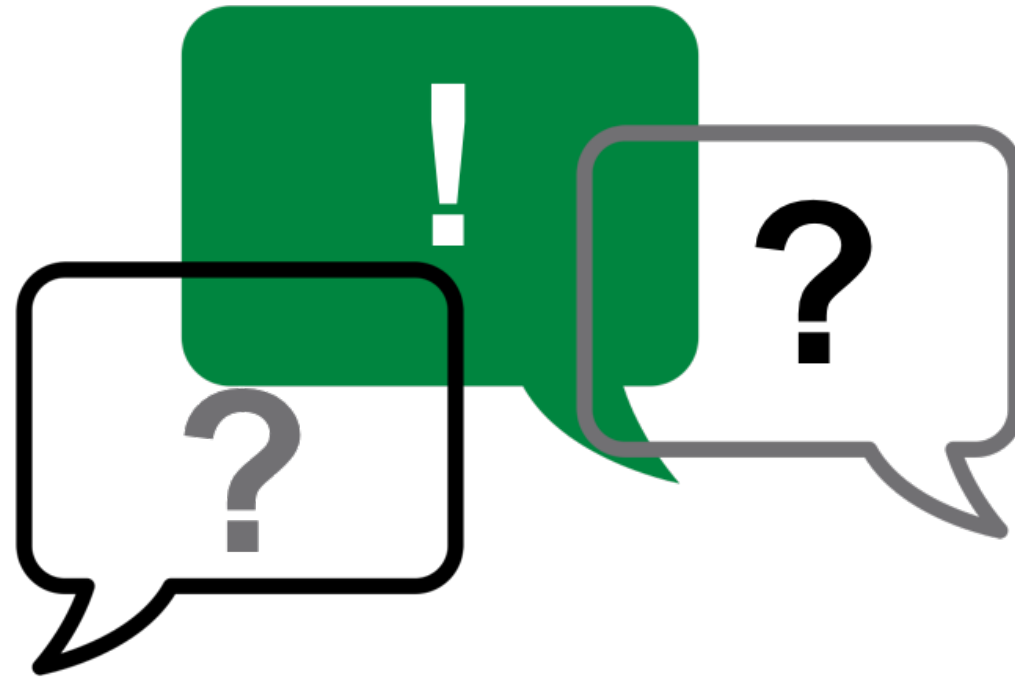


DRAFT Safe Routes to School Concept Designs / Diseños Conceptuales para Rutas Seguras a la Escuela

Schedule



Discussion



Developing the Target Speed Framework

City of Hayward
Speed Management Plan



June 25, 2025

Agenda

- Overview
- The Why and How of Managing Speeds
- The Proposed Target Speed Framework
- Next Steps
- Receive Feedback



Vision Zero & Speed Management



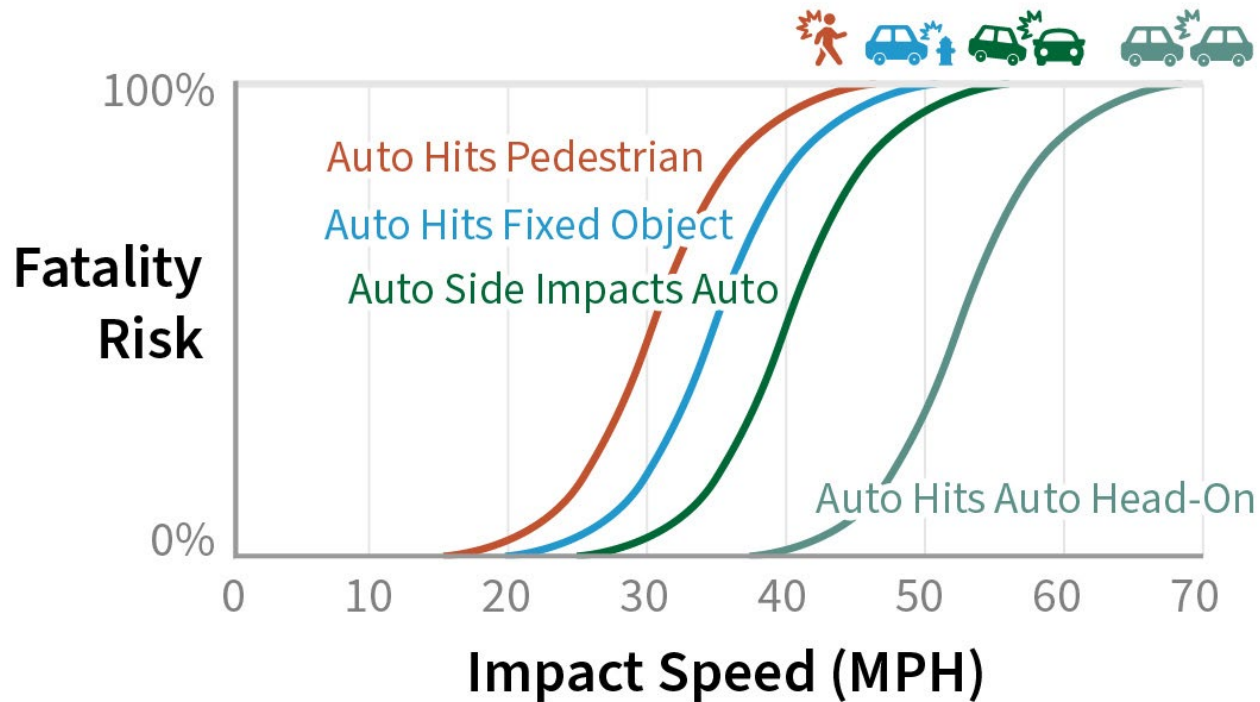
Local Road Safety Plan & Vision Zero Policy (June 2023)

City staff to **prioritize safety** when balancing needs and demands for space within the public right of way **on the high injury network**.

Unsafe speeding identified in the Local Road Safety Plan as associated with 20% of fatal and severe injury crashes.

The **Speed Management Plan** is the comprehensive approach for the City to **reduce speeds**.

Speed management is foundational for enhancing safety



Source: FHWA

- Speed increases the risk of death for all collision types, including auto
- The fatality risk for people involved in T-bone collisions increases substantially between 35 and 45 mph.

The Target Speed Framework is the first step of the Speed Management Plan

Step 1

Determine **target speeds** citywide based on roadway and land use context

Step 2

Select **countermeasures** to apply where speeds exceed desired speeds

Step 3

Develop implementation plan for **priority projects**

Step 4

Identify opportunities to **institutionalize** safe speeds

Target speeds are based on the purpose served by each roadway



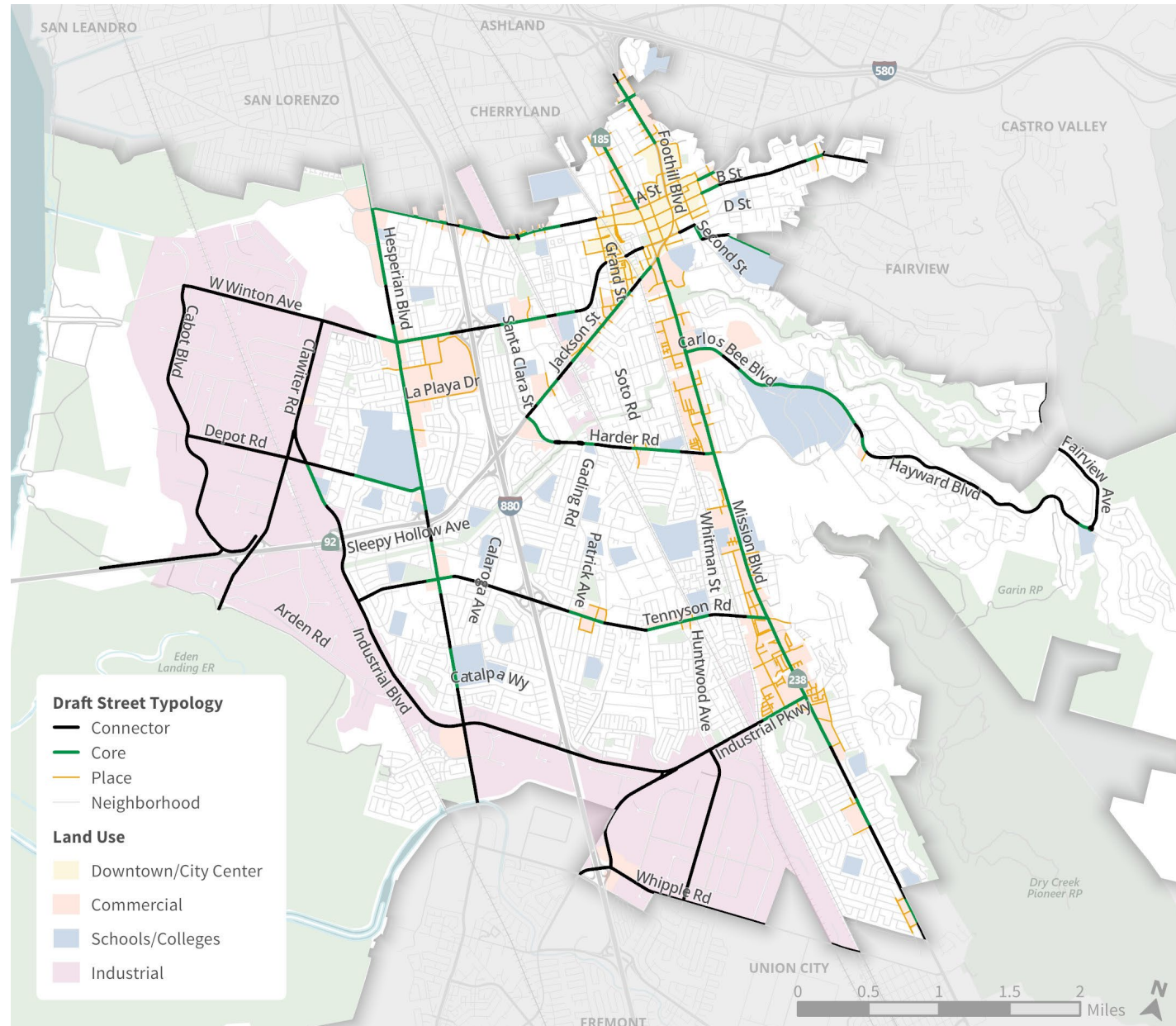
Street Types based on the Draft Target Speed Framework

Connector Streets are mostly within industrial areas, such as Industrial Parkway, Whipple Road, Clawiter Road, and Cabot Blvd.

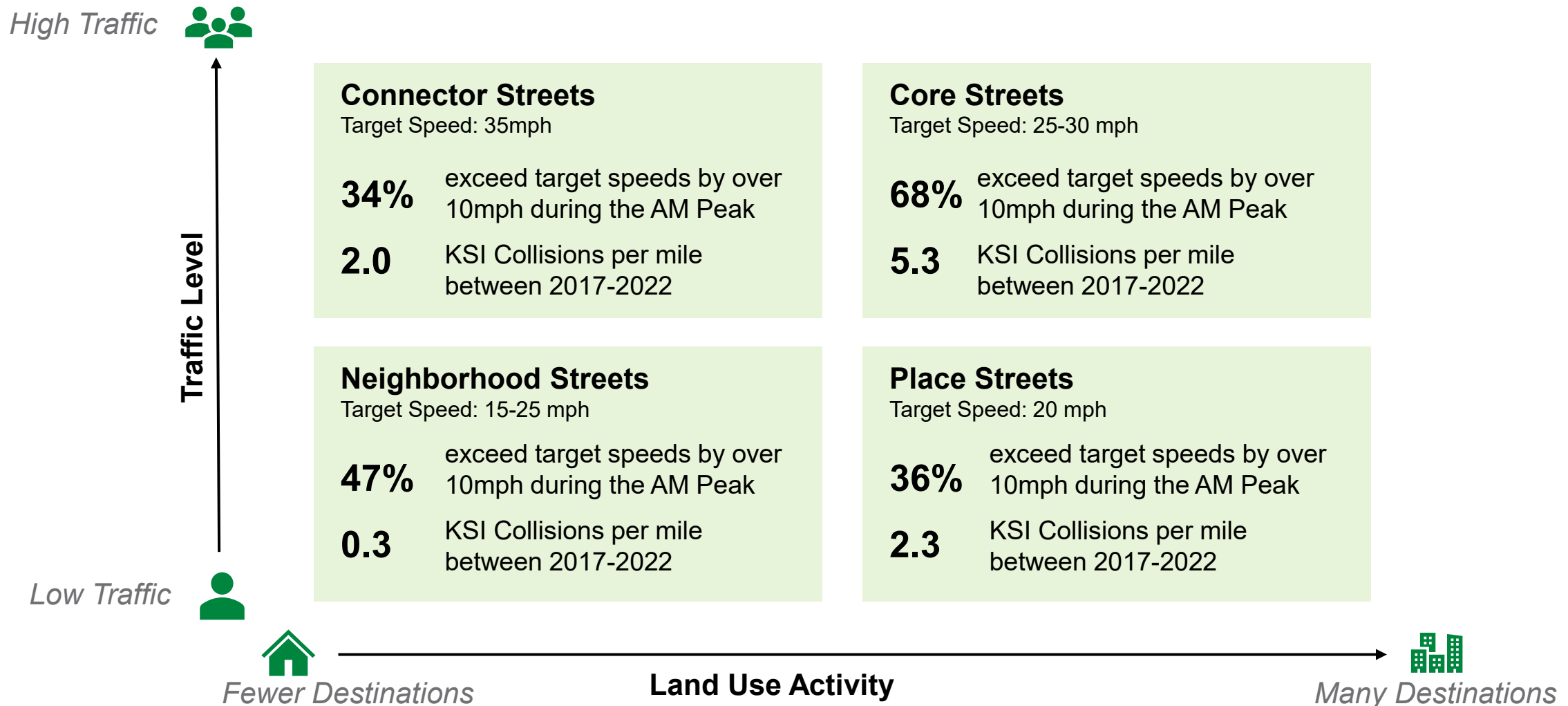
Core Streets are mostly along key commercial areas, including Mission Boulevard, Jackson Street, and A Street.

Place Streets are mostly within Downtown and along mixed use development near Mission Blvd.

Neighborhood Streets include most of the City's local streets.



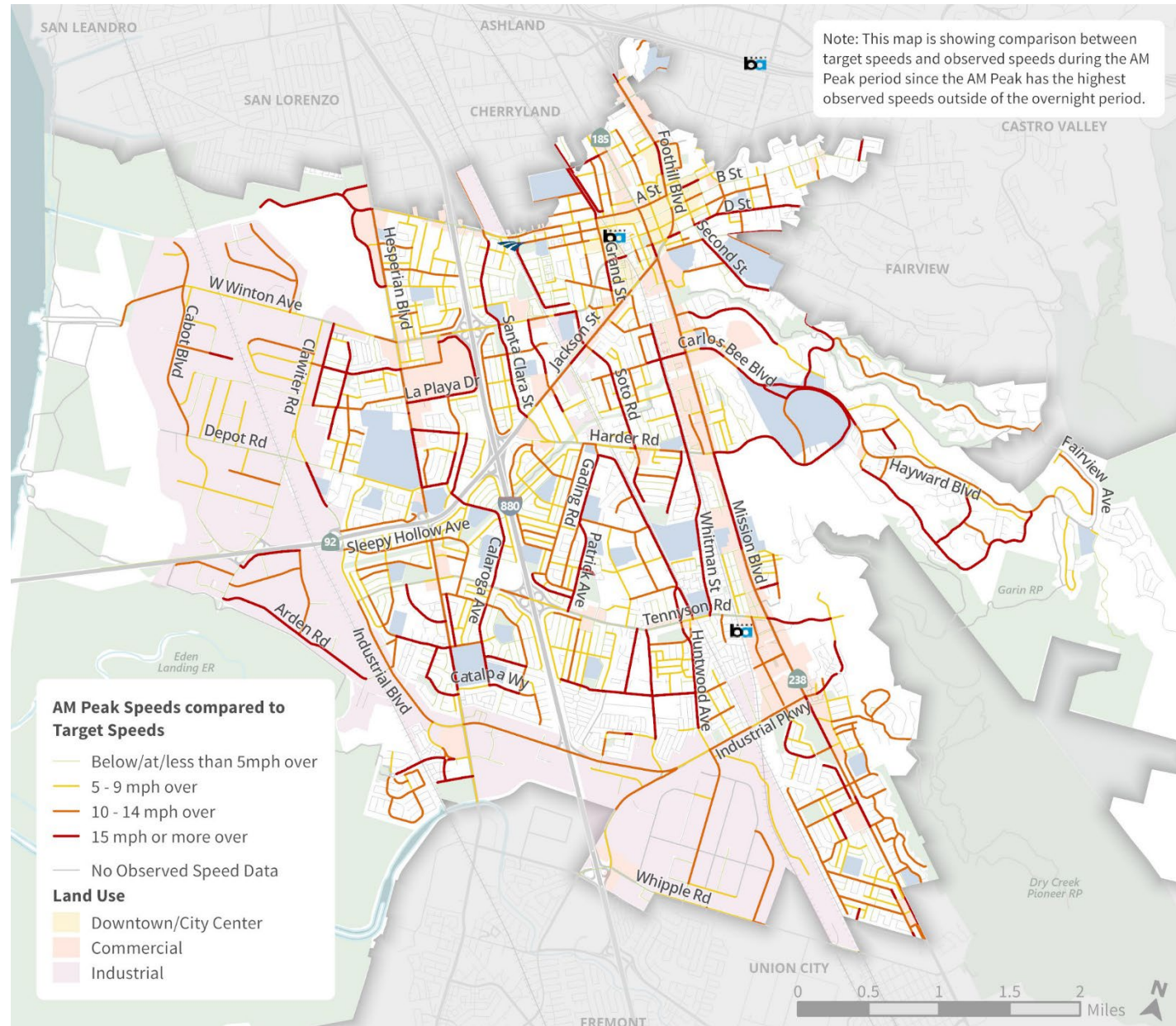
Core streets have the largest difference between target speeds and observed speeds



Many corridors exceed the target speeds by over 10mph

Connectors and core streets with substantial segments with speeds **10mph or more over** target speed during the AM peak period:

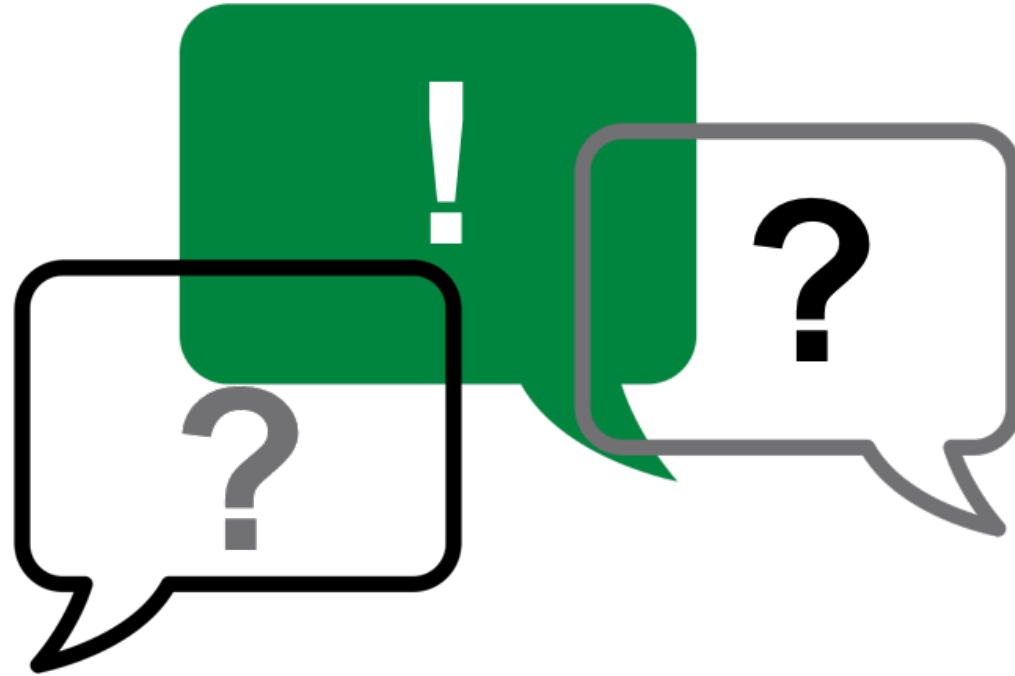
- Mission Boulevard
- Hesperian Boulevard
- Industrial Parkway
- Jackson Street
- Carlos Bee Boulevard/Hayward Boulevard



Next Steps

- Develop a set of **countermeasures** to appropriately manage speeds where observed speeds exceed target speeds
- Explore methodology for identifying the **top priority** speed reduction corridors based on factors such as speed discrepancy, collision history, equity need, and vulnerable user exposure

Questions & Feedback





Council Infrastructure and Airport Committee

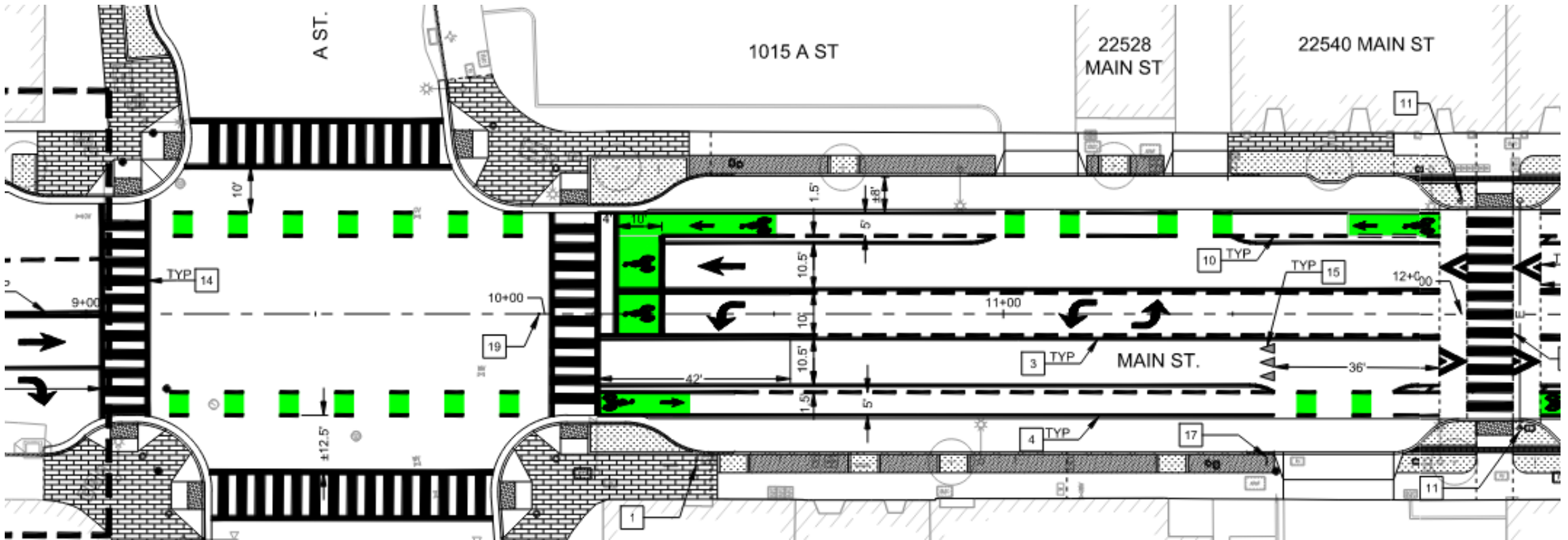
Decorative Crosswalk at Main Street and B Street

June 25, 2025

Main Street Complete Streets

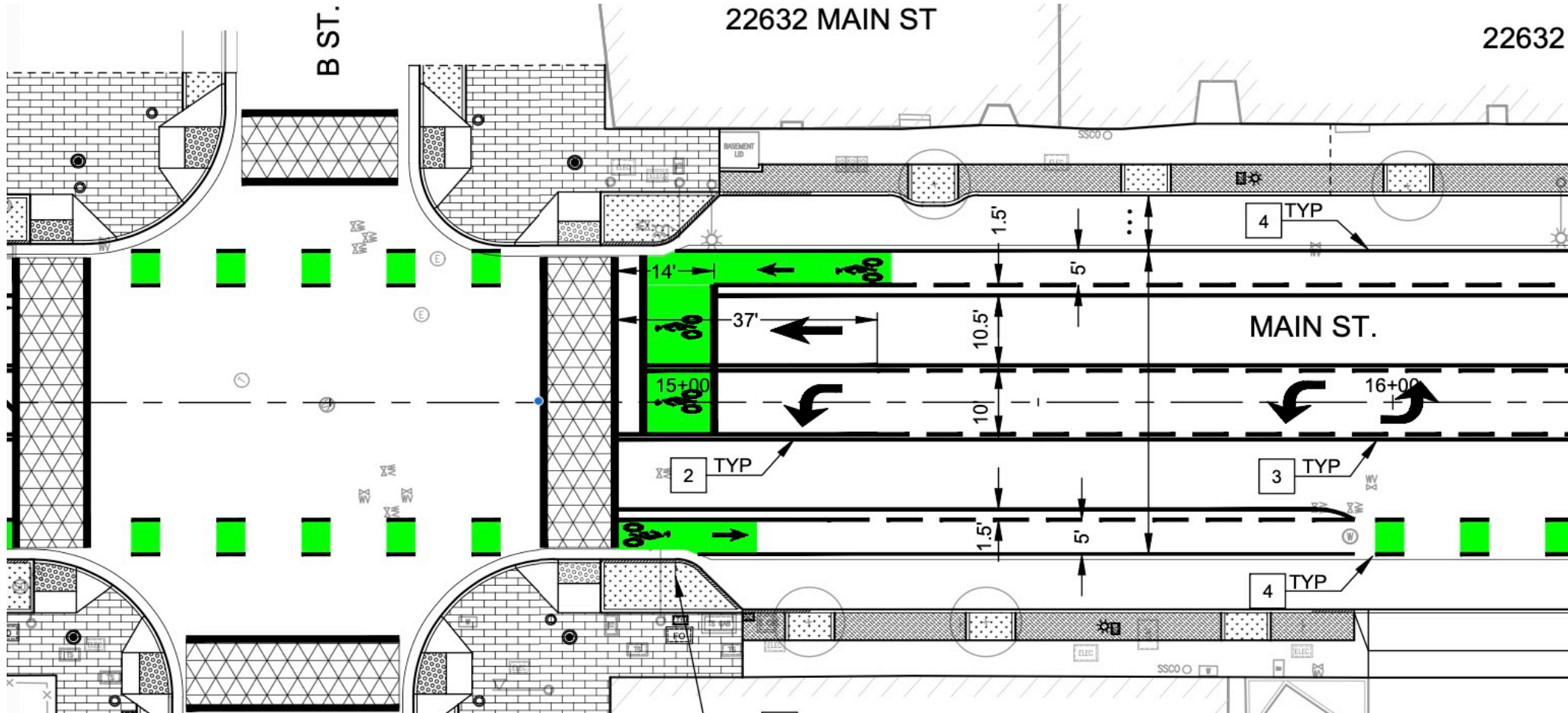
- Upcoming work includes:

Pavement striping and markings



Main Street Complete Streets

- Decorative Crosswalk at the Main Street and B Street



Main Street Complete Streets

- Decorative Crosswalk Option 1



Main Street Complete Streets

- Decorative Crosswalk Option 2



Main Street Complete Streets

- Decorative Crosswalk Option 3



Main Street Complete Streets

- Decorative Crosswalk Option 4



Main Street Complete Streets

- Decorative Crosswalk Option 5



Main Street Complete Streets

- Decorative Crosswalk Option 6

