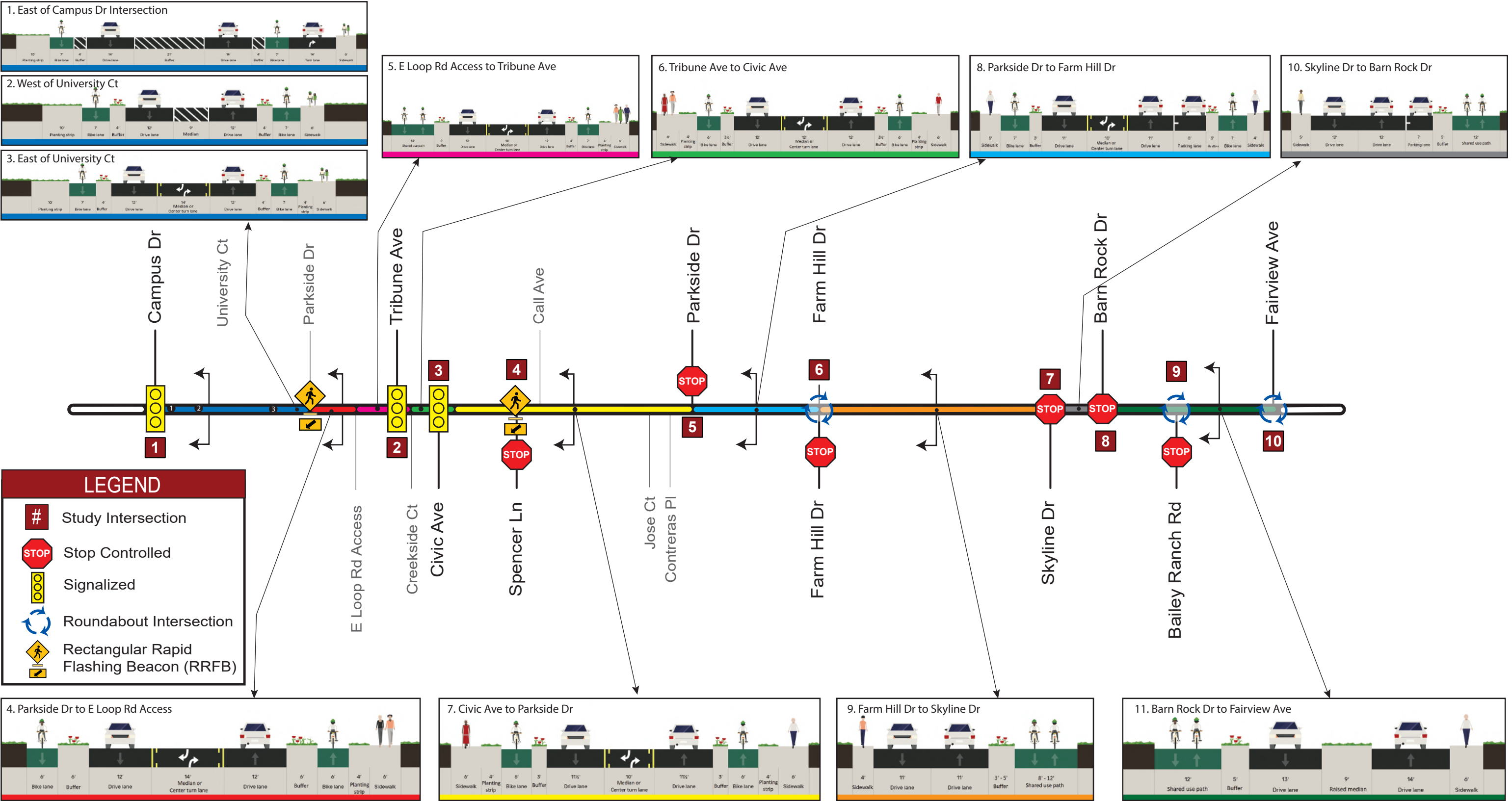
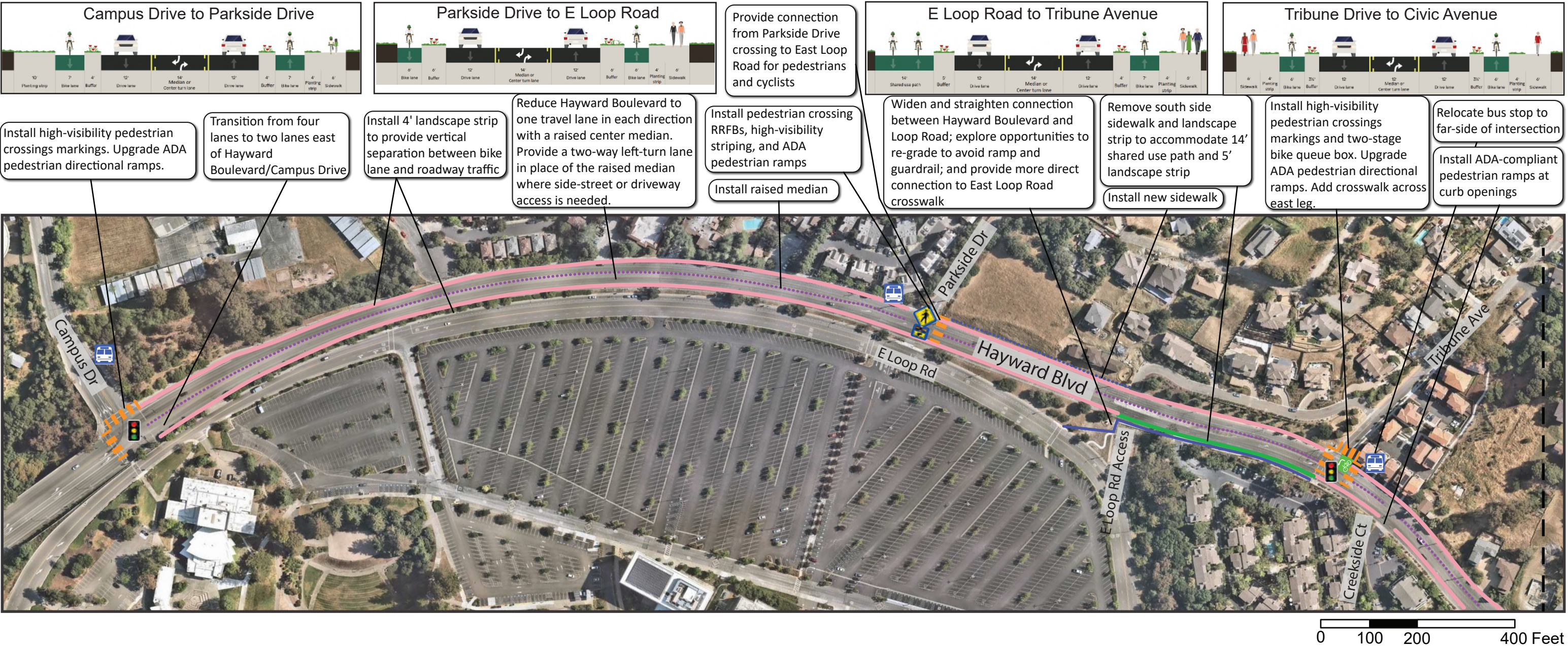


Hayward Boulevard Corridor Study

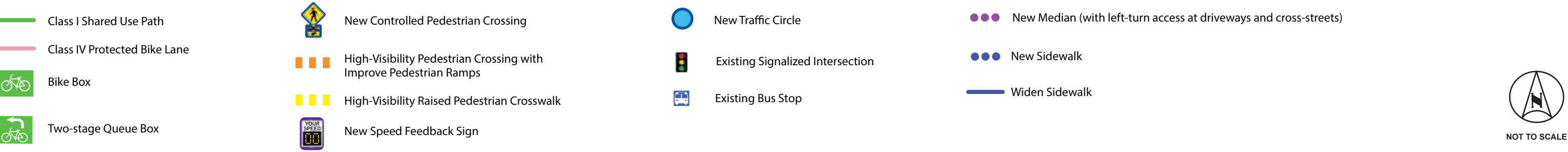
Revised 12/30/2020



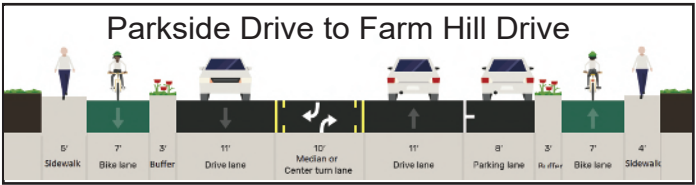
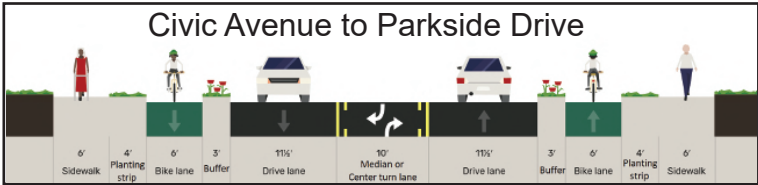




PROPOSED IMPROVEMENTS







Install high-visibility pedestrian crossings markings, green bike box. Upgrade ADA pedestrian directional ramps.

Convert existing northbound shared right/left-turn lane on Civic Avenue to right-turn only

Install pedestrian crossing with RRFs, high-visibility striping, and ADA-compliant ramps

Install ADA-compliant pedestrian ramps at curb openings

Reduce Hayward Boulevard to one travel lane in each direction with a striped center median. Provide a two-way left-turn lane in place of the striped median where side-street or driveway access is needed.

Install 3' landscape strip to provide vertical separation between bike lane and roadway traffic

Install ADA-compliant pedestrian ramps at curb openings

Install new sidewalk to close gap. To avoid impacting steep grades to the north, reduce median width to accommodate new sidewalk.

Close sidewalk gaps

Install speed feedback sign



MATCH LINE - PAGE 2

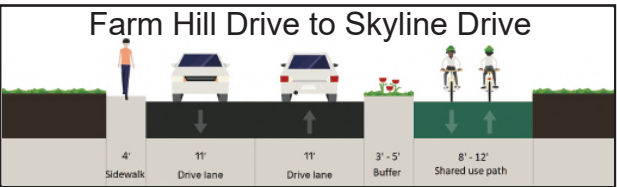
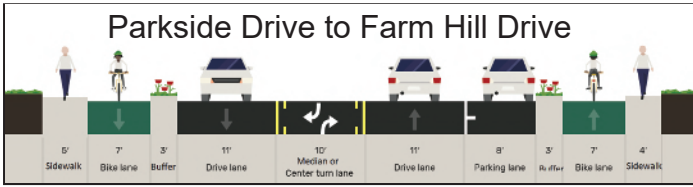
MATCH LINE - PAGE 4

PROPOSED IMPROVEMENTS

- Class I Shared Use Path
- Class IV Protected Bike Lane
- Bike Box
- Two-stage Queue Box
- New Controlled Pedestrian Crossing
- High-Visibility Pedestrian Crossing with Improve Pedestrian Ramps
- High-Visibility Raised Pedestrian Crosswalk
- New Speed Feedback Sign
- New Traffic Circle
- Existing Signalized Intersection
- Existing Bus Stop
- New Median (with left-turn access at driveways and cross-streets)
- New Sidewalk
- Widen Sidewalk







- Install speed feedback sign
- Reduce Hayward Boulevard to one travel lane in each direction with a raised center median. Provide a two-way left-turn lane in place of the raised median where side-street or driveway access is needed.
- Install 3' landscape strip to provide vertical separation between bike lane and roadway traffic
- Install speed feedback sign
- Install pedestrian crossing with high-visibility striping, and ADA-compliant ramps
- Install traffic circle
- Relocate bus stop to far-side of intersection
- Reduce existing lane widths to accommodate 8'-12' two-way shared use path with 3'-5' landscape strip on the north side of Hayward Boulevard between Farm Hill Drive and Skyline Drive
- Install a 3'-5' landscape strip to provide vertical separation between shared use path and roadway traffic



PROPOSED IMPROVEMENTS

Class I Shared Use Path

Class IV Protected Bike Lane

Bike Box

Two-stage Queue Box

New Controlled Pedestrian Crossing

High-Visibility Pedestrian Crossing with Improve Pedestrian Ramps

High-Visibility Raised Pedestrian Crosswalk

New Speed Feedback Sign

New Traffic Circle

Existing Signalized Intersection

Existing Bus Stop

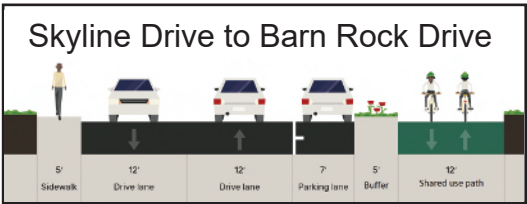
New Median (with left-turn access at driveways and cross-streets)

New Sidewalk

Widen Sidewalk

NOT TO SCALE





Widen existing sidewalk to a 12' two-way shared use path on the north side of Hayward Boulevard between Skyline Drive and Barn Rock Drive

Install speed feedback sign

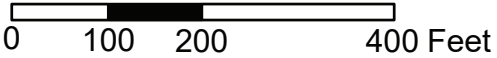
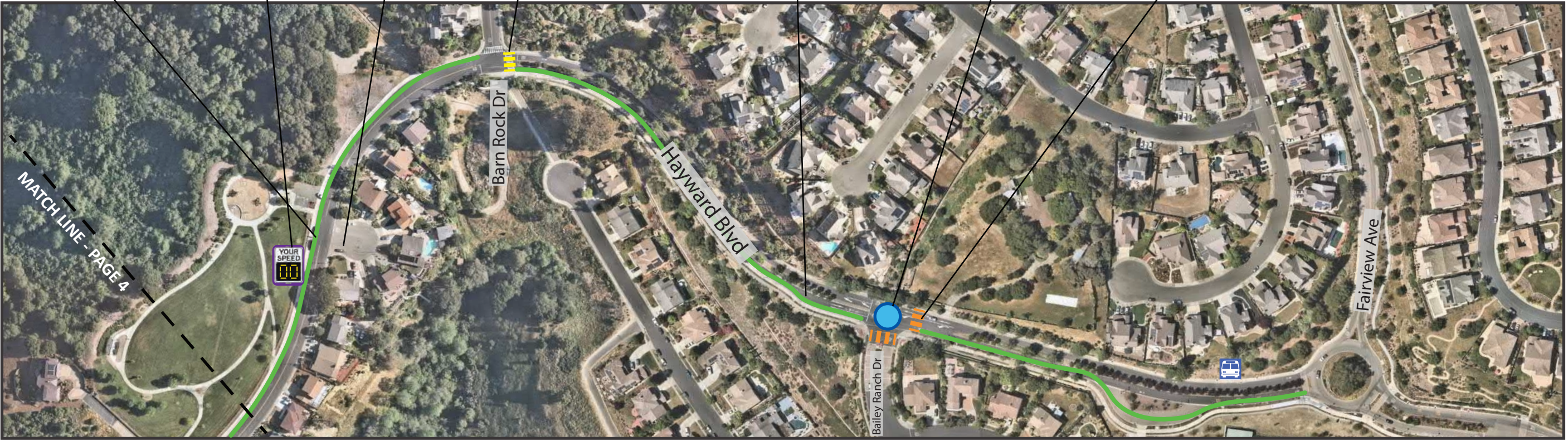
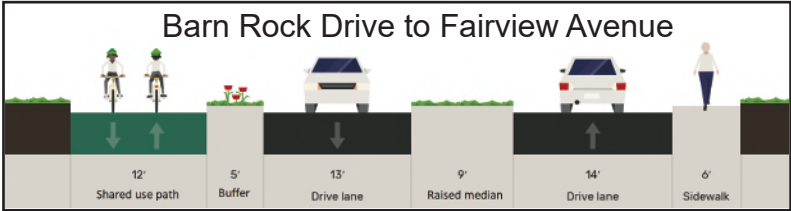
Install ADA-compliant pedestrian ramps at curb openings

Install raised crosswalk

Consolidate the two existing, parallel sidewalks on the south side of Hayward Boulevard into one 12' two-way shared use path between Barn Rock Drive and Fairview Ave

Install traffic circle

Install pedestrian crossing with high-visibility striping, and ADA-compliant ramps



PROPOSED IMPROVEMENTS

- Class I Shared Use Path
- Class IV Protected Bike Lane
- Bike Box
- Two-stage Queue Box
- New Controlled Pedestrian Crossing
- High-Visibility Pedestrian Crossing with Improve Pedestrian Ramps
- High-Visibility Raised Pedestrian Crosswalk
- New Speed Feedback Sign
- New Traffic Circle
- Existing Signalized Intersection
- Existing Bus Stop
- New Median (with left-turn access at driveways and cross-streets)
- New Sidewalk
- Widen Sidewalk



NOT TO SCALE