

Hayward Loop Options

Proposed Options for Further Study

The four proposed options are described below.

Table 1 describes how each option was generated and their implications for capacity and includes a menu of additional permutations for each option.

All options are based on two consistent assumptions:

1. **Bicycle facilities** will be provided through the design-funded “Bike Loop” project that provides access around the Loop and connects to the East Bay Greenway and Hayward BART Station. Some options can accommodate additional bicycle facilities on A, Mission, or Foothill.
2. **On-street parking** remains a priority for downtown, with large-scale parking removal not considered desirable.

Table 1: Four Options for the Hayward Loop

Option	Street Function	How Option Was Generated	Capacity Implications
Option 1: Baseline Safety Upgrades	Mission and A as Place Streets; Foothill as Core Street	Project Team	Limited capacity reduction through road diets as compared to visionary options
Option 2: Reconnecting the Grid	Mission, A, and Foothill as Place Streets	Community Interest	Substantial capacity reduction with road diets and removal of road segments
Option 3: Current Alignment – Place Focus	Mission, A, and Foothill as Place Streets	Community Interest	Substantial capacity reduction with road diets and turn restrictions
Option 4: Current Alignment – Movement Focus	Mission and A as Place Streets; Foothill as Core Street	Project Team	Substantial capacity reduction on A and Mission and limited capacity reduction on Foothill through road diets

Options can be supplemented with additional permutations, which can be mixed and matched. Permutations include:

- B Street pedestrianization
- Parks or public space in reclaimed right-of-way on EB D St
- Parks or public space or housing development in reclaimed right-of-way on Foothill (only for Option 2)
- Placemaking improvements via parklets and planters

Option 1: Baseline Project

Option 1 is a baseline, near-term option that includes minimal changes to the Loop outside of systemic intersection safety improvements. Limited placemaking can be provided through parklets and planters in the right-of-way.

Option 2: Reconnecting the Grid

Option 2 is a long-term option that includes removal of segments of Foothill Blvd from the circulation network. Options for removal are the one block from Mission Blvd to D St, or the two blocks from Mission Blvd to C St. This option also includes robust road diets on Mission Blvd, A St, and the remaining segments of Foothill Blvd.

Option 3: Current Alignment – Place Focus

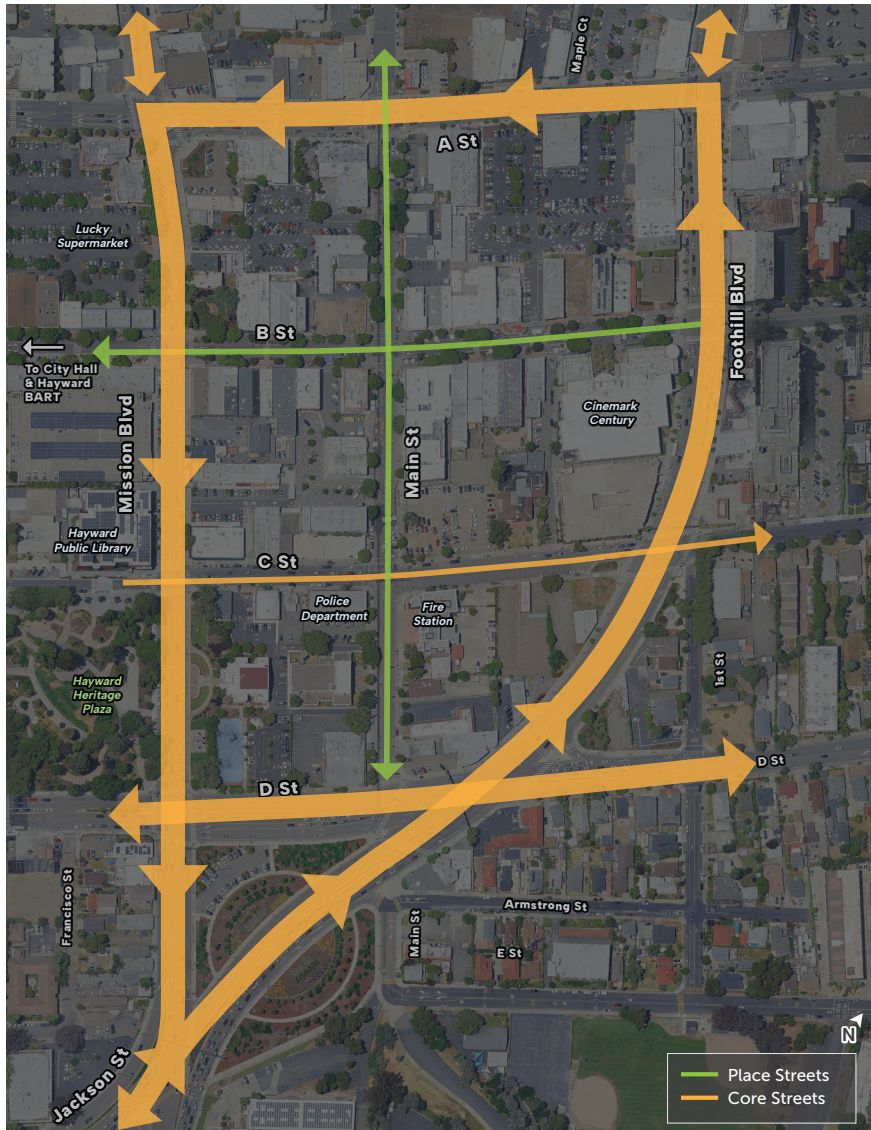
Option 3 is a medium-term option that maintains the current circulation network on the Loop and implements “place” improvements on all Loop streets. This option includes robust road diets, potentially reducing to one lane in each direction on Mission Blvd and A St and two lanes in each direction on Foothill Blvd.

Option 4: Current Alignment – Movement Focus

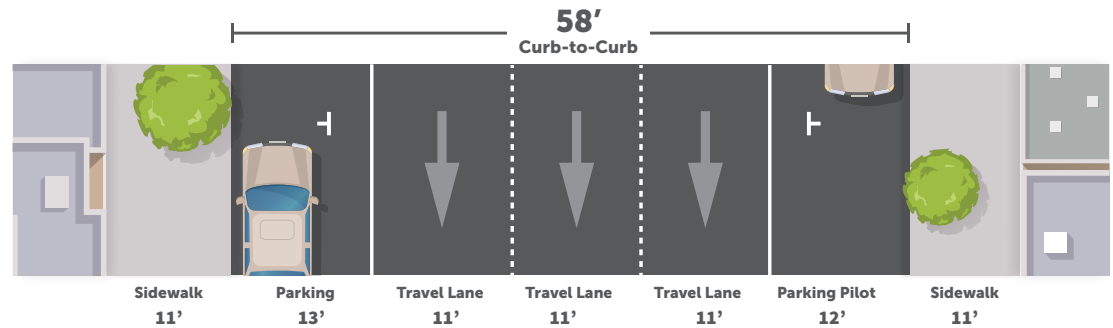
Option 4 is a medium-term option that maintains the current circulation network on the Loop and retains more capacity for vehicle movement on Foothill Blvd. This option includes road diets on Mission Blvd and A St, while maintaining capacity on Foothill Blvd or expanding capacity by removing parking.

See following pages for map and lane configurations of proposed options

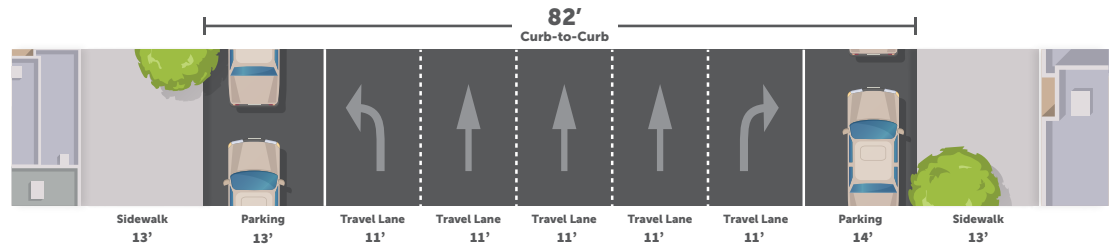
Existing



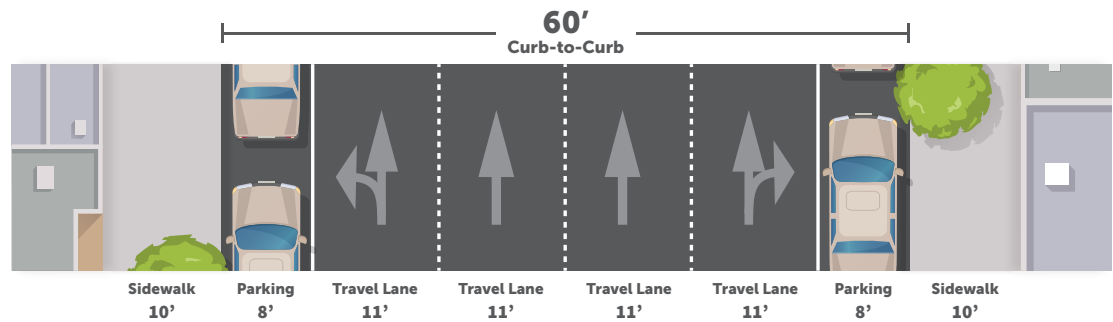
Mission Blvd



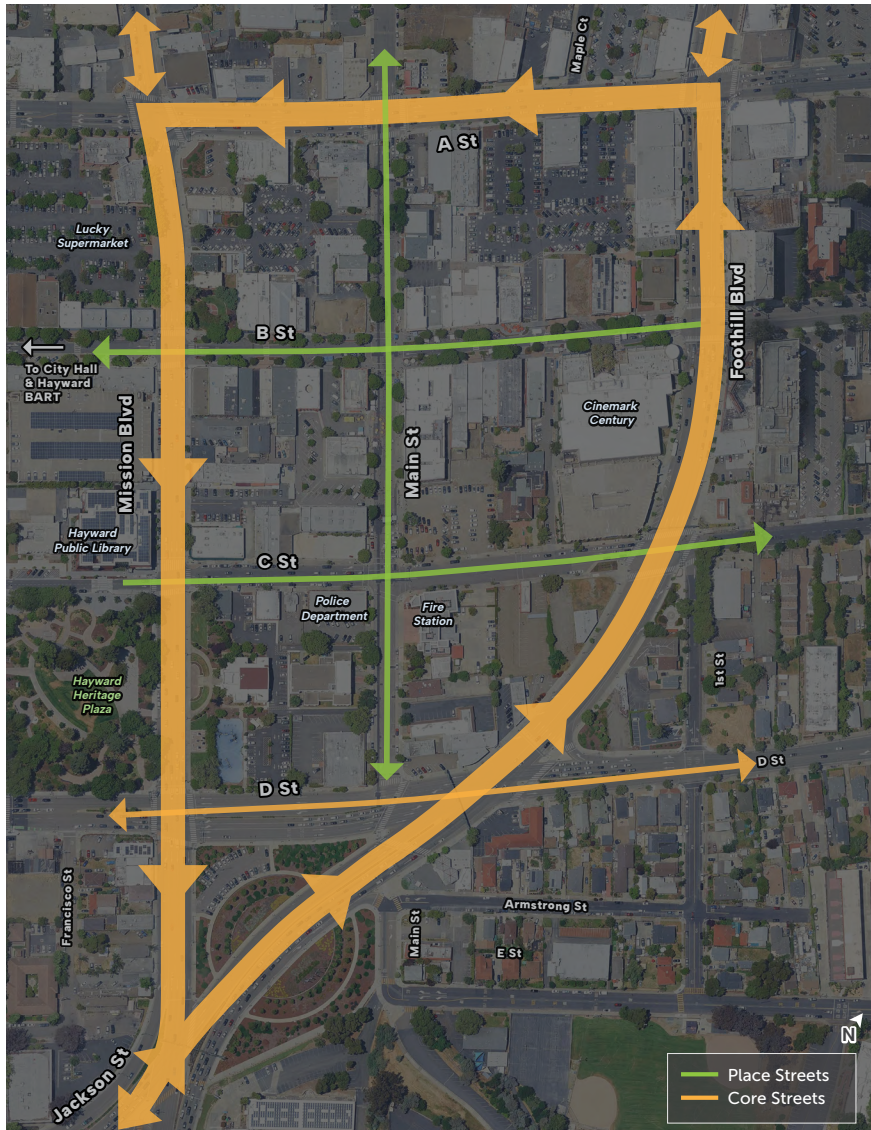
Foothill Blvd



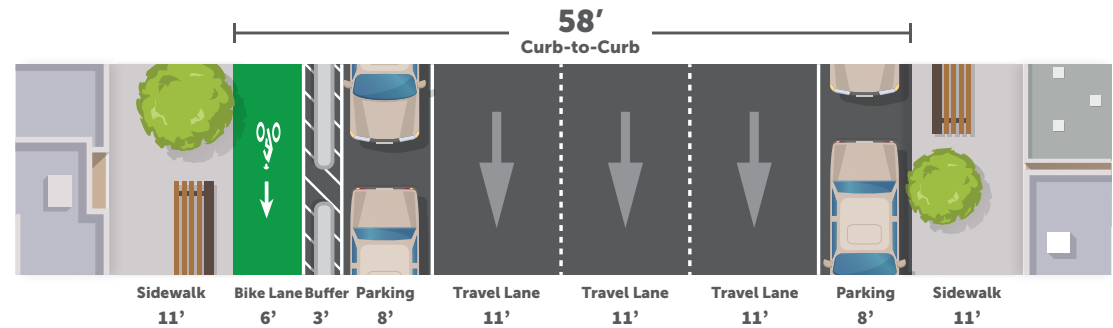
A St



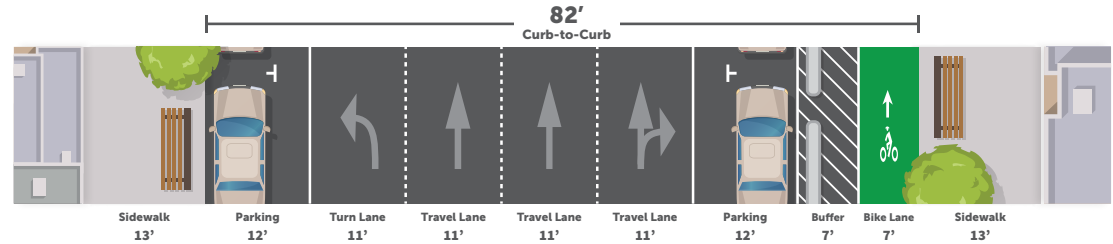
Option 1: Baseline



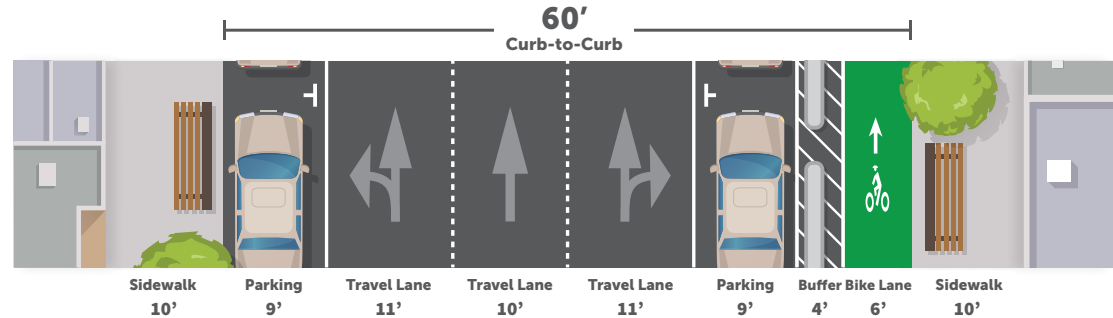
Mission Blvd



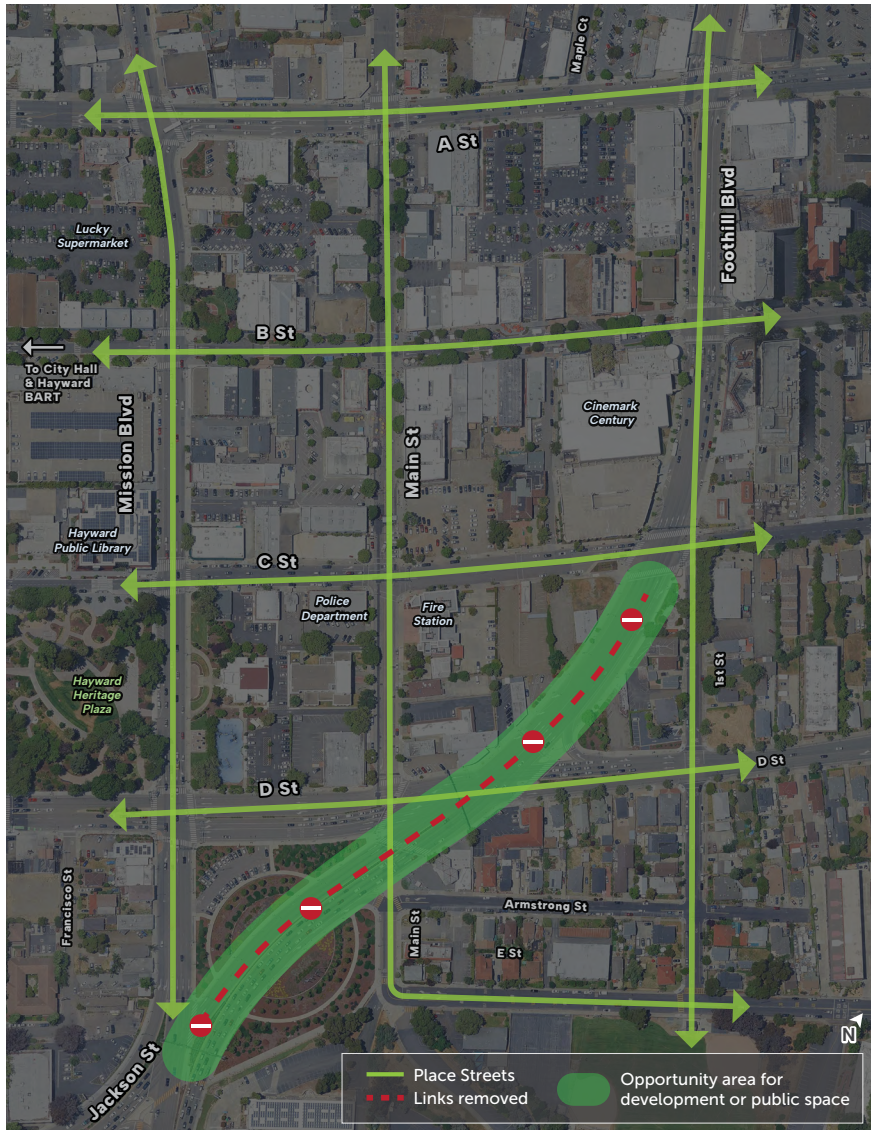
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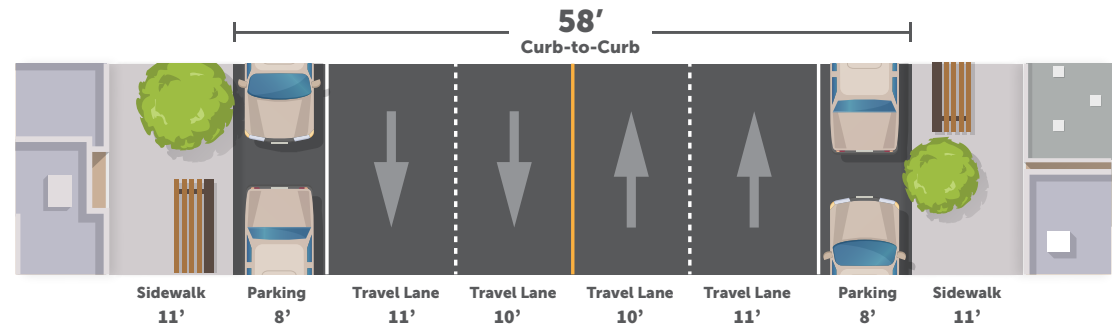
A St



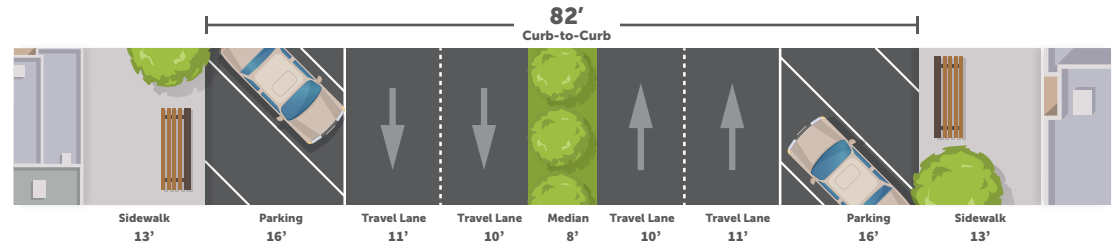
Option 2: Downtown Grid



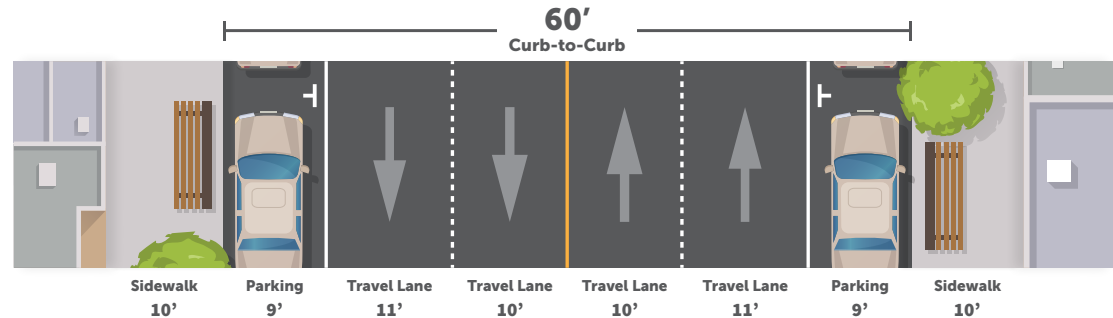
Mission Blvd



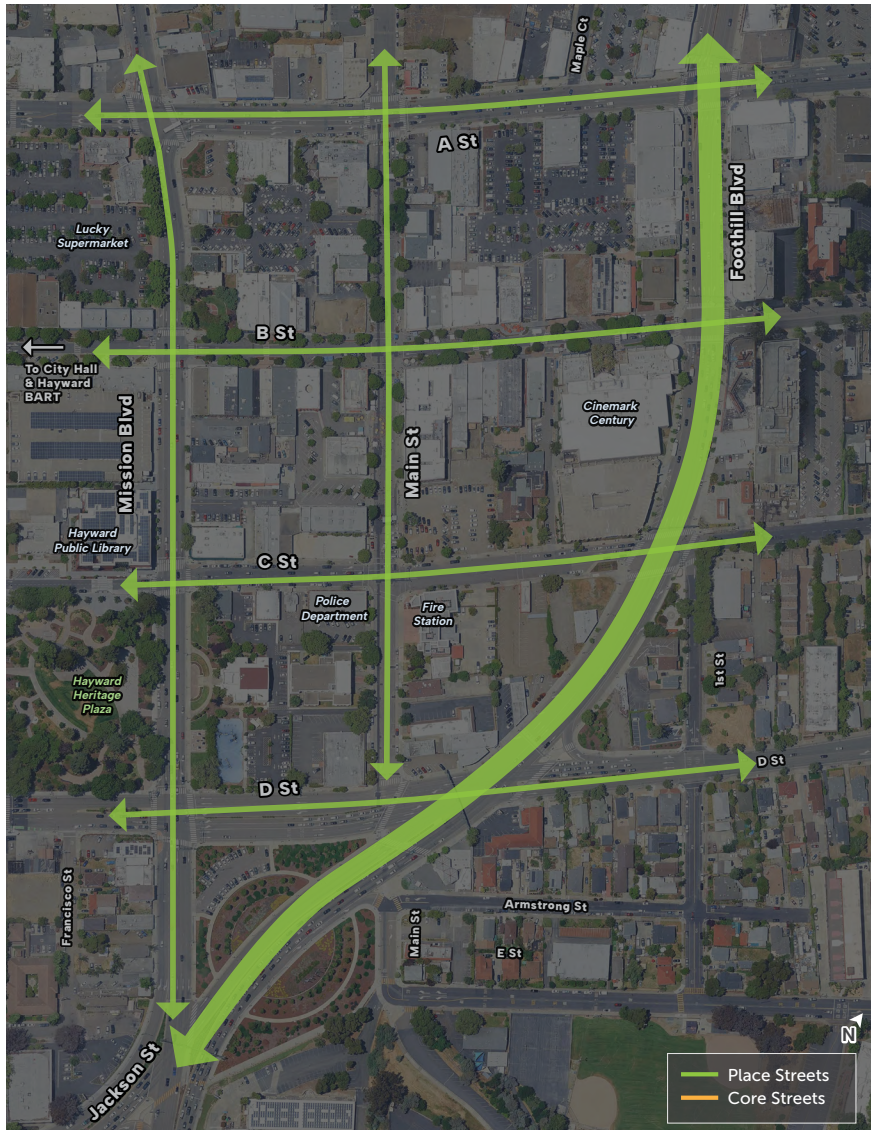
Foothill Blvd



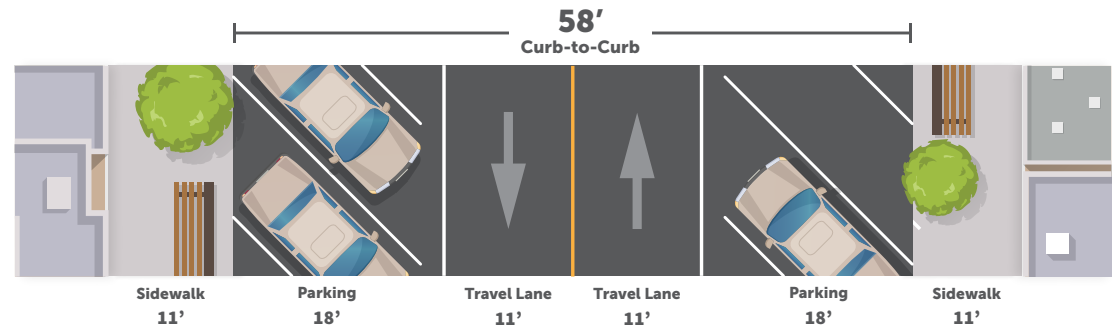
A St



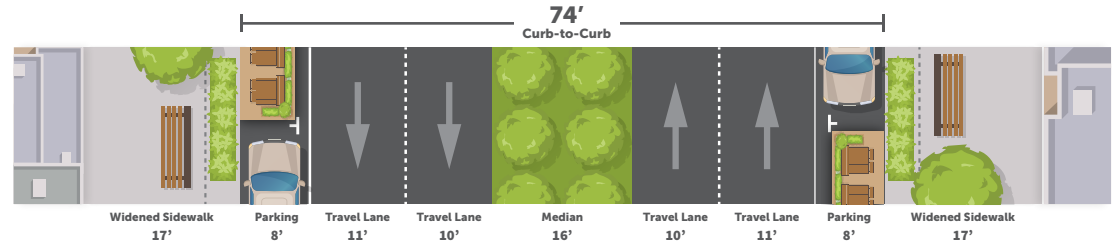
Option 3: Current Alignment - Place



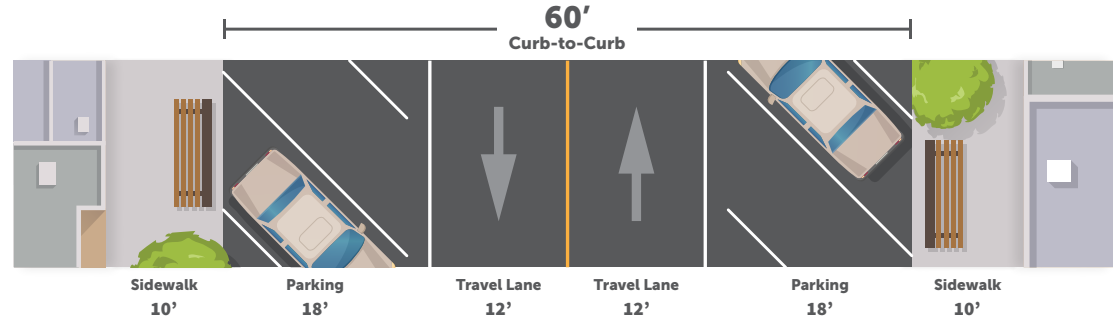
Mission Blvd



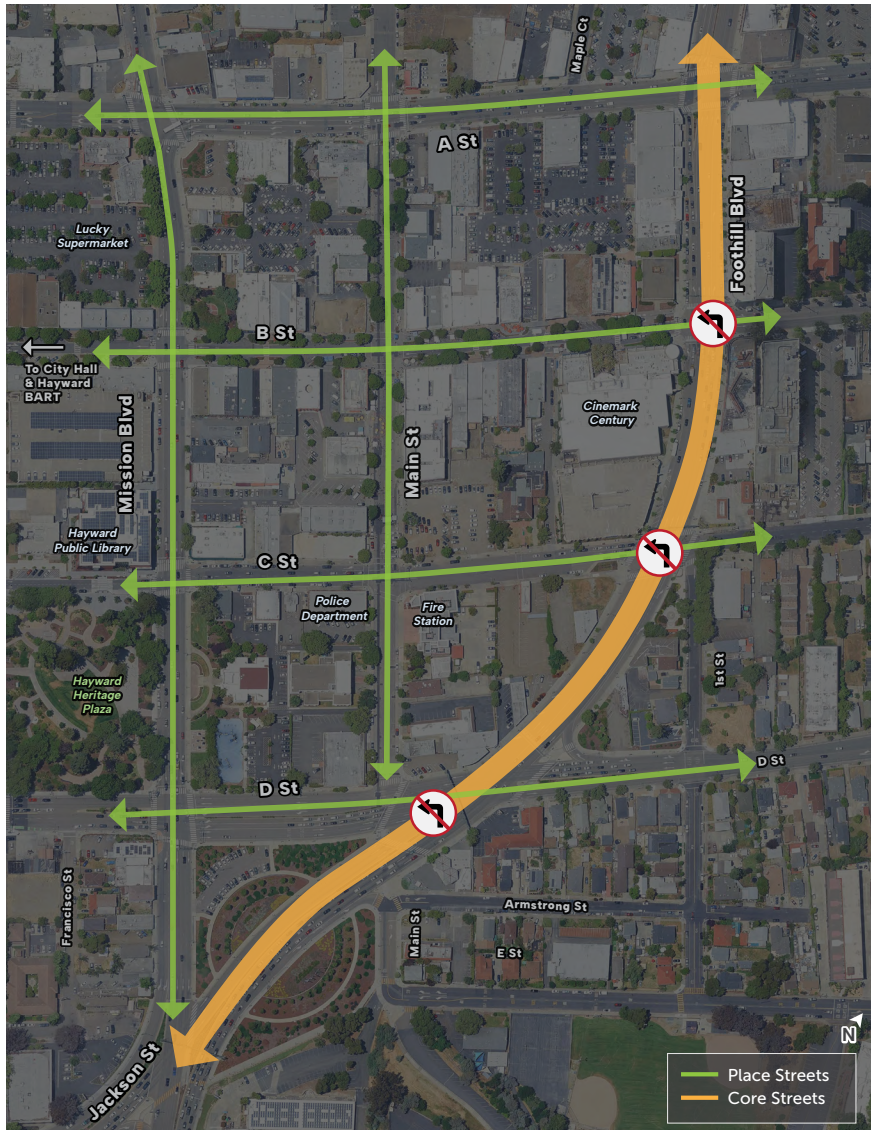
Foothill Blvd



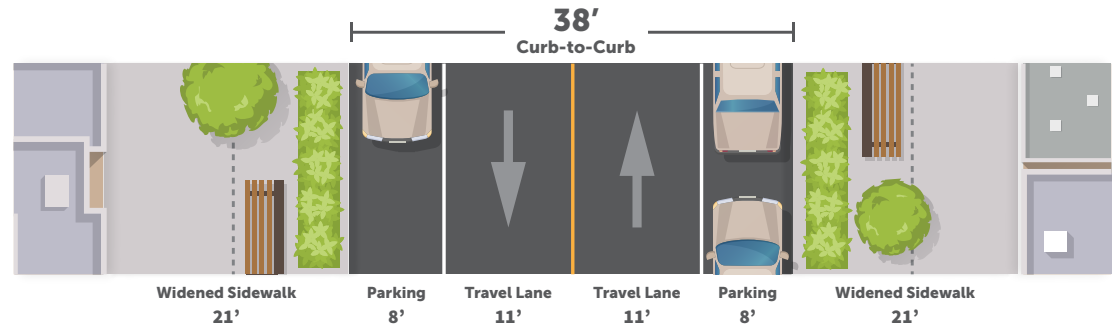
A St



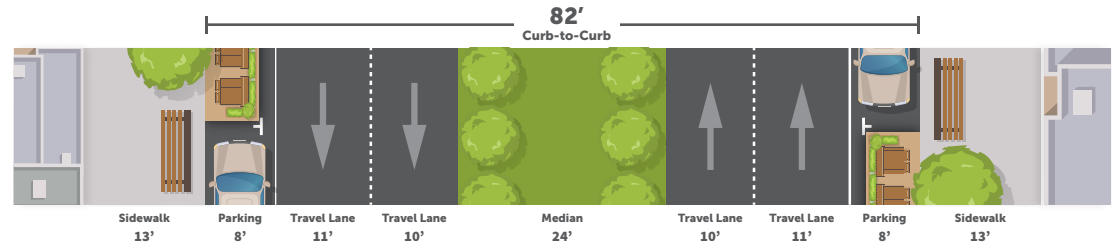
Option 4: Current Alignment - Movement



Mission Blvd



Foothill Blvd



A St

