



# CITY OF HAYWARD

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

## Agenda

### Council Infrastructure & Airport Committee

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**Thursday, November 13, 2025**

**5:30 PM**

**Hayward Executive Airport,  
20301 Skywest Drive**

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#### SPECIAL MEETING

NOTICE: The **Council Infrastructure & Airport Committee** will hold a hybrid meeting at the Hayward Executive Airport, 20301 Skywest Drive, and 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 **douglas.mcneeley@hayward-ca.gov** 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/88063625417?pwd=LnVA37X9ntI3q59jAllM0EOAZQa00p.1>

Passcode:CIAC\_1113

Phone one-tap:

+16699006833,,88063625417#,,,,\*757762464# US (San Jose)

+16469313860,,88063625417#,,,,\*757762464# US

**CALL TO ORDER**

**ROLL CALL**

**PUBLIC COMMENTS:**

**REPORTS/ACTION ITEMS**

[ACT 25-073](#) Skywest Properties Update Report

**Attachments:** [Attachment I Staff Report](#)

[ACT 25-074](#) Safe Streets Hayward Update (A St, B St, Tennyson)

**Attachments:** [Attachment I Staff Report](#)

[Attachment II Outreach Summary](#)

[Attachment III Alternatives & Recommendations](#)

**FUTURE AGENDA ITEMS**

**COMMITTEE MEMBER/STAFF ANNOUNCEMENTS AND REFERRALS**

**ADJOURNMENT**



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**File #:** ACT 25-073

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**DATE:** November 13, 2025

**TO:** Council Infrastructure & Airport Committee

**FROM:** Director of Public Works

**SUBJECT**

Skywest Properties Update Report

**RECOMMENDATION**

That the Council Infrastructure and Airport Committee (CIAC) reviews this updated report regarding the proposed redevelopment project at Skywest Properties located at Hayward Executive Airport (Airport) and provides comments.

**SUMMARY**

Skywest Properties is a 126-acre site located on the property of the Airport. It was formerly the Skywest Golf Course that was completed in 1963 and operated by the Hayward Area Recreation and Parks District (HARD) between 1975 and 2020. After closure in September 2020, Airport staff assumed temporary maintenance of the property and initiated a process to guide future development of the site.

The Airport staff held three virtual public scoping workshops during July and August 2021, culminating in an initial draft site plan. Over 700 comments were received. Subsequent meetings with the Council Airport Committee (CAC), the Hayward Youth Commission, the San Lorenzo Village Homeowners Association, and the City Council resulted in revisions to the preliminary site plan (Attachment II). This latest version of the site plan balances the needs of the public and the Airport, while adhering to regulations and policies of the Federal Aviation Administration (FAA) and other federal and state agencies with oversight responsibilities. Interested community members have had the opportunity to offer additional public comments regarding this project at meetings of the City Council and Council Infrastructure and Airport Committee, and more comments are encouraged to provide as much feedback as possible on the future of this redevelopment project.

The attached site plan includes:

- 30 acres for parks/recreational use;
- 50 acres for business development (at least 9 of those acres to be set aside for open space);
- A trail connecting Kennedy Park to San Lorenzo Park. Approximately 7 acres of buffer between the residents of San Lorenzo Village and the new development;

- 28 acres dedicated for protection of the Runway Safety Area.

*Council Airport Committee (CAC) Review*

This topic was presented at a special meeting of the CAC on September 30, 2021. The members provided comments regarding economic development, outreach, land use compatibility, security of the Runway Safety Area, impact of aeronautical development on nearby residents, consideration of specific recreational uses such as trails, and use of recycled water on property. In addition to the CAC members, nine area residents spoke on various aspects of the development, including expansion of the proposed trail network, emphasis on economic development of site, and the consideration of various recreational uses.

*Council Work Session*

The draft site plan was presented to the Council as a work session item on October 26, 2021. Council and the public provided comments regarding open space, economic development, outreach, impact of aeronautical development on nearby residents, and the consideration of specific recreational uses such as trails. In addition to Council, community members provided comments on the proposed business development; loss of natural elements, such as trees and wildlife; additional open space; potential noise impacts of additional development; expansion of the proposed trail network; and the consideration of various recreational uses.

**ATTACHMENTS**

Attachment I Staff Report



**DATE:** November 13, 2025  
**TO:** Council Infrastructure and Airport Committee  
**FROM:** Director of Public Works  
**SUBJECT:** Skywest Properties Update Report

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#### Council Work Session

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### **FISCAL IMPACT**

Development of Skywest with a business park will not have any adverse impact on the General Fund or Measure C. In fact, it will have long-term, sustained financial benefit to the City's General Fund.

The Skywest property has the potential to provide a significant source of revenue for the Airport. This revenue will help the Airport offset losses tied to the previous lease with HARD as well as assist with infrastructure maintenance, such as paving, hangar maintenance, and providing the local 10% share of FAA and State monetary grants. Revenue from annual lease payments for a 39-acre office park equal \$1,542,024 annually, or \$77 million over a 50-year lease term. In addition, the City's General Fund would potentially benefit from additional business license fees, property tax, and sales tax.

The Airport enterprise fund is unable to support the maintenance of large parts of Skywest on an ongoing basis. Part of the revenue from the office park lease may be dedicated to maintenance, as well as from leasing park area to the subtenant.

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<sup>1</sup> <https://hayward.legistar.com/LegislationDetail.aspx?ID=5150169&GUID=B606AB87-2A1F-4F15-A86F-8753AB1CBECC&Options=&Search=>

<sup>2</sup> <https://hayward.legistar.com/LegislationDetail.aspx?ID=5192091&GUID=AFAC6EF5-FB0C-4115-85E6-16F2FBCE8A11&Options=&Search=>

## **BACKGROUND**

Construction of the Skywest Golf Course was completed in October 1963. The golf course was located on the property of Hayward Executive Airport and operated under a long-term ground lease agreement. The ground lease was assigned to HARD in January 1975. The lease has been amended on four occasions, including extensions, with the last amendment allowing HARD to evaluate whether continued operation of the golf course was possible. HARD ceased operation of the golf course and the 126-acre leasehold was returned to the City in September 2020. The site was subsequently renamed Skywest Properties.

## **DISCUSSION**

As noted in the staff report and attachments from the Council work session held on October 26, 2021<sup>1</sup>, the draft site plan was developed after consideration of input received from the community and was weighed against the FAA and Caltrans-related constraints associated with airport-owned land. A draft site plan was then presented to the City Council for their review on November 16, 2021<sup>2</sup>.

### Comments On Draft Site Plan

At the Council work session, input from both the public and the Council was received and primarily focused on the following items:

- The desire to incorporate additional open space into the site plan
- Retention of natural features, such as trees and ponds
- The prioritization of economic development on the site
- Minimization of the impact of aeronautical development on nearby residents
- Interconnectivity of trails within property and to the regional trail system
- Include a landscape buffer between development and residents
- Consideration of specific recreational uses, such as a dog park, an ice/roller rink, bike track, outdoor learning space, agricultural use, disc golf, recreational businesses, smaller golf course, and an airport viewing area
- Verify the size of runway safety zone

### Revisions To Draft Site Plan

In response to the comments received on October 26, 2021 staff proposed the following revisions to the site plan, which are noted in Attachment II:

#### Open Space

The prior draft site plan included a total of twenty-four acres of open space between two sections of the property. With the revised plan, the total number of acres has increased to thirty-nine, which includes a minimum of nine acres of open space to be included within the new business development.

#### Business Development

Originally estimated at forty-seven acres, this area has been slightly increased to fifty acres as a result of narrowing the FAA Runway Safety Area by three acres to the minimum level required by the FAA. While the amount of acreage for the business development has increased, a requirement will be placed on the developer to reserve at

least nine acres of the site as open space. This amount of developable land will allow for the site to be built to its best and highest use, such as life science-related businesses. It is estimated that a fifty-acre site would produce approximately \$1.5 million in annual income for the airport, which will permit required improvements and repairs to airport infrastructure and provide revenue to help support the recreational portions of Skywest Properties. At the present time the best location for the office park is still under discussion.

Runway Safety Area (RSA)

After further analysis of the requirements that FAA has for this area, the RSA was reduced from thirty-six acres to twenty-eight acres, which will be converted into additional acreage prioritizing open space.

The chart below summarizes the changes between the draft site plan presented on October 26, 2021. Please note that the FAA Airport Safety Area (which has been reduced from thirty-six acres to twenty-eight acres) cannot include structures or landscaping. Therefore, the amount of acreage that can be counted as available open or undeveloped space totals ninety-eight acres. Per the chart below, the amount of open space has increased by 25% from the original plan. In total, the amount of acreage dedicated to business constitutes 62% of the usable space (sixty-one acres), leaving 38% of the site (thirty-seven acres) as open space or a buffer. This amount of open space is valued at approximately \$1.5 million at the current non-aeronautical lease rate of \$1.18 per square foot, per year.

Use	Initial Acres	Revised Acres	Percentage of Usable Space (out of 98 Acres)
Runway Safety Zone	36	28	N/A
Business Development	47	41	41.8%
Open Space	24	39	39.8%
Buffer	5	7	7.1%
Aeronautical Development	14	11	11.2%

Please note this site plan is conceptual in nature and will be subject to further refinement as additional public comments are received, further scoping activities occur, and as the project goes through environmental review. Staff is requesting feedback from the public and the Committee regarding the visioning process. A site plan will later be proposed to the FAA that incorporates the redevelopment of Skywest Properties. City staff will then incorporate any FAA comments into a revised site plan and return to Council for further review. The Airport Layout Plan (ALP) is the official blueprint for future development on the Airport.

Environmental Review

Choosing the precise time for environmental compliance under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) involves a balancing of competing factors. Environmental review should be done as early as feasible in the planning process to enable environmental considerations to

influence project program and design and yet late enough to provide meaningful information for environmental assessment. The scoping activities described herein will continue with the requested comments from the committee that will be incorporated in the site plan sent to the FAA. Once the FAA weighs in, staff anticipates that the project will be definitive enough for meaningful environmental review.

## CURRENT AIRPORT STATUS

### Community Benefits

The Airport is owned and operated by the City of Hayward. It is a gateway to Hayward and the San Francisco Bay Area and welcomes business and recreational pilots, and passengers from California and around the country. Of 3,300 public use airports nationwide that are considered critical to the national airport system, the FAA designates the Airport as one of just 84 “national” general aviation airports, the highest category. In addition to Hayward residents and companies, the airport now attracts aircraft owners from all over the Bay Area. The Airport provides a host of services and benefits for community members, including but not limited to the following:

- Lifesaving missions flown to and from the airport by emergency air ambulance and search and rescue aircraft.
- Humanitarian efforts, including free medical and compassion flights and the transportation of thousands of rescue animals.
- The creation of over 300 jobs and the annual contribution of \$4.4 million in fuel, possessory, and business taxes.
- A significant economic boost from the spending of visitors on food, ground transportation, overnight accommodations, and entertainment.
- Investment in the community through new construction projects at the airport that provide opportunities for local vendors and tradespeople. Recent spending totals over \$22 million.
- The transportation of air freight including vital medical supplies.
- The establishment of youth groups at the airport including the Civil Air Patrol Cadets, the Young Marines, and the Coast Guard Sea Cadets. These organizations develop leadership skills, encourage teamwork, and present information about careers in aerospace and other fields.
- Local flight schools train commercial pilots of tomorrow and help reduce the current nationwide pilot shortage.
- Local media organizations base helicopters at the airport because of its central location to quickly cover important breaking news stories.
- The annual airport open house attracts thousands of community members and provides aircraft rides, educational opportunities, and information about aerospace careers.

This and more are accomplished without any tax revenue from the City’s General Fund. The airport is financially independent.

### Skywest Properties Maintenance

When HARD operated the Skywest Golf Course it was maintained by their staff with their own equipment. Airport staff was not required to provide any assistance.

When HARD vacated the property in 2020, the maintenance of the site fell primarily to the 5-person airport maintenance staff, using two pieces of equipment dedicated to maintenance of the 543-acre airfield. At this point, there was no funding for this project in the airport CIP budget. An agreement with HARD was executed to provide additional mowing services as needed, but for various reasons it was not renewed after it expired.

The current annual expenses for maintenance and security total over \$200,000 in the Airport CIP budget. This includes funding for security services and water to maintain two of the ponds onsite. Airport staff have had to reallocate funds from other accounts to cover this expense, and the increased use of the Airport's mowing equipment has resulted in additional maintenance requirements.

The available time and funding permit the Skywest Properties site to be mowed several times per year. A private contractor is used for emergency tree maintenance with Airport staff assisting with the daily collection of fallen tree branches. This is in contrast to the daily attention the golf course received from HARD. It is a cause of concern for some nearby homeowners who would like the site maintained to the former aesthetic standard of a golf course.

### Airport Limitations

The Airport receives oversight by the City Council and the Council Infrastructure and Airport Committee. Accordingly, the Airport operational budget, capital projects, the establishment of policy, and all other airport-related matters are subject to local review and approval.

But as a transportation facility, the Airport receives additional oversight from federal and state government. This oversight imposes certain duties and limitations regarding airport operations, including but not limited to the following examples:

- The original quit claim deed that conveyed airport property from the federal government to the City in 1947 stipulates that the property shall be used for airport purposes.
- An instrument of release in 1966 deleted five airport parcels from the terms of the original quitclaim deed, including the area now known as Skywest Properties, the former Skywest Golf Course. This contained certain restrictions, including:
  - (1) A right of passage for aircraft above the conveyed parcels and together with the right to cause such noise inherent in the operation of aircraft;
  - (2) That no structure, object, or tree may exceed a certain height above Mean Sea Level;
  - (3) That the City will not make use of the conveyed property in any manner that might interfere with the landing and taking off of aircraft or may otherwise constitute an airport hazard.
- As the recipient of monetary grants from the FAA, the City as the airport "grant

sponsor” executes a contract for each grant that contains 40 provisions or “grant assurances.” The City is contractually obligated to comply with all FAA grant assurances. Some of those grant assurances are as follows, and they are in effect throughout the useful life of a capital project, not to exceed 20 years:

- (1) Number 1 states the sponsor will comply with all applicable Federal laws, regulations, executive orders, policies, guidelines, and requirements as they relate to the application, acceptance, and the use of Federal funds for a grant. The term “guidelines” is interpreted to include FAA Advisory Circulars.
  - (2) Number 19 states the sponsor will not cause or permit any activity or action which would interfere with use of the property for airport purposes. This would apply to, for example, the preservation of Runway Safety Areas (RSA) and Runway Protection Zones (RPZ) on Skywest Properties.
  - (3) Number 20 states the sponsor will take appropriate action to assure that terminal airspace as is required to protect instrument and visual operations to the airport (including establishment of minimum flight altitudes) will be adequately cleared and protected by removing, lowering, relocating, marking, or lighting, or otherwise mitigating existing airport hazards and by preventing the establishment or creation of future airport hazards. This could apply to structures such as the clubhouse and pavilion, and obstructions such as trees on Skywest Properties.
  - (4) Number 34 states that a sponsor will carry out any project funded under an Airport Improvement Program Grant in accordance with policies, standards, and specifications approved by the Secretary, including, but not limited to, current FAA Advisory Circulars for AIP projects. The use of these standards is mandatory, but the term “advisory” is sometimes misinterpreted to mean “optional” or “best practice.”
- The Airport is annually inspected by Caltrans for compliance with minimum Airport standards. As a result of these inspections, the airport continues to hold a permit issued by Caltrans to operate an airport. Caltrans incorporates federal standards into its requirements. These include FAA Advisory Circulars for runway and taxiway design and FAR Part 77 for obstruction standards and imaginary surfaces. These Advisory Circulars affect the design of the Skywest Properties site. Further guidance is provided in the publication *Hayward Executive Airport Land Use Compatibility Plan*.
  - Plans for construction on Airport property are also subject to review by the Alameda Airport Land Use Committee using the guidance in the land use compatibility plan manual identified above.

## COST LIMITATIONS IN THE ESTABLISHMENT AND MAINTENANCE OF A PARK

There are significant costs involved in the design, construction, and maintenance of a public park, such as the recreational area tentatively proposed for Skywest Properties. These costs may, to a large extent, determine the viability of such a project.

The estimation of these costs is complicated because the current site plan for Skywest Properties is preliminary and will likely change before it is finalized and approved. However, the City has previously been involved in the design and construction of public parks, such as La Vista Park. This experience allows us to outline the appropriate expense categories, but the total costs are subject to change and are intended to indicate a magnitude of scale instead of a hard cost.

The total estimated cost of design and construction is \$53.8 million, and the total estimated cost of annual maintenance is \$3.9 million. The details of these estimates are outlined below, with additional amenities not included in the design shown separately.

<b>Design / Construction Cost (Open Space, 39 acres and Buffer, 7 acres)</b>		
<b>Description</b>	<b>Cost Estimate</b>	<b>Notes &amp; Assumptions</b>
Project Design/Admin	\$6,000,000	Includes Design, Administration, Inspection Testing
Environmental Assessment	\$500,000	
Park Renovations	\$46,000,000	\$1 million per acre   46 acres
Perimeter Fencing (FAA Standards)	\$770,000	\$140 /ft   Rod Iron fencing 8ft   minimum of 5,500 liner feed needed
Domestic Water installation	\$500,000	
<b>Total</b>	<b>\$53,770,000</b>	

<b>Maintenance Costs</b>		
<b>Description</b>	<b>Cost Estimate Annually</b>	<b>Notes &amp; Assumptions</b>
Lease Rent	\$2,364,436.80	\$1.18 per sq ft per year   46 Acres
Equipment	\$70,000.00	Current budget set aside annually for replacement vehicles & repairs for Airport
Water	\$864,529.41	\$11 per 748 Gallons   7,100 gallons / acre / day   46 acres at 180 Days
Electricity	\$25,097.00	Based on 2024 GCSAA Survey - Pacific
Tree Care	\$260,000.00	5-man crew once per week   \$5,000 per day
Small Tools & Equipment	\$9,979.00	Based on 2024 GCSAA Survey - Pacific

Security	\$79,000.00	M - F midnight to 8 am and Sat & Sun 4 pm to 8am
Weed & Rodent Abatement	\$99,498.00	Based on 2024 GCSAA Survey - Pacific
Fuel & Lubricant	\$31,778.00	Based on 2024 GCSAA Survey - Pacific
Personnel	\$100,000.00	2 full time staff
<b>Total</b>	<b>\$3,904,318.21</b>	

<b>Additional Amenities Not Included in Design</b>		
<b>Description</b>	<b>Cost Estimate</b>	<b>Notes</b>
Adult Exercise Node	\$30,000-45,000 each	<ul style="list-style-type: none"> <li>• 400sf</li> <li>• Four exercise stations</li> <li>• Rubber resilient surface</li> <li>• Signage</li> </ul>
Dog Park	\$60,000-150,000 ea.	<ul style="list-style-type: none"> <li>• ½ acre (~21,800sf)</li> <li>• Decomposed granite or pea gravel surface</li> <li>• Fully fenced area for large dogs</li> <li>• Fully fenced area for small dogs</li> <li>• Drinking fountain with pet bowl</li> <li>• Select play features for dogs</li> </ul>
Community Garden	\$15,000 - 40,000 ea.	<ul style="list-style-type: none"> <li>• 10,000 sf</li> <li>• Raised beds</li> <li>• Hose bibs for water service</li> <li>• Fully fenced</li> </ul>
Planting	\$9-12/sf	<ul style="list-style-type: none"> <li>• Groundcovers, shrubs, grasses 1 gal container size</li> <li>• Trees 15-gal container size</li> <li>• 3" layer of wood mulch</li> </ul>
Irrigation	\$5-8/sf	• Hard-piped overhead spray
Walking trail	\$760,000	Kennedy Park to San Lorenzo Park

**ECONOMIC IMPACT**

Future development of this site will generate work for skilled and unskilled tradespeople during the construction phase, and administrative and facility maintenance jobs after the development is completed. Furthermore, the development of a life sciences/biotechnology center would allow the City to further its presence as an innovative leader for technology in the Bay Area. In addition to attracting highly skilled and educated workers from Hayward and the immediate area, such development has the potential to increase overall economic activity in the City.

## **STRATEGIC ROADMAP**

By allowing for additional airport-specific revenue, development on this site would directly support the Strategic Priority of Improve Infrastructure. Specifically, this item relates to the implementation of the following projects:

Project 11a: Rehabilitate the Pavement in Phases

Project 11d: Design and Construct Capital Improvements to Airport Hangars

## **SUSTAINABILITY FEATURES**

The action taken for this report will not result in physical development, purchase, or service, or a new policy of legislation. Any physical work will depend on future Council action. The Airport is strongly committed to developing projects that are environmentally responsible. Therefore, staff will ensure that all plans proposed by the developer incorporate features that are in line with the City's sustainability guidelines. In addition, the now dissolved, CAC suggested the use of recycled water as well as the possibility of installing solar photovoltaic technology (with charging stations) on T-hangars or shade hangars if either are selected to be the new aeronautical development.

## **PUBLIC CONTACT**

There has been extensive public outreach for this project and area residents and interested parties have provided input that has shaped the draft site plan. The following meetings have taken place regarding the draft site plan:

- Virtual public workshops on July 27, August 10, and August 12, 2021
- Attendance at San Lorenzo Homeowners Association board meeting on September 16, 2021
- Special CAC meeting on September 30, 2021
- Hayward Youth Commission meeting on October 4, 2021
- City Council work session on October 26, 2021
- CAC meeting on October 28, 2021
- Airport staff hosted representatives from the San Lorenzo Village Homeowners Association on October 28, 2021 and provided them with a tour of the airport
- Continuous comments have been received from community members at meetings of the Council Infrastructure and Airport Committee and City Council between 2021 and the present

The agenda and staff report for tonight's item have been posted on the City's website and distributed to interested parties.

## NEXT STEPS

After receiving further feedback on the preliminary site plan this evening, staff plan to have another community meeting to receive comments from the wider community. That will be followed by CIAC, and a presentation of the updated preliminary plan to Council, Staff will then transmit the preliminary site plan to the FAA for initial review. Subsequent to FAA initial review, staff will incorporate FAA comments into a revised site plan and return to Council for further review before taking the required step of preparing an ALP and the associated environmental review. Staff will initiate environmental review of the preliminary site plan prior to beginning the ALP update process with the FAA. It is expected that the update will be completed by late 2026. Once the ALP update is approved, staff will work with the public, Council Infrastructure and Airport Committee, Council Economic Development Committee, and Council to develop a more detailed plan of the uses for the site, which will be included in all future RFPs released to the development community.

*Prepared by:* Douglas McNeeley, Airport Manager

*Recommended by:* Alex Ameri, Director of Public Works

Approved by:



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Jayanti Addleman, Interim City Manager



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**File #:** ACT 25-074

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**DATE:** November 13, 2025

**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), provide feedback, and approve proposed alternatives to be studied further.

**SUMMARY**

The Safe Streets Hayward Plan (Project) 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 project activities completed to date include existing policy and plans research, collection of traffic safety and operational data, performing road safety audits, hosting focus groups, tabling at City events, maintaining a project website with an interactive survey, and developing illustrative concepts of proposed alternatives for each corridor.

Utilizing the feedback gathered throughout the summer, the project team developed a *Low Impact Alternative*, *Continuous Bike Facility Alternative*, and *High Investment Alternative* for each corridor. These alternatives provide a spectrum of choices and tradeoffs to consider, with the High Investment Alternative providing the most traffic safety benefit, but also typically the highest parking and congestion impacts. More details of the proposed alternatives and recommendations are included in Attachment III.

For A Street from Hesperian Boulevard to Mission Boulevard, the proposed alternatives include a low impact alternative of spot improvements only, a continuous bike facility alternative that includes buffered striped bike lanes, and a high investment alternative that includes protected intersections and protected bike lanes or shared use path on both sides of the road.

For B Street from Martin Luther King Drive to Watkins Street, the proposed alternatives include a low impact alternative of spot improvements only, a continuous bike facility alternative that includes buffered striped bike lanes, and a high investment alternative that provides a two-way cycle track west of Myrtle

Street and striped bike lanes east of Myrtle Street.

For Tennyson Road from Hesperian Boulevard to Mission Boulevard, the proposed alternatives include a low impact alternative for spot improvements, a continuous bike facility alternative that includes buffered bike lanes and protected bike lanes in select areas where “no parking” exists, and a high investment alternative that provides a one-way continuous protected bike lane on each side west of Whitman Street. All alternatives include a two-way cycle track on south side of street from Whitman Street to Dixon Road, in alignment with the current East Bay Greenway Design.

After receiving feedback on the selected alternatives from the Council Infrastructure and Airport Committee, the project team will perform technical analyses for each option, develop conceptual plans and cost estimates, and gather public feedback through two more outreach phases. The project team is anticipated to present to the CIAC or Council for selection of the preferred design for each corridor in November 2026.

## **ATTACHMENTS**

- Attachment I    Staff Report
- Attachment II    Outreach Summary
- Attachment III    Alternatives & Recommendations



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That the Council Infrastructure & Airport Committee (CIAC) receives an update for the Safe Streets Hayward Project (A St, B St, Tennyson), provide feedback, and approve proposed alternatives to be studied further.

**SUMMARY**

The Safe Streets Hayward Plan (Project) 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 project activities completed to date include existing policy and plans research, collection of traffic safety and operational data, performing road safety audits, hosting focus groups, tabling at City events, maintaining a project website with an interactive survey, and developing illustrative concepts of proposed alternatives for each corridor.

Utilizing the feedback gathered throughout the summer, the project team developed a *Low Impact Alternative*, *Continuous Bike Facility Alternative*, and *High Investment Alternative* for each corridor. These alternatives provide a spectrum of choices and tradeoffs to consider, with the High Investment Alternative providing the most traffic safety benefit, but also typically the highest parking and congestion impacts. More details of the proposed alternatives and recommendations are included in Attachment III.

For A Street from Hesperian Boulevard to Mission Boulevard, the proposed alternatives include a low impact alternative of spot improvements only, a continuous bike facility alternative that includes buffered striped bike lanes, and a high investment alternative that includes protected intersections and protected bike lanes or shared use path on both sides of the road.

For B Street from Martin Luther King Drive to Watkins Street, the proposed alternatives include a low impact alternative of spot improvements only, a continuous bike facility alternative that includes buffered striped bike lanes, and a high investment alternative that

provides a two-way cycle track west of Myrtle Street and striped bike lanes east of Myrtle Street.

For Tennyson Road from Hesperian Boulevard to Mission Boulevard, the proposed alternatives include a low impact alternative for spot improvements, a continuous bike facility alternative that includes buffered bike lanes and protected bike lanes in select areas where “no parking” exists, and a high investment alternative that provides a one-way continuous protected bike lane on each side west of Whitman Street. All alternatives include a two-way cycle track on south side of street from Whitman Street to Dixon Road, in alignment with the current East Bay Greenway Design.

After receiving feedback on the selected alternatives from the Council Infrastructure and Airport Committee, the project team will perform technical analyses for each option, develop conceptual plans and cost estimates, and gather public feedback through two more outreach phases. The project team is anticipated to present to the CIAC or Council for selection of the preferred design for each corridor in November 2026.

## **FISCAL IMPACT**

This project will not have an impact on the General Fund or Measure C.

The federal grant provides funds in the amount of \$3,252,000 for this Project (06942) and two other projects (06943 and 06945). The \$814,000 matching funds required for the grant are covered by three separate fund sources: Fund 215 Measure B - Local Transportation, Fund 410 Route 239 Corridor Improvement, and Fund 460 Transportation System Improvement. Of the \$814,000 matching funds, \$264,000 is currently being funded by General Fund. (The \$264,000 General Fund matching portion is not distributed proportionally between the three projects, as Project (06942) contains \$239,000 of those allocated General Funds.) Due to the current budget deficit, staff has recently identified a non-General Fund source, Fund 213 Measure BB - Ped & Bike, to replace the \$264,000 General Fund matching to remove any impact on General Fund. Staff will request Council for the required appropriation later this fiscal year. If approved, there will be no General Fund contributions toward the grant and the project.

## **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.

On June 6, 2023, City Council adopted the City’s Strategic Roadmap for Fiscal Years 2024 to 2025+, which outlined Council’s highest priorities for the near and medium-term future, along with specific projects and actions to achieve those priorities. The Strategic Roadmap

consisted of six core priorities. Each core priority contained a list of projects. The project is aligned with the Invest in Infrastructure strategic roadmap priority, *Project N1: Continue to implement major traffic calming initiatives*. The Strategic Roadmap was updated in June 2024. This project is now aligned with the following Strategic Roadmap metrics: number of traffic calming projects installed, number of miles of bike lanes added, and number of traffic collisions.

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 to be 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.

## **DISCUSSION**

### **Project Purpose**

To achieve zero traffic fatalities and severe injuries Vision Zero goal by 2050, significant change will need to occur on the City's arterial roadways. This project, along with the other projects funded by the SS4A grant, represents the large-scale planning effort required to develop corridor plans to address the disproportionate amount of fatal and severe collisions occurring on these arterials. Due to the long timelines typically required to progress large corridor projects to completion, the project funded by this grant may be the City's only chance to carry out the comprehensive planning, analyses, and outreach needed to meet the 2050 policy goal timeline.

## **Project Activities**

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 would be used to help inform outreach efforts and the proposed alternatives.

## **Outreach**

The Project's Phase 1 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 was tasked to employ multiple methods to gather community and stakeholder feedback. A project website was created to allow participation through an electronic survey and interactive map. This same survey was available through a paper version 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 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 unhoused people at encampments.

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

### Proposed Alternatives to be Studied Further

The project team reviewed the ideas generated from the RSA and the results of the Phase 1 outreach. Below are the alternatives proposed to be studied further. Each corridor has a *Low Impact Alternative*, *Medium Impact/Continuous Bike Facility Alternative*, and a *High Investment Alternative*. By proposing three alternatives for each corridor, the community and Council will have a balanced choice of alternatives to consider and select from. These alternatives provide a spectrum of tradeoffs to consider, with the High Investment Alternative providing the most traffic safety benefit, but also highest parking and congestion impacts. Below is a general description of each alternative type:

**Low Impact Alternative:** Spot improvements with no changes to the cross section of the road. Minimal parking or congestion impacts.

**Medium Impact/Continuous Bike Facility Alternative:** A medium impact alternative with geometric and cross section changes for a continuous bicycle facility and increased safety. Some parking or congestion impacts.

**High Investment Alternative:** Major geometric and cross section changes for maximum safety benefit. Significant parking or congestion impacts.

A Street Proposed Alternatives	
Existing Conditions	<ul style="list-style-type: none"> <li>• Two travel lanes in each direction.</li> <li>• Striped bike lanes in each direction, not continuous.</li> <li>• Median west of Grand Street.</li> </ul>
Low Impact Alternative	<ul style="list-style-type: none"> <li>• Maintain striped bike lanes as they exist.</li> <li>• Spot improvements such as curb bulb outs, pedestrian-scale lighting, protected traffic signal phasing, and rapid rectangular flashing beacons.</li> </ul>

<p>Medium Impact/Continuous Bike Facility Alternative</p>	<ul style="list-style-type: none"> <li>• Narrow travel lanes to provide buffered striped bike lanes and protected bike lanes.</li> <li>• Spot improvements such as curb bulb outs, pedestrian-scale lighting, protected traffic signal phasing, and rapid rectangular flashing beacons.</li> <li>• Small section and spot parking removal</li> </ul>
<p>High Investment Alternative</p>	<ul style="list-style-type: none"> <li>• Remove a travel lane west of Santa Clara Street and east of Montgomery Avenue to provide protected bike lanes or shared use path.</li> <li>• Remove a parking lane between Meekland Avenue and Montgomery Avenue to provide protected bike lanes or shared use path.</li> <li>• Protected intersections and spot improvements such as curb bulb outs, pedestrian-scale lighting, protected traffic signal phasing, and rapid rectangular flashing beacons.</li> </ul>

<p>B Street Proposed Alternatives</p>	
<p>Existing Conditions</p>	<ul style="list-style-type: none"> <li>• One travel lane in each direction west of Grand Street.</li> <li>• Two westbound travel lanes and one eastbound travel lane east of Grand Street.</li> <li>• Striped bike lanes west of Grand Street.</li> <li>• Parking lane on both sides of street.</li> </ul>
<p>Low Impact Alternative</p>	<ul style="list-style-type: none"> <li>• Maintain striped bike lanes as they exist, east of Grand Street.</li> <li>• Spot improvements such as traffic circles, speed humps, and curb bulb outs.</li> </ul>
<p>Medium/Impact Continuous Bike Facility Alternative</p>	<ul style="list-style-type: none"> <li>• Narrow travel lanes to 10 feet to provide buffered striped bike lanes west of Montgomery Avenue.</li> <li>• Remove parking on one side of the street or a westbound travel lane to provide striped bike lanes east of Montgomery Avenue.</li> <li>• Option to assess feasibility of traffic diverters along B Street west of Grand St.</li> </ul>
<p>High Investment Alternative</p>	<ul style="list-style-type: none"> <li>• Narrow travel lanes to 10 feet west of Myrtle Street to provide a protected two-way cycle track on the south side</li> </ul>

	<p>of the street west of Myrtle Street and buffered striped bike lanes east of Myrtle Street.</p> <ul style="list-style-type: none"> <li>• Remove parking on one side of the street or a westbound travel lane to provide striped bike lanes east of Montgomery Avenue.</li> </ul>
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Tennyson Road Proposed Alternatives	
Existing Conditions	<ul style="list-style-type: none"> <li>• Two travel lanes in each direction with median.</li> <li>• Striped bike lane in each direction, except at I-880 interchange.</li> <li>• Parking lanes with designated sections of “no parking.”</li> </ul>
Low Impact Alternative	<ul style="list-style-type: none"> <li>• Maintain striped bike lanes where they currently exist.</li> <li>• Two-way cycle track on south side of street from Whitman to Dixon (in alignment with East Bay Greenway design).</li> <li>• Spot improvements such as curb bulb outs, pedestrian scale lighting, and protected traffic signal phasing.</li> <li>• Recommend separate project for I-880 interchange improvements in partnership with Caltrans.</li> </ul>
Medium/Impact Continuous Bike Facility Alternative	<ul style="list-style-type: none"> <li>• Narrow travel lanes to provide buffered bike lanes on street segments while preserving existing parking.</li> <li>• Protected bike where current “no parking” exists.</li> <li>• Two-way cycle track on south side of street from Whitman to Dixon (in alignment with East Bay Greenway design).</li> <li>• Spot improvements such as curb bulb outs, pedestrian scale lighting, and protected traffic signal phasing.</li> <li>• Recommend separate project for I-880 Interchange Improvements in partnership with Caltrans.</li> </ul>
High Investment Alternative	<ul style="list-style-type: none"> <li>• One-way continuous protected bike lane on each side west of Whitman Street.</li> <li>• Two-way cycle track on south side of street from Whitman to Dixon (in alignment with East Bay Greenway design).</li> <li>• Some removal of parking (large portions of corridor already signed as “no parking” and reduction of median width.</li> <li>• Protected intersection improvements, pedestrian scale lighting, and protected traffic signal phasing.</li> <li>• Recommend separate project for I-880 Interchange Improvements in partnership with Caltrans.</li> </ul>

Attachment III includes a detailed illustrative concept of the proposed alternatives along with corridor-wide and location specific recommendations. It is recommended that CIAC approves these alternatives for further study so that the benefits and impacts can be

explored and understood, in addition to getting feedback from Hayward communities through outreach efforts planned for 2026.

### **ECONOMIC IMPACT**

The Safe Streets Hayward Plan 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 metrics/projects:

- Metric FM1: Number of traffic calming projects installed
- Metric FM2: Number of miles of bike lanes added
- Metric FM6: Number of traffic collisions

### **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 reduce pollution and greenhouse gas emissions.

### **PUBLIC CONTACT**

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. Please see Attachment II for a detailed summary of outreach efforts.

### **NEXT STEPS**

After receiving feedback on the selected alternatives from the Council Infrastructure and Airport Committee, the project team will perform technical analyses for each option, develop conceptual plans and cost estimates, and gather public feedback through two more outreach phases. The project team is anticipated to present to the CIAC or Council for selection of the preferred design.

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

	Expected Completion Date
Phase 1 Outreach	July 2025 (completed)

Select Alternatives for Further Study	November 2025
Phase 2 Outreach	February 2026
Phase 3 Outreach	July 2026
Conceptual Plan & Cost Estimates	September 2026
Select Preferred Design	November 2026

*Prepared by:* Byron Tang, Principal Transportation Engineer

*Recommended by:* Alex Ameri, Director of Public Works

Approved by:



Jayanti Addleman, Interim 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

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## 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 canvassing 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
<b>Total</b>	<b>23</b>	<b>1,849</b>	<b>971</b>

## 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.

**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)



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

## 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.

**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)



Figure 3: Staff speaking with participants at the RFBC event

## 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.

**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)



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

## 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](mailto: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 walking
- 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.

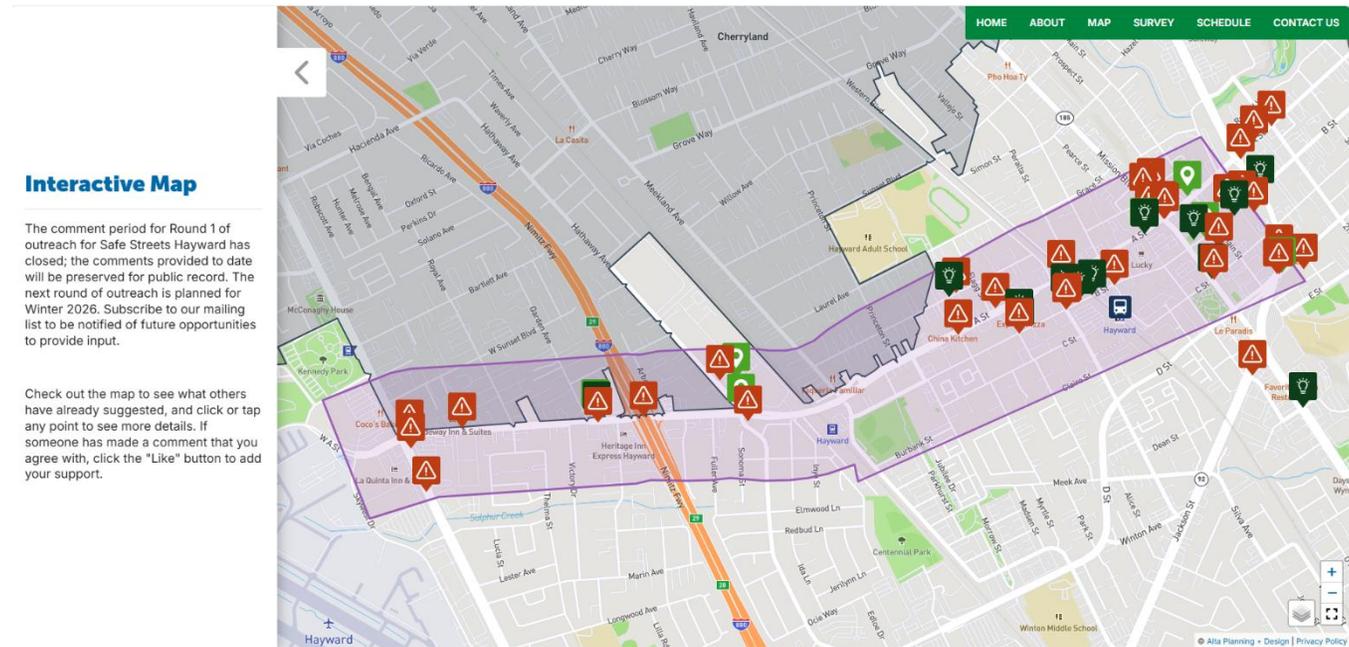


Figure 6. Interactive Webmap Screenshot of the A Street and B Street Study Area

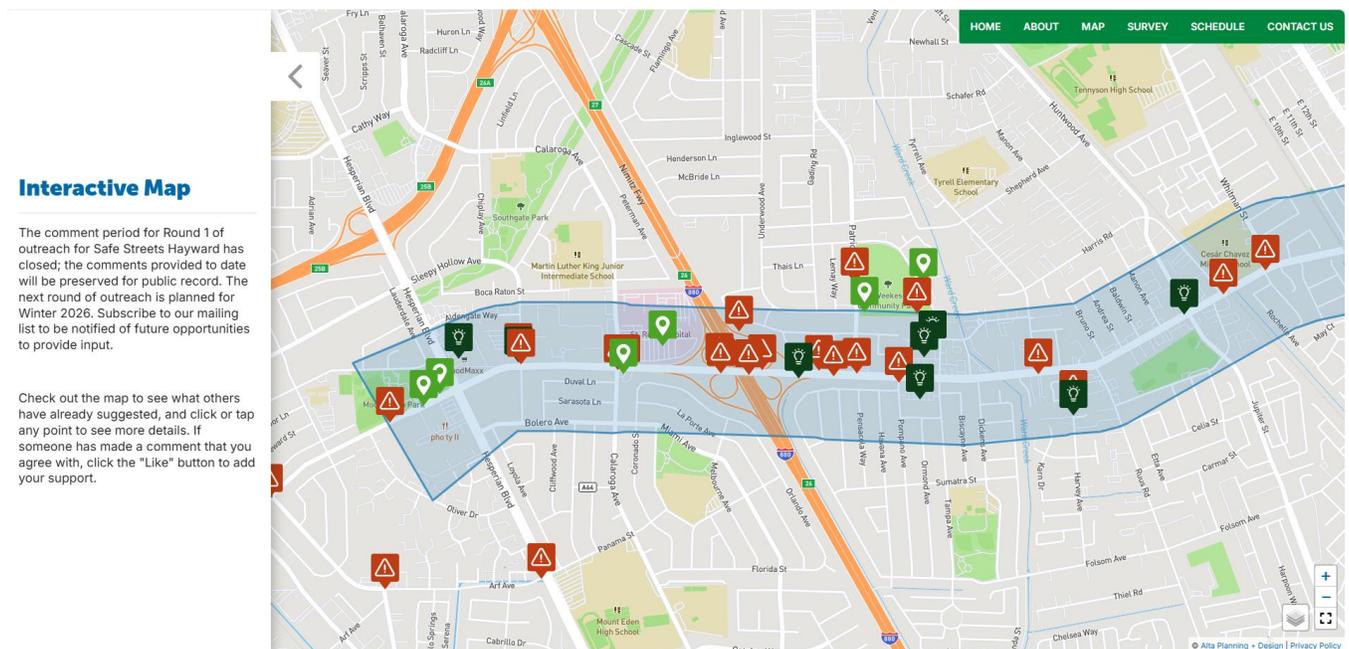


Figure 7. Interactive Webmap Screenshot of the Tennyson Road Study Area

## 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.

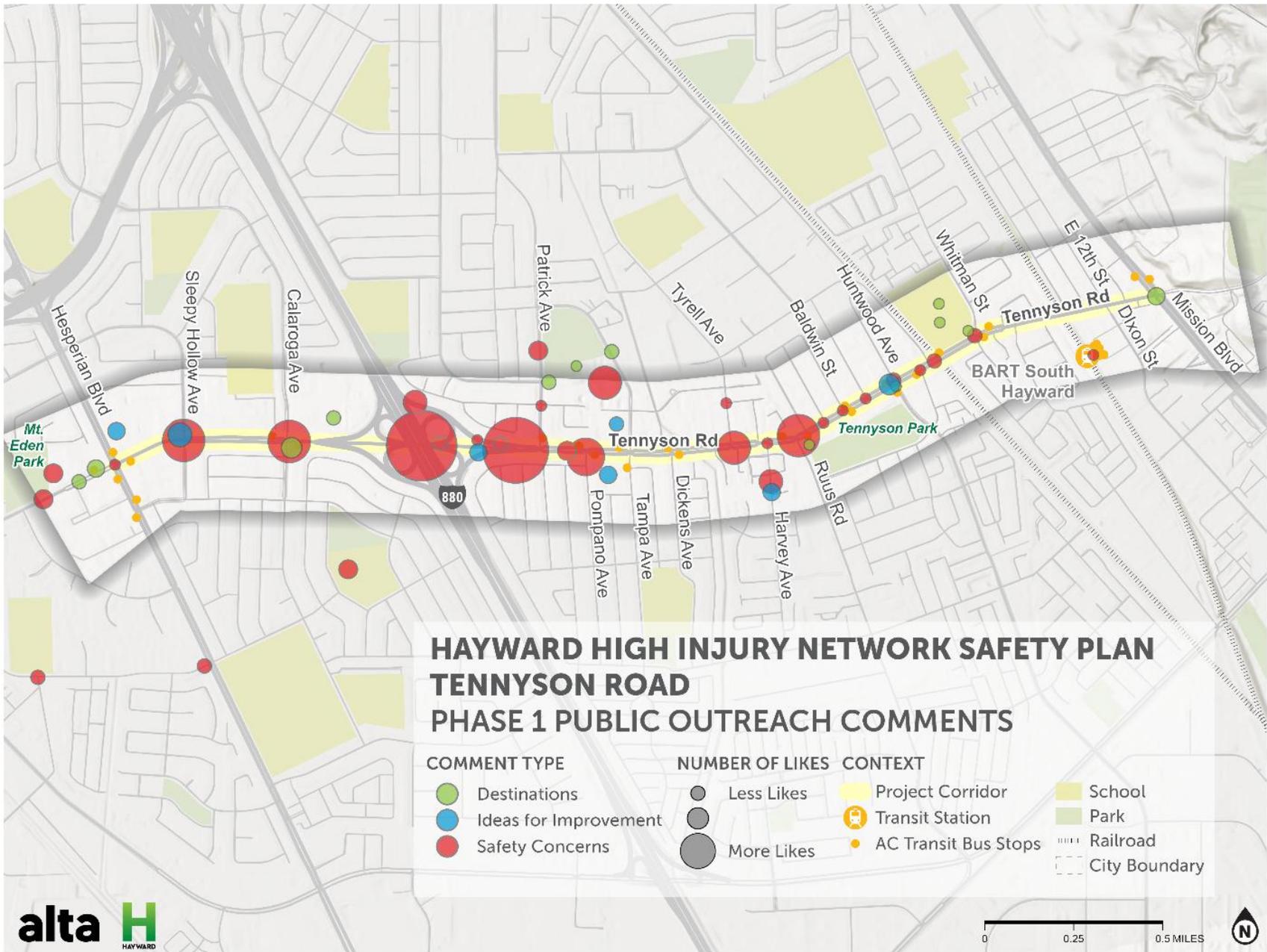


Figure 8. Phase 1 Outreach Comments for Tennyson Road  
Alta Planning + Design, Inc.

## 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.

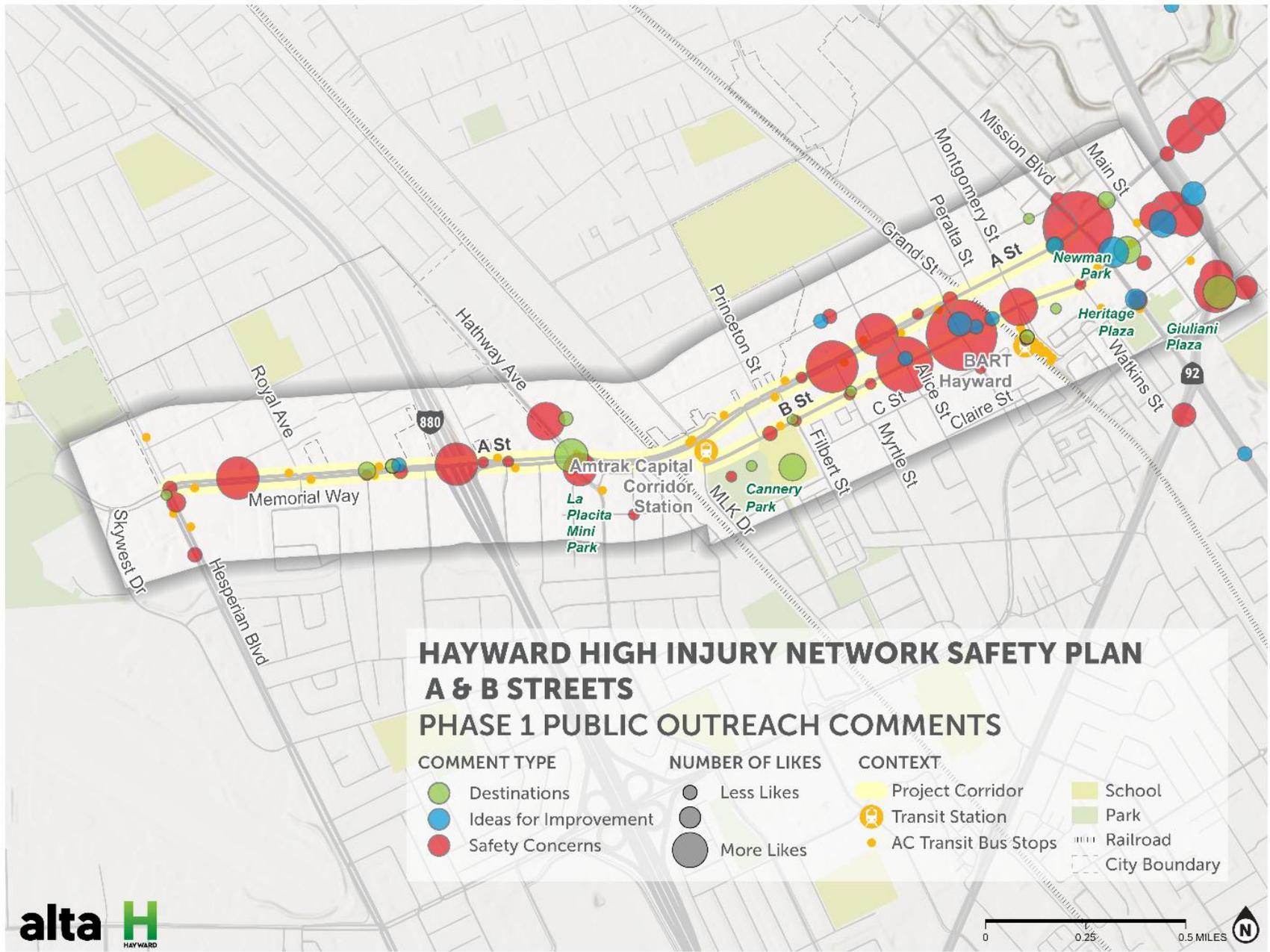


Figure 9. Phase 1 Outreach Comments for A & B Streets

## 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

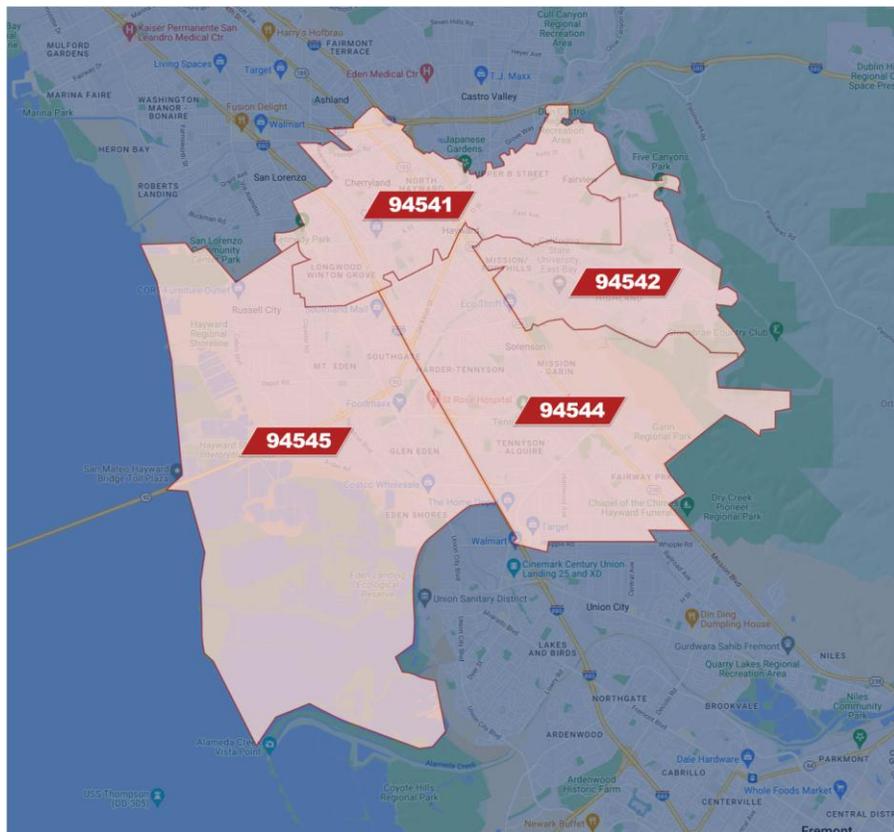


Figure 10: Zip code locations in Haywood

## 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

## Hayward High Injury Network Safety Plan

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

## طرح ایمنی شبکه معابر پرخطر Hayward

The City of Hayward is redesigning streets with the most serious and fatal injury collisions — also known as the “High Injury Network”.

The City will work with communities across Hayward to design streets that improve safety, quality of life, and give people more options to move around the city. **Your ideas can help make these changes happen!**

*La ciudad de Hayward está rediseñando las calles con el mayor número de lesiones graves y mortales también conocidas como la “Red de Alto Riesgo de Lesiones”.*

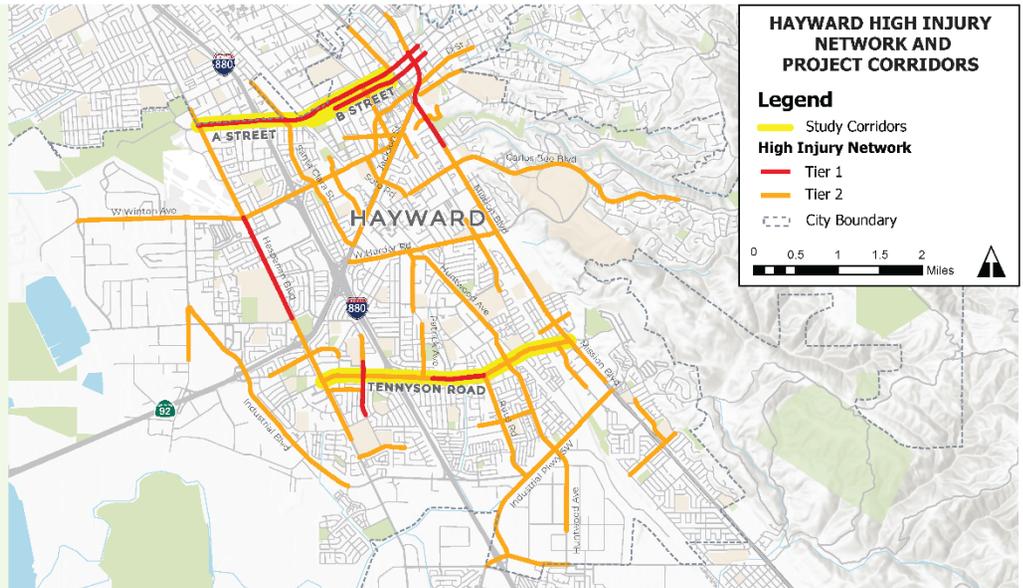
*La ciudad trabajará con las comunidades de Hayward para diseñar calles que mejoren la seguridad, la calidad de vida y ofrezcan a las personas más opciones para desplazarse por la ciudad. ¡Tus ideas pueden ayudar a que estos cambios se hagan realidad!*

شهرداری Hayward در حال بازطراحی خیابان‌هایی است که بالاترین آمار تصادف‌های منجر به جراحت شدید و فوت را دارند — این معابر به «شبکه معابر پرخطر» نیز معروف‌اند.

شهرداری برای طراحی خیابان‌هایی که ایمنی و کیفیت زندگی را ارتقا دهد و گزینه‌های متنوع‌تری برای رفت و آمد در شهر پیش روی شهروندان قرار دهد، با جوامع محلی در سراسر Hayward همکاری خواهد کرد. نظرات شما می‌تواند به تحقق این تغییرات کمک کند!

**This project includes | Este proyecto incluye | مواردی که این پروژه دربر می‌گیرد**

- A Street | خیابان آلف** - Hesperian Blvd to Mission Blvd | Hesperian Blvd a Mission Blvd | Hesperian Blvd to Mission Blvd
- B Street | خیابان ب** - MLK Jr Blvd to Mission Blvd | MLK Jr Blvd a Mission Blvd | MLK Jr Blvd to Mission Blvd
- Tennyson Road | تینیسون رود** - Hesperian Blvd to Mission Blvd | Hesperian Blvd a Mission Blvd | Hesperian Blvd to Mission Blvd



### Safety Can't Wait | La seguridad no puede esperar | ایمنی را نمی‌توان به تعویق انداخت

**385** crashes on A/B Streets and Tennyson Road since 2019  
**385** choques en las calles A/B y Tennyson Road desde 2019  
**385** تصادف در خیابان‌های آلف/ب و تینیسون رود از سال 2019

**31** severe injuries or fatalities since 2019  
**31** lesiones graves o fallecidos desde 2019  
**31** مورد آسیب‌دیدگی شدید یا منجر به فوت از سال 2019

**46%** of severe injury or fatal crashes involves someone walking or biking | de los choques con lesiones graves o fatales involucraron a personas que caminaban o iban en bicicleta | 46٪ از تصادفات شدید یا منجر به فوت مربوط به یا کارکنان پیاده یا دوچرخه‌سواران بوده است



Figure 11. Project Overview Outreach Board



**Instructions** Place stickers where you find...  
**Instrucciones** Coloca las calcomanías donde encuentres...

**اهنما:** برجسبها 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 نحوه بهبود این خیابان را روی کاغذ یادداشت چسب‌دار بنویسید.

## A STREET AND B STREET STUDY AREA

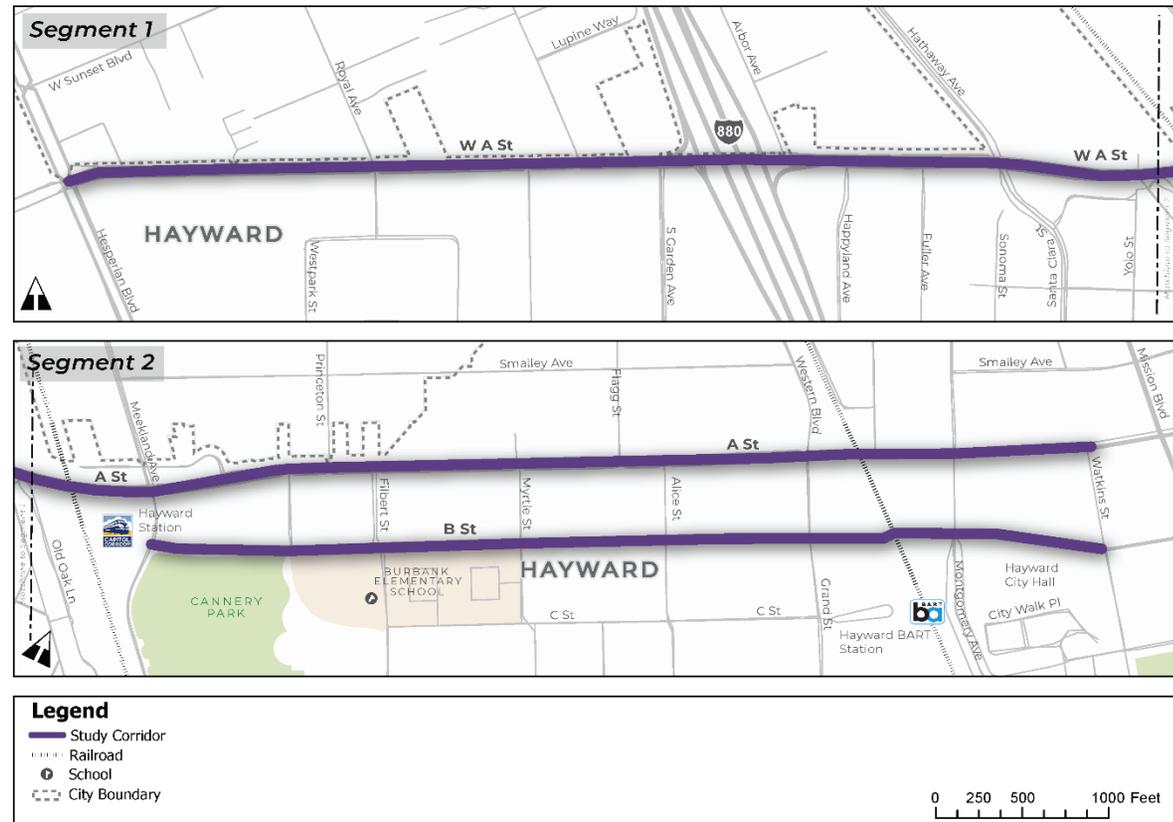


Figure 12. A Street and B Street Outreach Board

# Tennyson Road جاده تنیسون



**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 نحوه بهبود این خیابان را روی کاغذ یادداشت چسب‌دار بنویسید.

## TENNYSON ROAD STUDY AREA

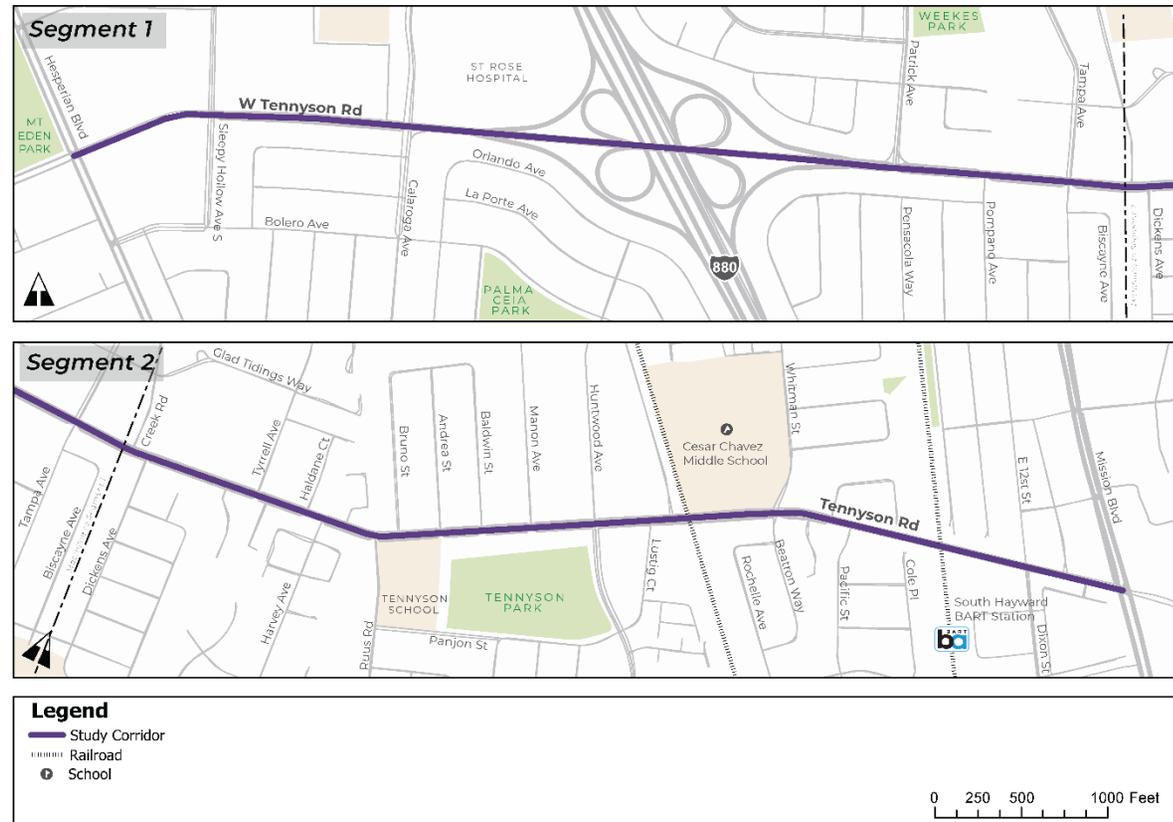


Figure 13. Tennyson Road Outreach Board



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

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

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:

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:



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**



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

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

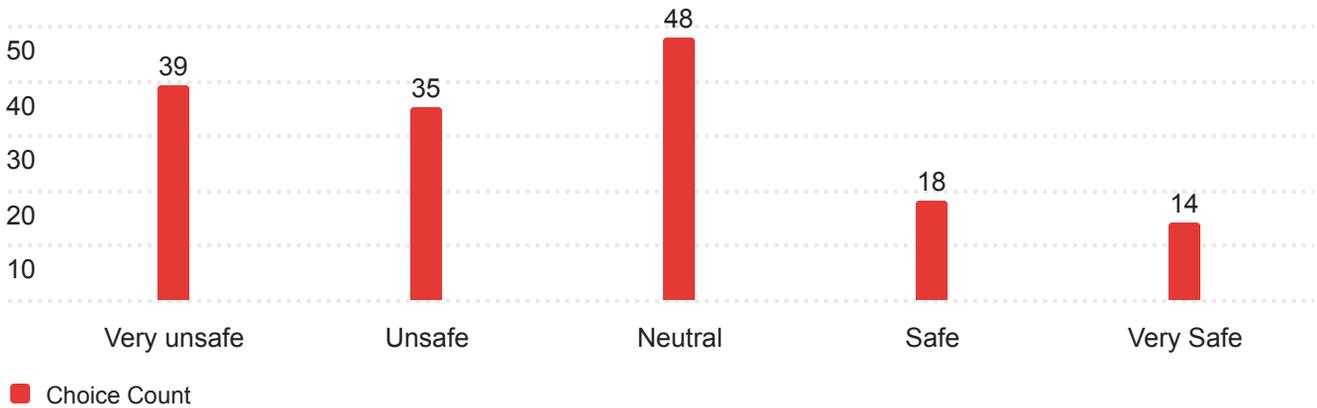
\*Other text responses indicated "NA"

### 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

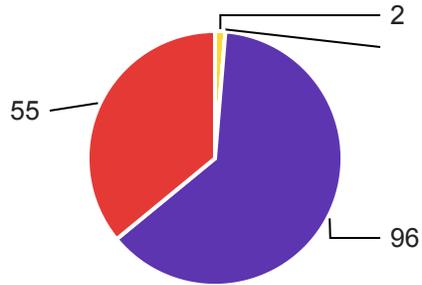
94560

94603

94601

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

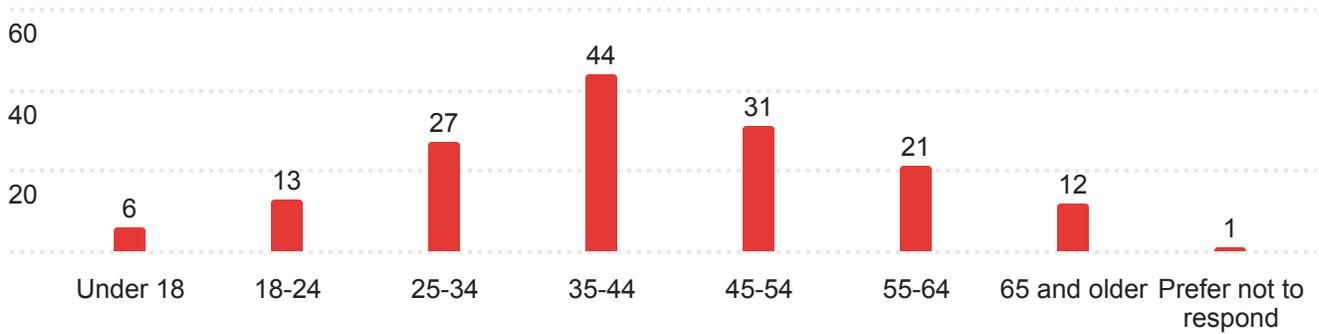
153 Responses



■ Prefer not to respond ■ Other ■ Non-binary ■ Woman ■ Male

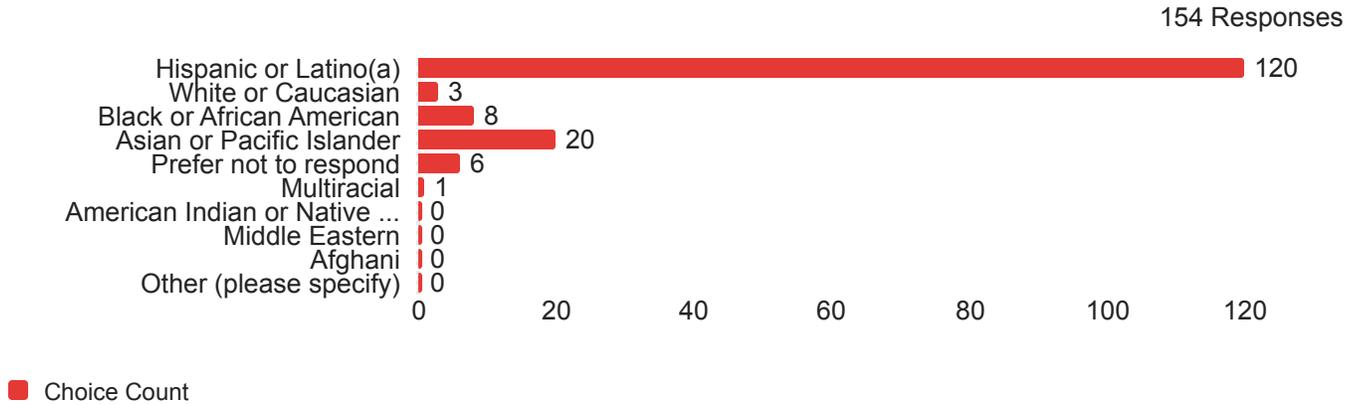
### Q11 - How old are you?

155 Responses

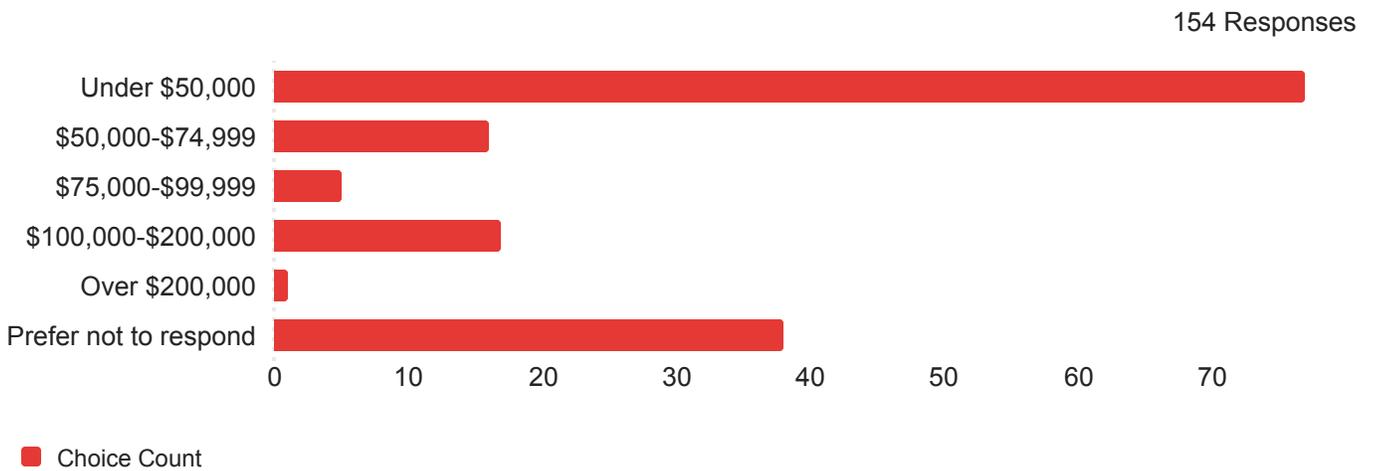


■ Choice Count

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

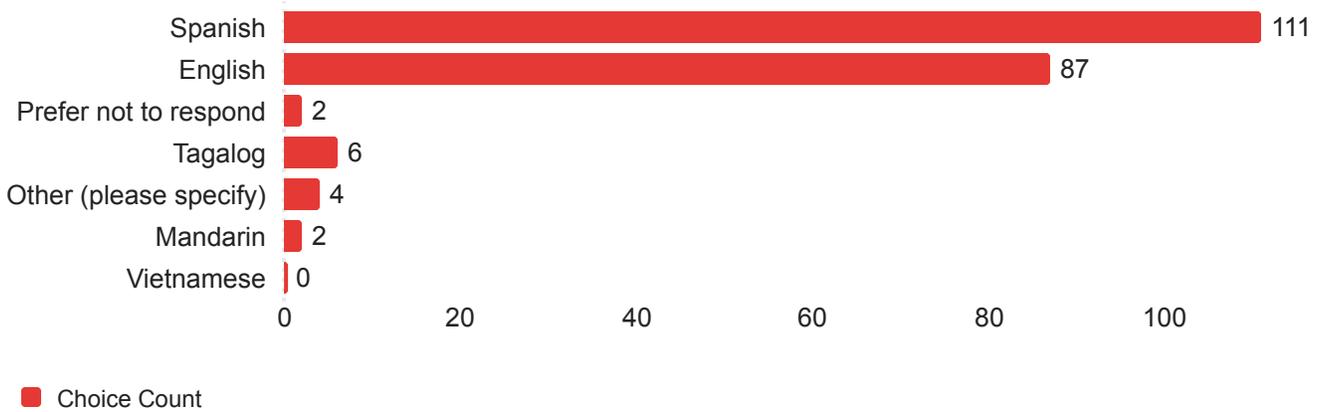


### Q13 - What is your household income?



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

152 Responses



### Q14\_6\_TEXT - Other (please specify) - Text

Other (please specify) - Text

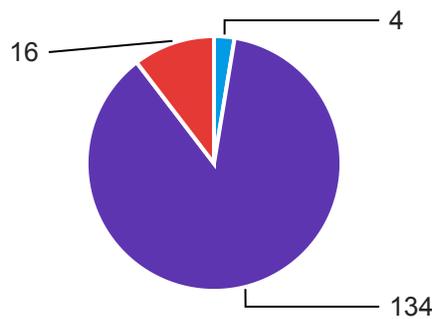
CANTONES

arabic

Burmese

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

154 Responses



Prefer not to respond No Yes

## 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

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

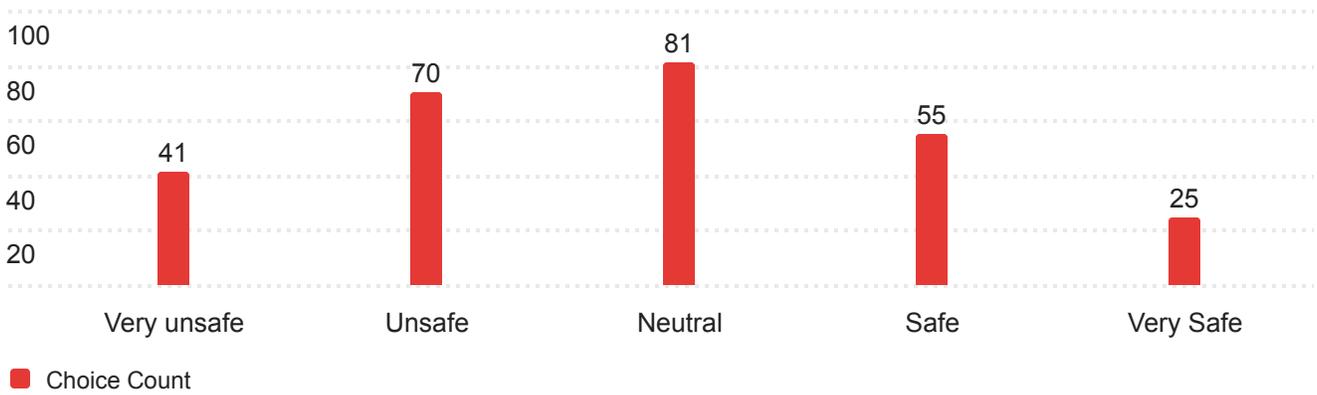
I walk my dog

### 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)

Field	270 Responses 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

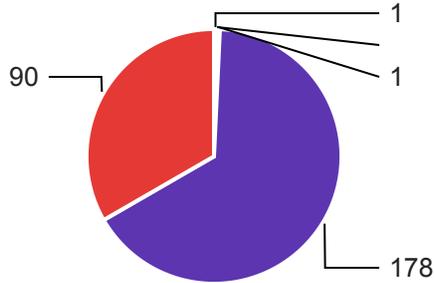
**\*94545 has combined total of 19**

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

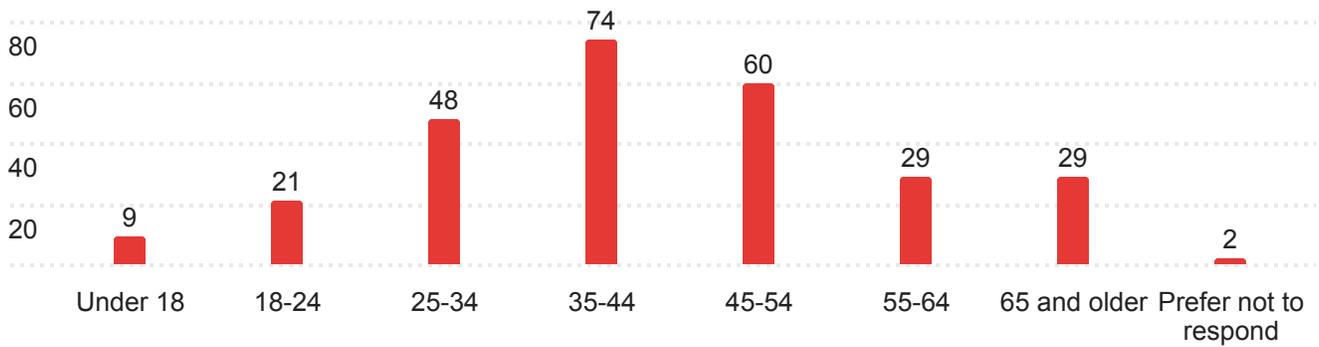
270 Responses



Prefer not to respond Other Non-binary Woman Male

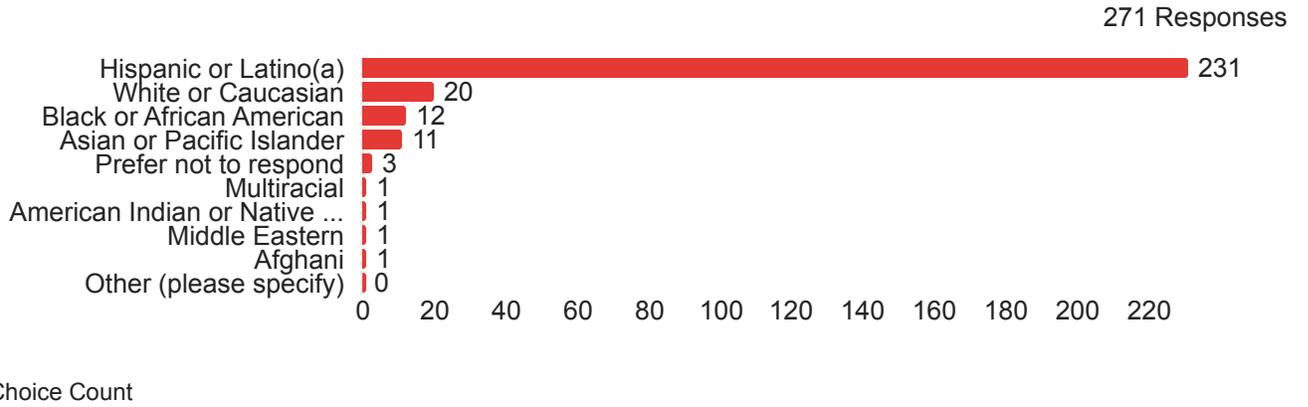
### Q11 - How old are you?

272 Responses

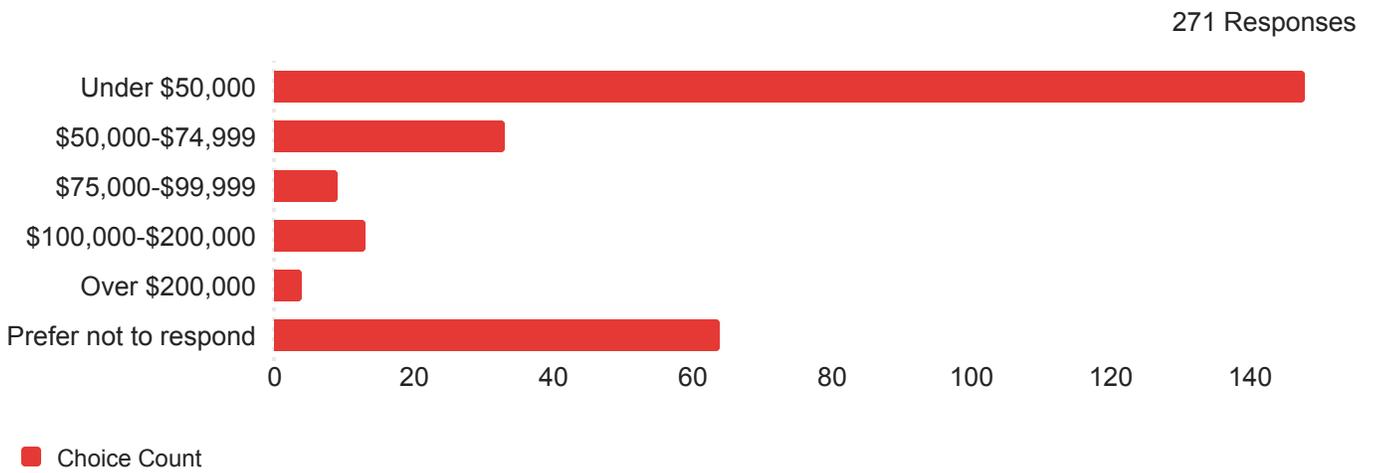


Choice Count

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

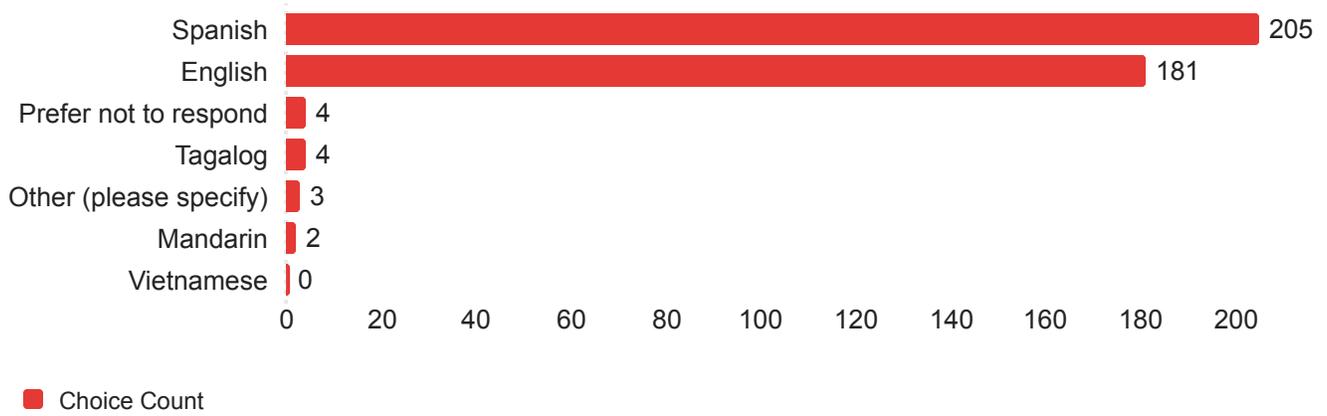


### Q13 - What is your household income?



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

272 Responses



### Q14\_6\_TEXT - Other (please specify) - Text

Other (please specify) - Text

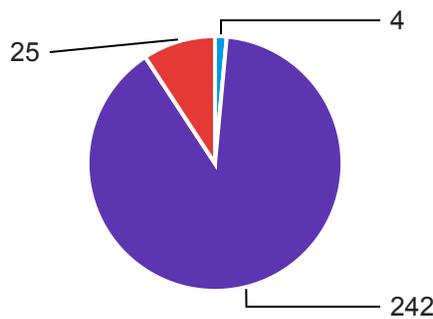
cantonese

Portugues

Cantonese

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

271 Responses



Prefer not to respond No Yes

## 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 like the ones in front of McDonalds on West A St. police presence during rush hour.	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		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 sidewalks	
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. more lighting at night.	the cars need to slow down speed at parking on the street, there are too much for industrial, but we need more for the community residents.
14 A Street and/or B Street		
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 lanes 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 put more speed bumps to reduce the speed of cars.	To reduce the speed limit. more security, police monitoring, especially during school hours.
27 A Street and/or B Street		
28 A Street and/or B Street	Crosswalk signals They should put up more speed bumps and thus reduce the speed.	Bike lanes. no
29 A Street and/or B Street		
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. reduce the speed limit for the school zone and add more speed bumps.	homeless help! people drive very fast, down A St.
35 A Street and/or B Street		
36 A Street and/or B Street	fix potholes. More police or surveillance	not really.
37 A Street and/or B Street	Many homeless and they are often very aggressive.	
38 A Street and/or B Street	slow driving. making a way to keep drivers alerted of their surroundings at all times.	N/A
39 A Street and/or B 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?
40 A Street and/or B Street	better street lighting	no
41 A Street and/or B Street	More surveillance. More lighting near bart	There are many homeless people. They should do something to reduce the number of homeless people.
42 A Street and/or B Street		
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 more street lights	insecurity is felt with the presence of homeless people I believe to make a street saver the people lives there should take the iniciative like help the pedatrians obey the rule
50 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.
51 A Street and/or B Street		
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 more cleaning	cars go by too fast more lighting
55 A Street and/or B Street	too many homeless people	
56 A Street and/or B Street	leaser traffic along with traffic flow more crossing signs more lights	I feel as if there's to many traffic light
57 A Street and/or B Street	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 Provide accessible and continuous sidewalks	fix bus stop better The number of homeles seen to lower but they sleep at bus stations.
69 A Street and/or B Street		
70 A Street and/or B Street	more police presence, please Cleaner streets	more crosswalks sometimes homeless people are very aggressive and disturb the community
71 A Street and/or B Street		
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. Homeless Cleanup	A St is dangerous for bicyclists. Better street lighting
84 A Street and/or B Street		
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

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?
	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.
86 A Street and/or B Street		
87 A Street and/or B Street	more crossings for people	put speed bumps to slow down the cars
	Fine people who throw a lot of garbage on the streets	the avenue looks very ugly with a lot of garbage
88 A Street and/or B Street		
89 A Street and/or B Street	A St. passing the Costco needs pavement repair	a lot of garbage and a lot of homeless
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	
	A St is a very unsafe street due to the high number of homeless people.	more speed limit signs
95 A Street and/or B Street		
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
	Drivers slow down. Safety for students, because drivers do not respect when they are crossing the street.	
97 A Street and/or B 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.	
	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
101 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
102 A Street and/or B Street		
103 A Street and/or B Street	more police patrol.	traffic 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.
	The bus pass more often, the bus less expence. More bus going to the Mall.	
107 A Street and/or B Street		
		The bus should go to Sunset Adult School, and Bart, and Southland Mall.
108 A Street and/or B Street		
109 A Street and/or B Street	more traffic signal, traffic control.	no
	a delay when the light change- in case strangers or people quick to go.	
110 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
111 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.
112 A Street and/or B Street		
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	

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?
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 traffic 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 POTHOLE 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.

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?
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. PUT FLASHING LIGHTS AT CROSSINGS FOR PEOPLE	Streets are a bit compact for safe biking. IF BUMPS WERE PLACED WHEN APPROACHING A CROSSWALK, DRIVERS WOULD SLOW DOWN AND MANY ACCIDENTS COULD BE AVOIDED.
177 A Street and/or B Street		
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 lighting	more cops patrolling, especially at night. speed bumps, more neighborhood meetings/neighborhood watch
193 A Street and/or B Street		
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.	

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?
206 A Street and/or B Street	pedestrians 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	[are] 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	
	more lighting more security at the intersection where people walk	
217 A Street and/or B Street		
218 A Street and/or B Street	MORE STOP SIGN	NO
219 A Street and/or B Street	STOP SIGN/SLOWER LIMIT	MORE PARKS
220 A Street and/or B Street	STOP SIGN/SLOWING DOWN	
	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
221 A Street and/or B Street		
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
	TO HELP PREVENT CAR THEFT AND VANDALISM IN THE EARLY MORNING HOURS.	SIGNS IN NEIGHBORHOODS TO LOOK OUT FOR EACH OTHER AS NEIGHBORS
224 A Street and/or B Street	ADD SPEED BUMPS TO REDUCE DRIVERS' SPEED	BETTER TRAFFIC SIGNAL LIGHTS, ESPECIALLY WHEN TURNING INTO A STREET.
225 A Street and/or B 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
	TRAFFIC LIGHTS AND STOP SIGNS ARE TOO FAR APART	AND DRIVERS DO NOT RESPECT THE SIGNALS AND DRIVE TOO FAST.
229 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
230 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
231 A Street and/or B Street	Better bicycle signage.	Better street lighting.
232 A Street and/or B Street	Pedestrian crossing lights.	Let the lanes be divided, so that the bicycle lanes are safer.
233 A Street and/or B Street	More police surveillance.	
234 A Street and/or B Street	More police presence.	
235 A Street and/or B Street		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	
	find a way to slow drivers down and make them be aware of their surroundings.	No
242 Tennyson Road		
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.	
	more lighting for pedestrians and a traffic light to warn them to cross the street.	more lighting.
246 Tennyson Road		
247 Tennyson Road	to make the streets safer	no
248 Tennyson Road	Driving more carefully	no
	pedestrian crosswalks plus lighting.	The bus stops are very unsafe. Listen to the residents, really listen to their needs.
249 Tennyson Road		
250 Tennyson Road	better street lighting.	no
251 Tennyson Road	that there be more police presence.	
	to improve street lighting.	Cyclists should not use the sidewalks. People using scooters (electric scooters) have knocked down pedestrians while using the sidewalks.
252 Tennyson Road		
253 Tennyson Road	traffic safety, and that drivers respect traffic signs and signals.	no

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?
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 a lot of homeless people urinating in the street.	There is too much vandalism on W Tennyson Rd. I think it's a very unsafe avenue for teens and adults. Some homeless people are aggressive.
277 Tennyson Road		Please, put in more pedestrian crossings.
278 Tennyson Road	do not respect the pedestrian crosswalk light	
279 Tennyson Road	the cars to slow down and respect when crossing the lights safety yellow light every pedestrian	thank you for caring about making good changes for the entire community
280 Tennyson Road		
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 police take too long to arrive when an incident or accident happens	more police security more public security and homeless shelters
288 Tennyson Road		
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.

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?
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	
309 Tennyson Road	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.	
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 parent	the car on huntwood continue to be hit becасue 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 normally 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 Speed control on streets and avenues.	Parked vehicles That in Tennyson area shopping centers some informal businesses block the view or block bus stops.
349 Tennyson Road		
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. a little more sign to walk and the entrance or exists from the freeway to the streets.	more safe parking areas.
353 Tennyson Road		
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. Walking safety.	remove from the streets people who are dedicated to drinking alcohol and making groups.
364 Tennyson Road		
365 Tennyson Road	Homeless cleanup MORE POLICE PATROL	THEY PARK ON HARVEY ST. AND PEOPLE DRIVE TO FAST,AND THAT LOOK SUSPECTS
366 Tennyson Road		
367 Tennyson Road	nme	nme
368 Tennyson Road	There should be more shelters for homeless people. More police surveillance.	
369 Tennyson Road		Drivers should slow down.
	Provide more security, more police.	
370 Tennyson Road		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. More traffic signs. Drivers, please respect pedestrians.	There should be more security, because there are many homeless people and they are not respectful.
374 Tennyson Road		
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	



### A Street Illustrative Concepts

#### CORRIDOR-WIDE RECOMMENDATIONS

##### Traffic Calming Recommendations

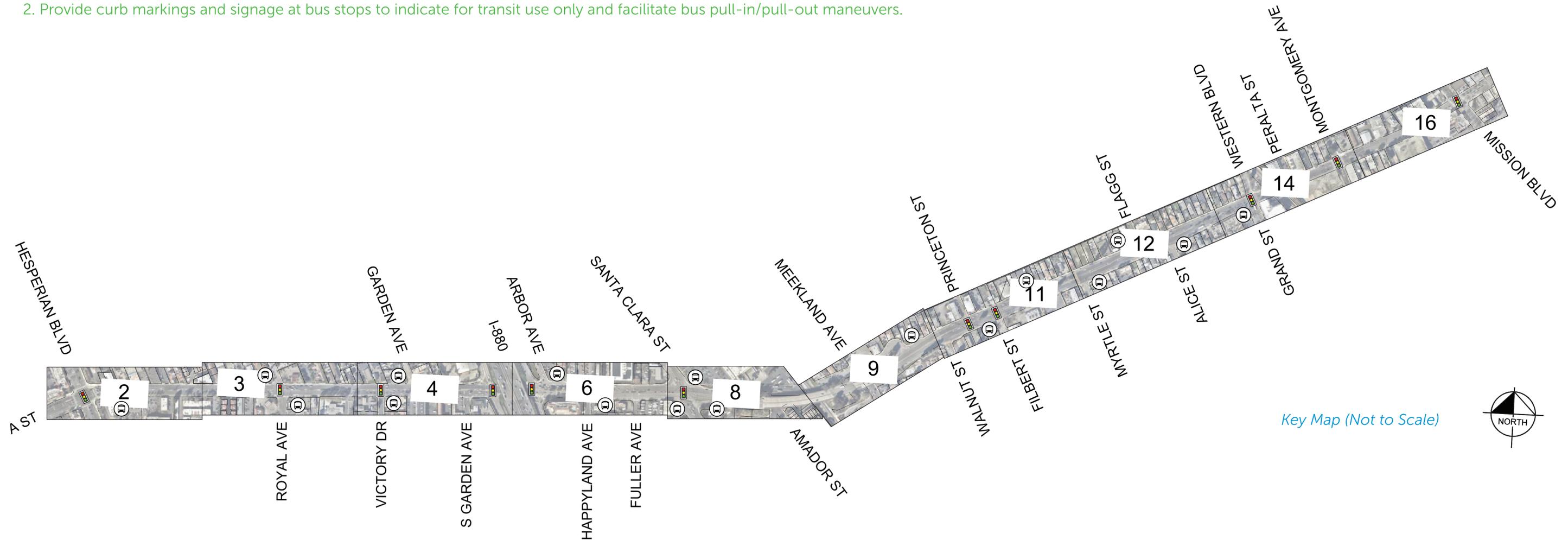
1. Coordinate traffic signals to align with City goals (improve traffic operational performance, limit traffic speeds, etc.).
2. Install retroreflective backplates on all traffic signals.
3. Refresh or add roadway markings, including crosswalks and bicycle lane markings, using thermoplastic.
4. Add advanced 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)



### 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.



Narrow travel lanes to upgrade bike lanes to Class IV separated bike lanes in both directions.

#### CONTINUOUS BIKE FACILITY:

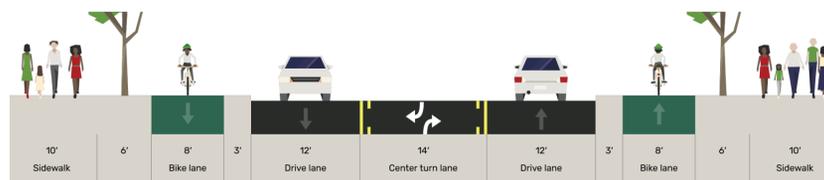
Lane Narrowing and Flex Post Separated Bike Facility



#### HIGH INVESTMENT OPTION 1:

Road Diet and Raised Separated Bike Facility

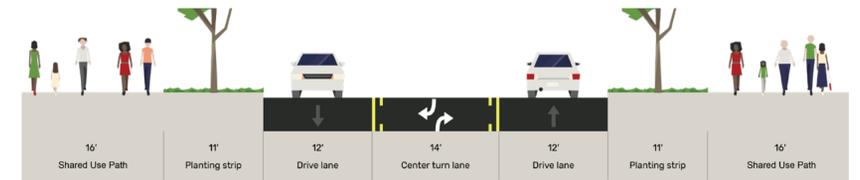
Implement a road diet to upgrade bike lanes to sidewalk level Class IV separated bike lanes in both directions.



Implement a road diet to create Class I shared use paths in both directions.

#### HIGH INVESTMENT OPTION 2:

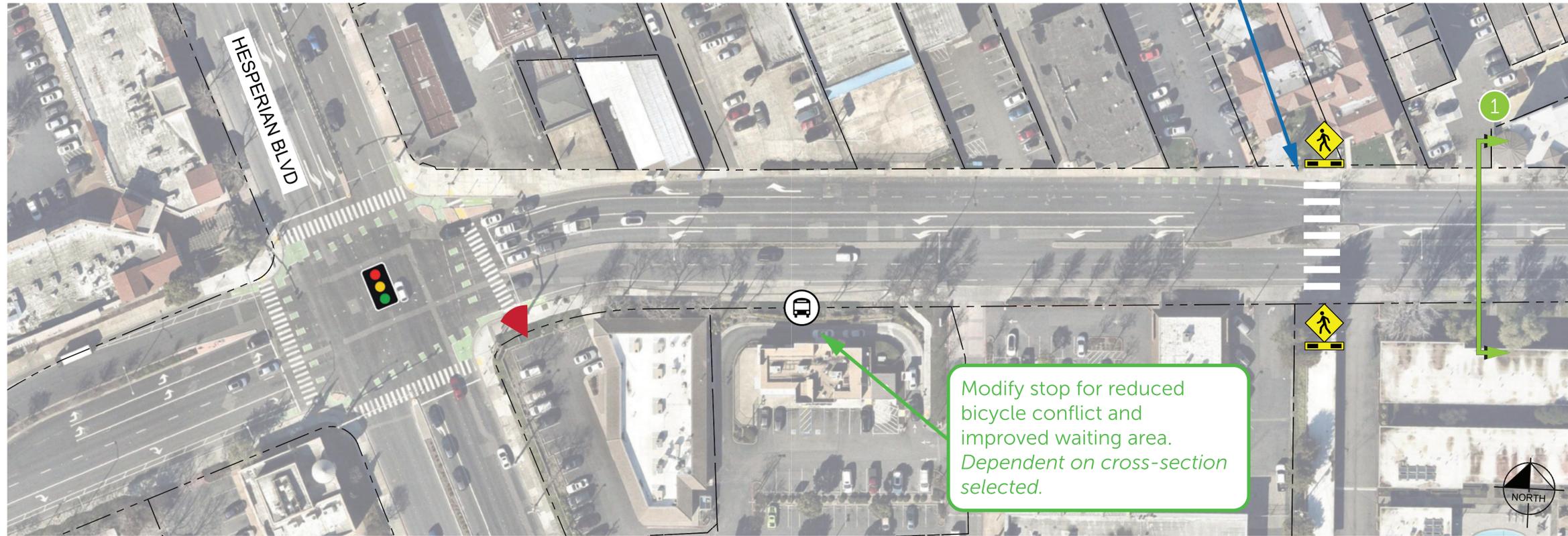
Road Diet and Shared Use Paths





### 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

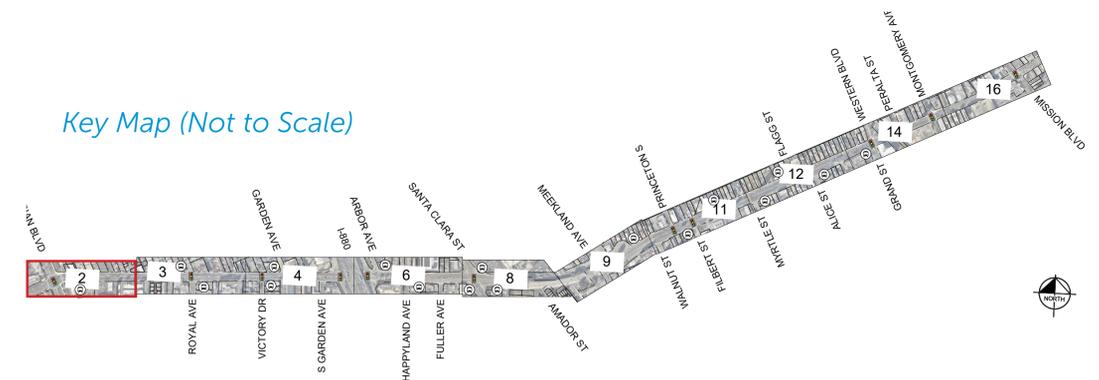
##### EXISTING

- Bus Stop
- Parcel Line
- Signalized Intersection

### Typical Cross Sections

See SHEET 1 for existing cross section and proposed alternatives.

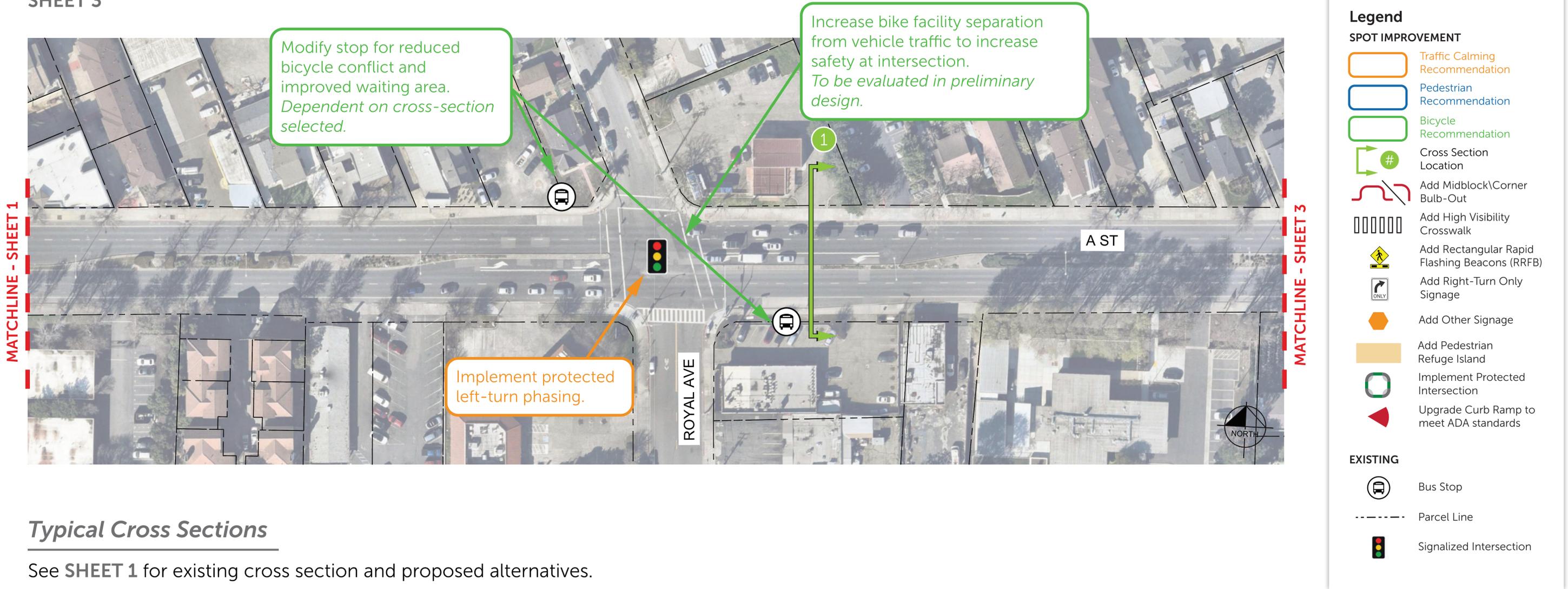
Key Map (Not to Scale)





### Segment 1 — Hesperian Boulevard to I-880 Interchange

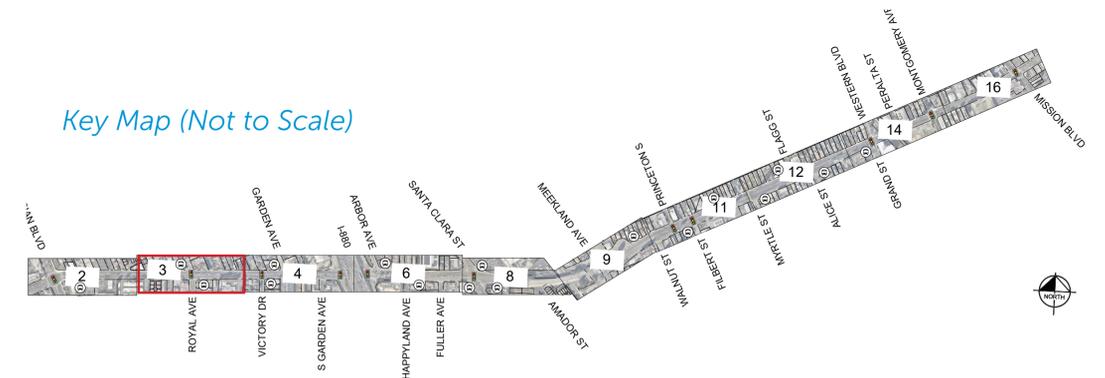
SHEET 3



### Typical Cross Sections

See SHEET 1 for existing cross section and proposed alternatives.

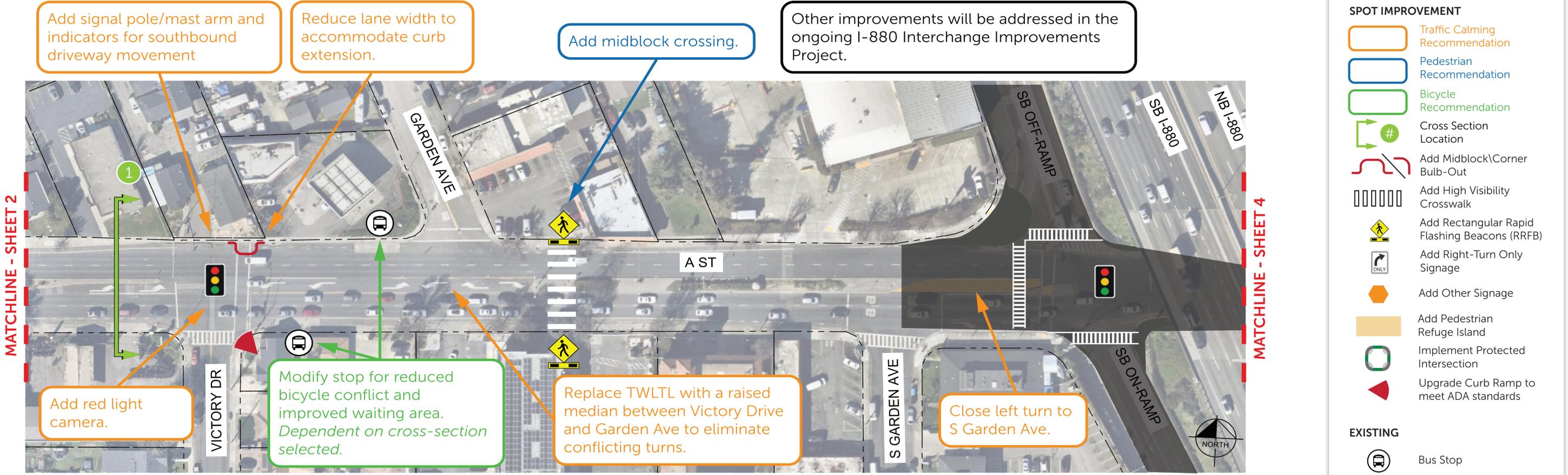
Key Map (Not to Scale)





### Segment 1 — Hesperian Boulevard to I-880 Interchange

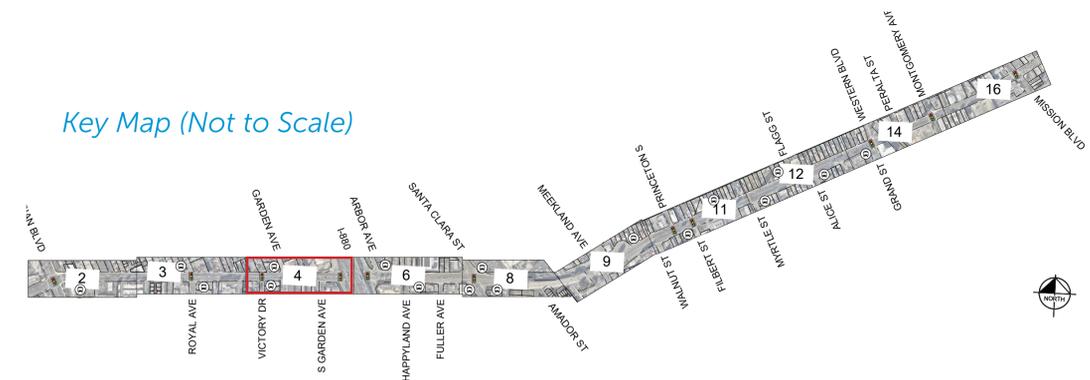
SHEET 4



### Typical Cross Sections

See SHEET 1 for existing cross section and proposed alternatives.

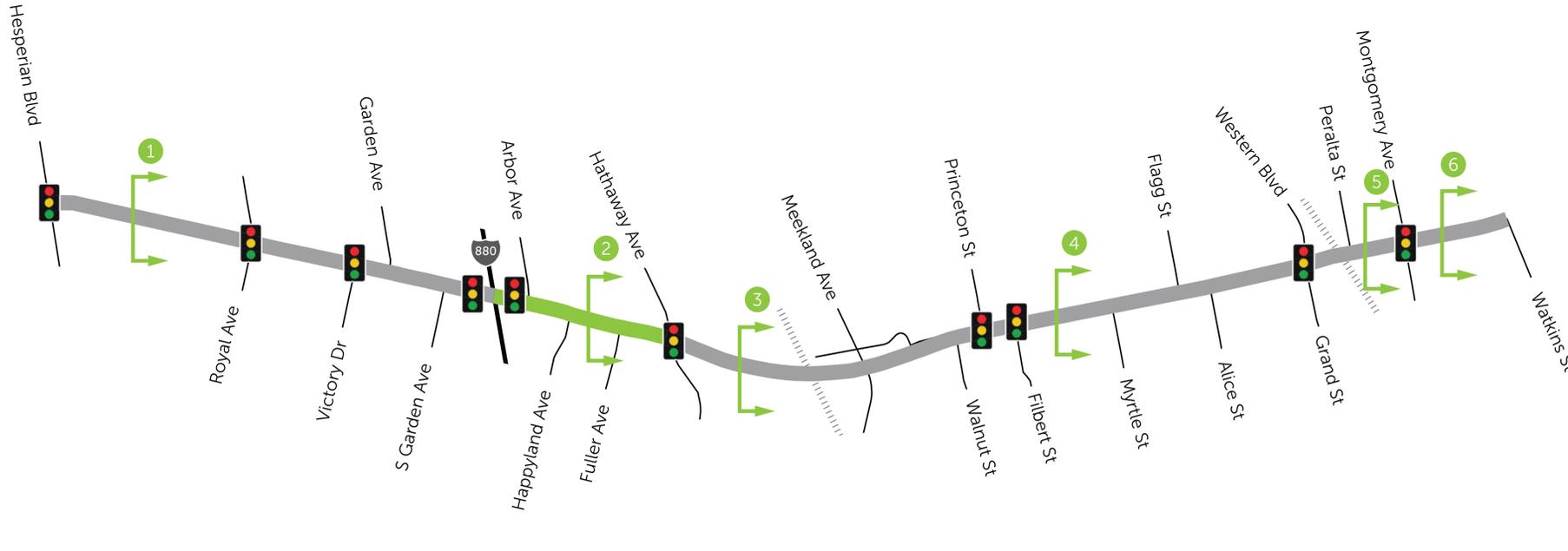
Key Map (Not to Scale)





### Segment 2 – I-880 Interchange to Hathaway Avenue

SHEET 5



**Legend**

- Cross Section Location
- Railroad
- Signalized Intersection

#### EXISTING CONDITIONS

Class II bike lanes in both directions.



#### LOW IMPACT OPTION:

Existing Conditions with Spot Improvements

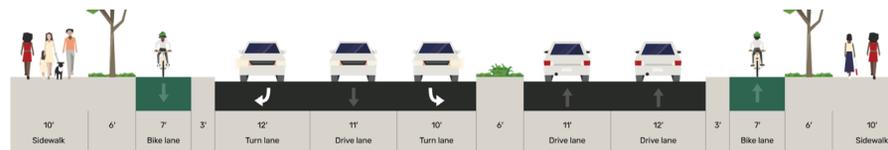
Existing conditions with spot improvements such as improved roadway markings, a median refuge island, etc.



#### 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

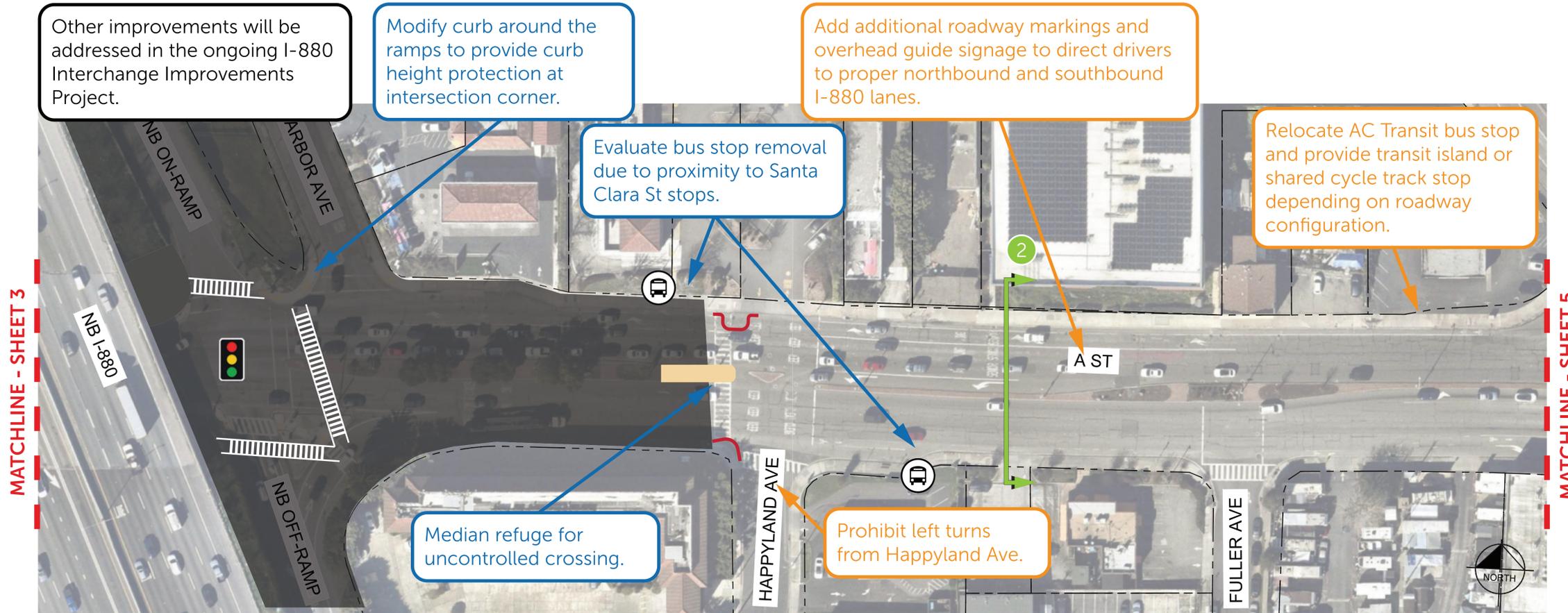
Implement a road diet to create Class I shared use paths in both directions.





### Segment 2 – I-880 Interchange to Hathaway Avenue

SHEET 6



#### 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

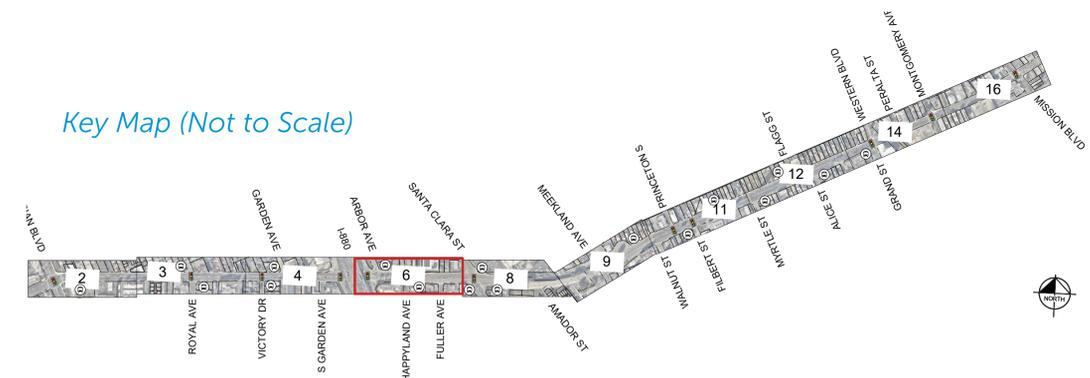
##### EXISTING

- Bus Stop
- Parcel Line
- Signalized Intersection

### Typical Cross Sections

See SHEET 5 for existing cross section and proposed alternatives.

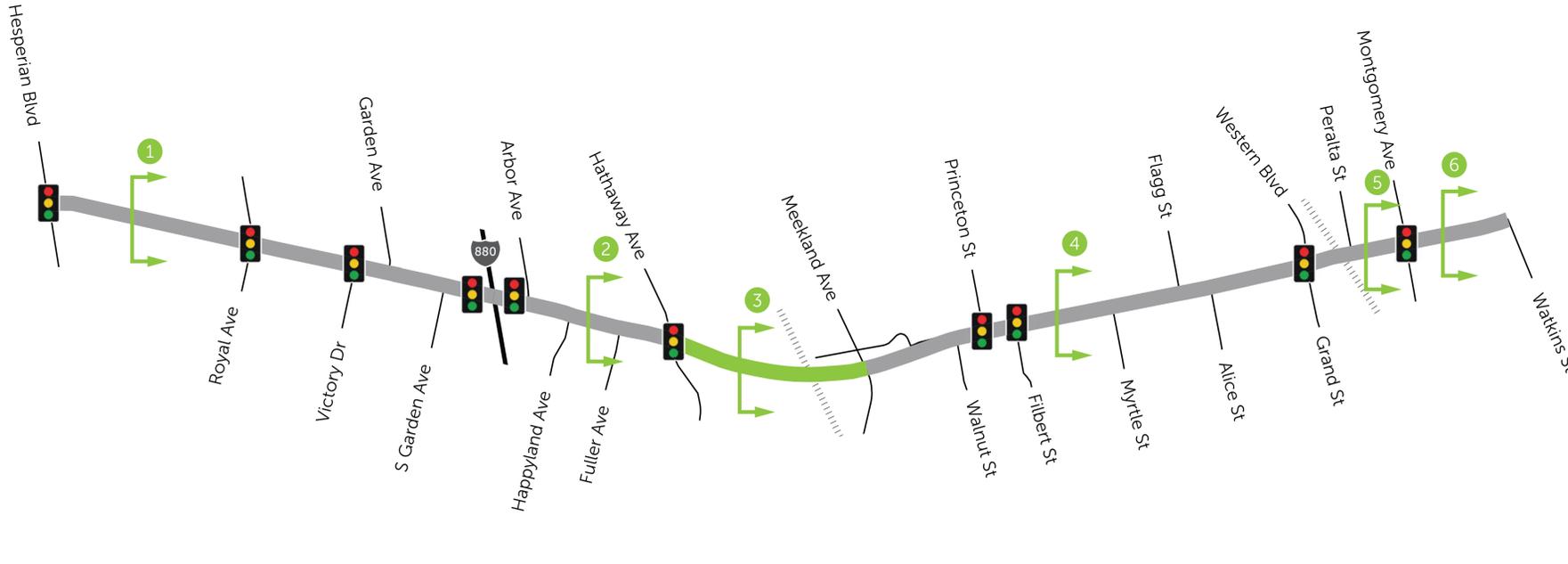
Key Map (Not to Scale)





### 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

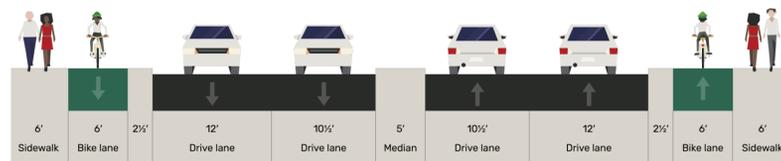
Existing conditions with spot improvements such as pedestrian scale lighting, speed feedback signs, etc.



#### HIGH INVESTMENT OPTION:

Lane Narrowing and Raised Separated Bike Facility

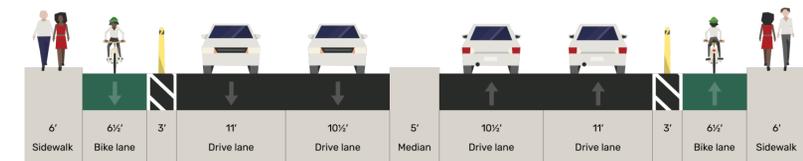
Narrow travel lanes to upgrade bike lanes to sidewalk level Class IV separated bike lanes in both directions.



#### CONTINUOUS BIKE FACILITY:

Lane Narrowing and Separated Bike Facility

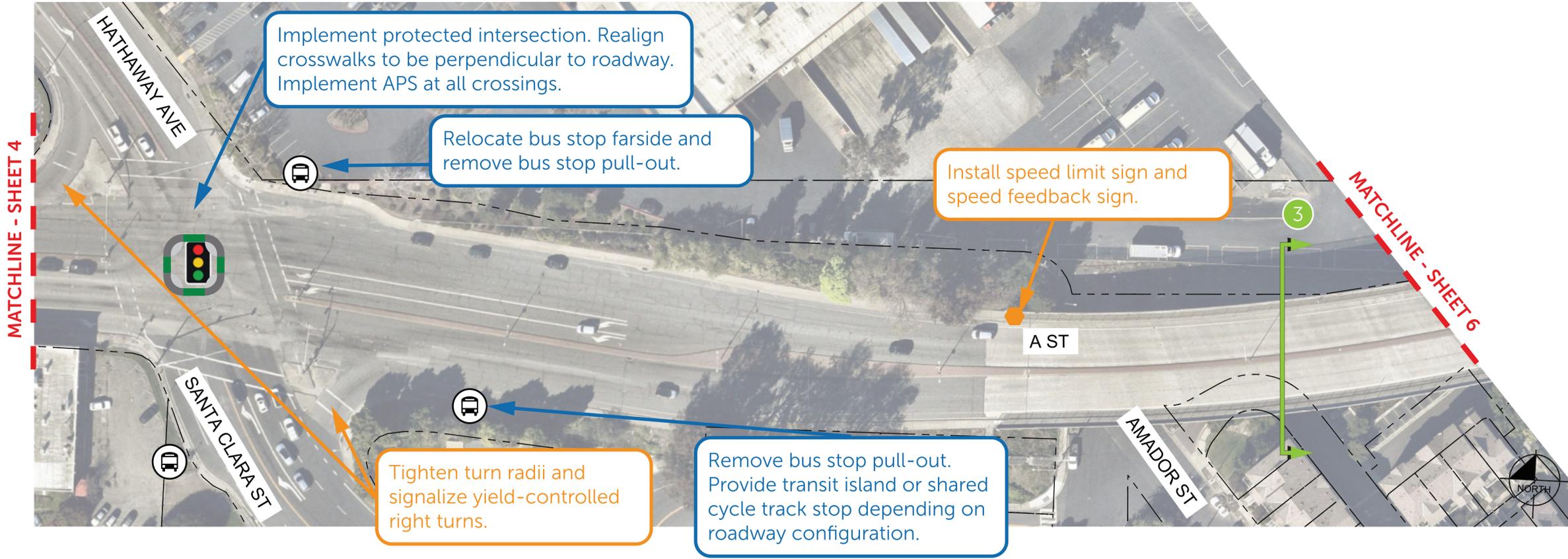
Narrow travel lanes to upgrade bike lanes to Class IV separated bike lanes in both directions.





### Segment 3 — Hathaway Avenue to Meekland Avenue

SHEET 8



#### Legend

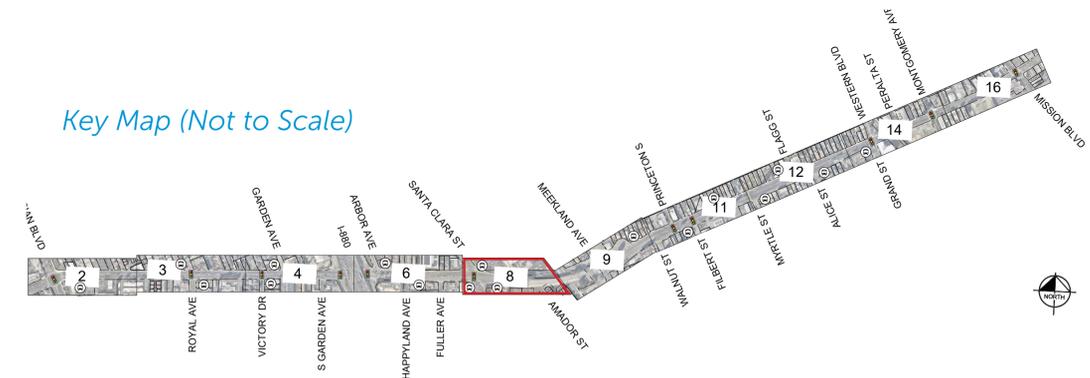
##### SPOT IMPROVEMENT

- 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)





### 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

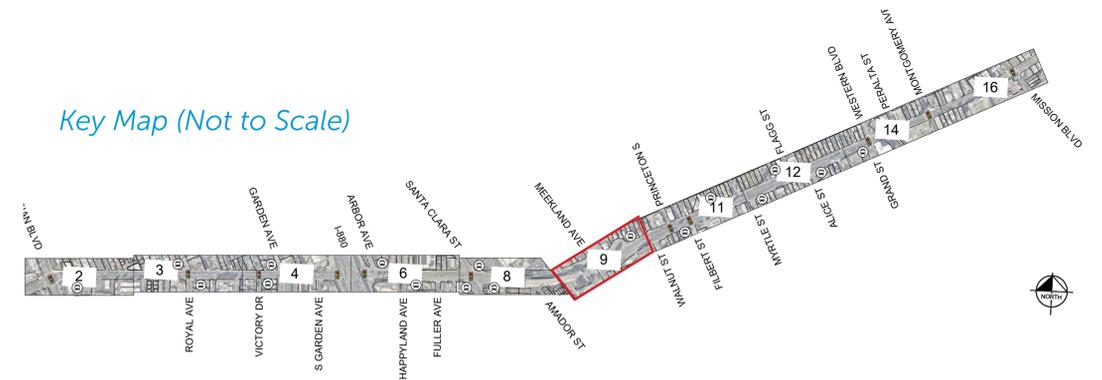
**EXISTING**

- Bus Stop
- Parcel Line
- Signalized Intersection

### Typical Cross Sections

See SHEET 7 for existing cross section and proposed alternatives.

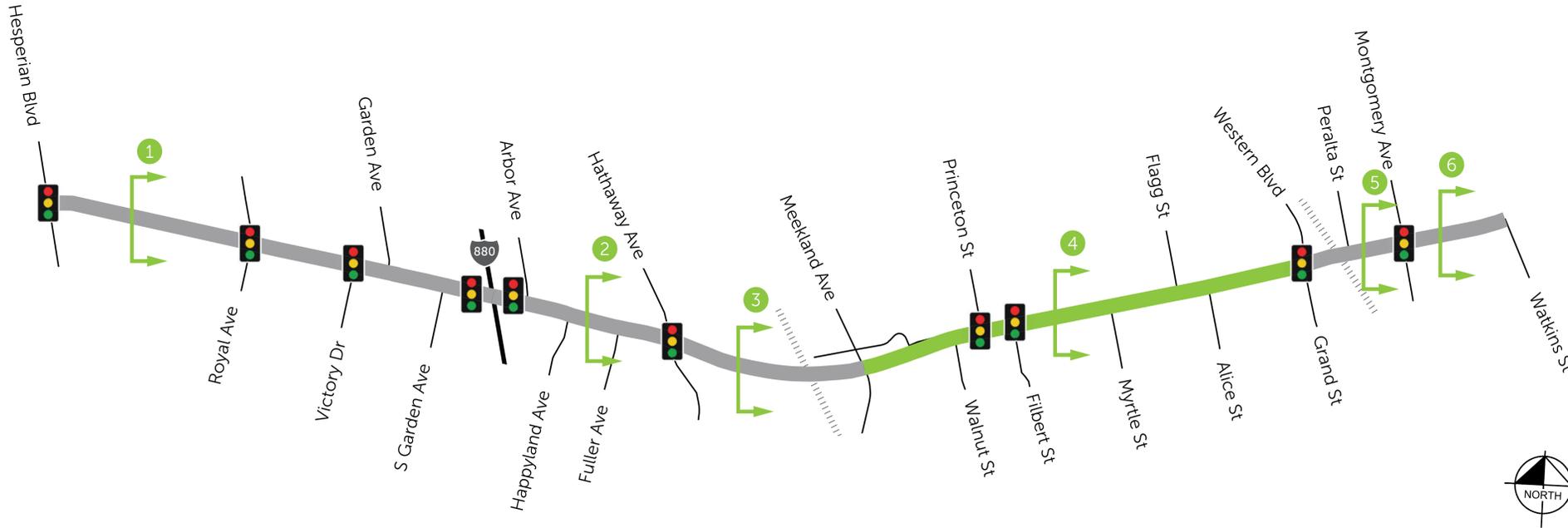
Key Map (Not to Scale)





### 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.



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.

#### 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.



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.

#### CONTINUOUS BIKE FACILITIES:

Lane Narrowing and Separated Bike Facility



#### HIGH INVESTMENT OPTION 2:

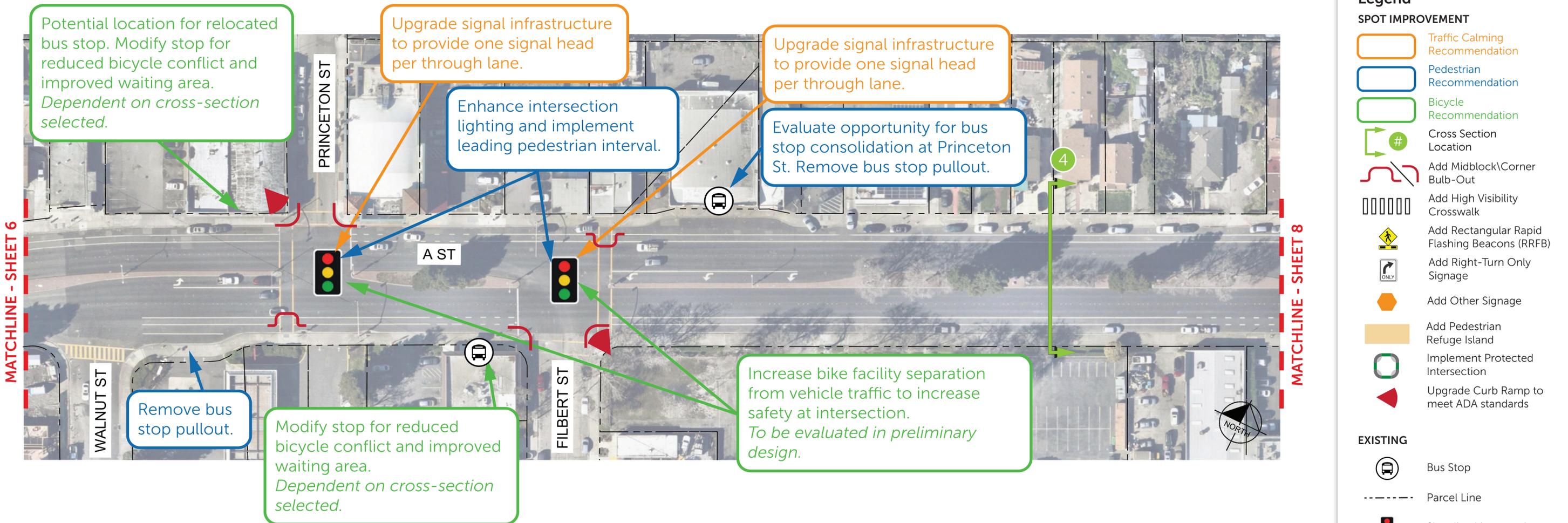
Lane Narrowing, Targeted Parking Removal, and Shared Use Paths





### Segment 4 – Meekland Avenue to Grand Street

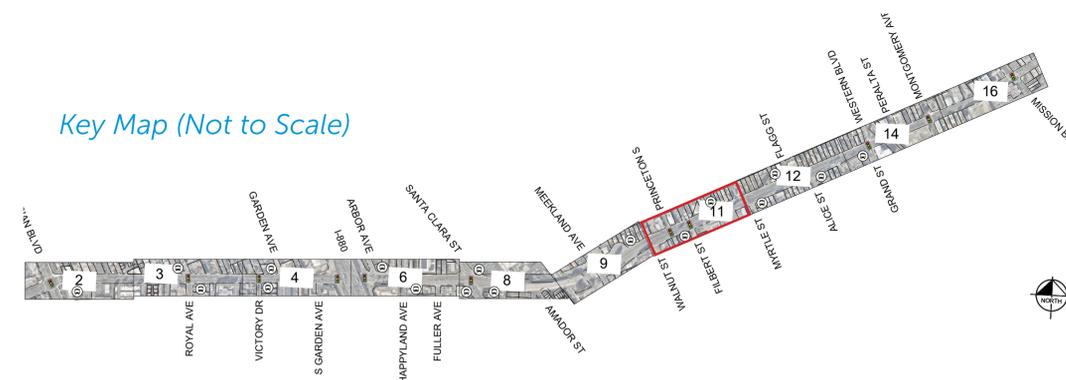
SHEET 11



### Typical Cross Sections

See SHEET 10 for existing cross section and proposed alternatives.

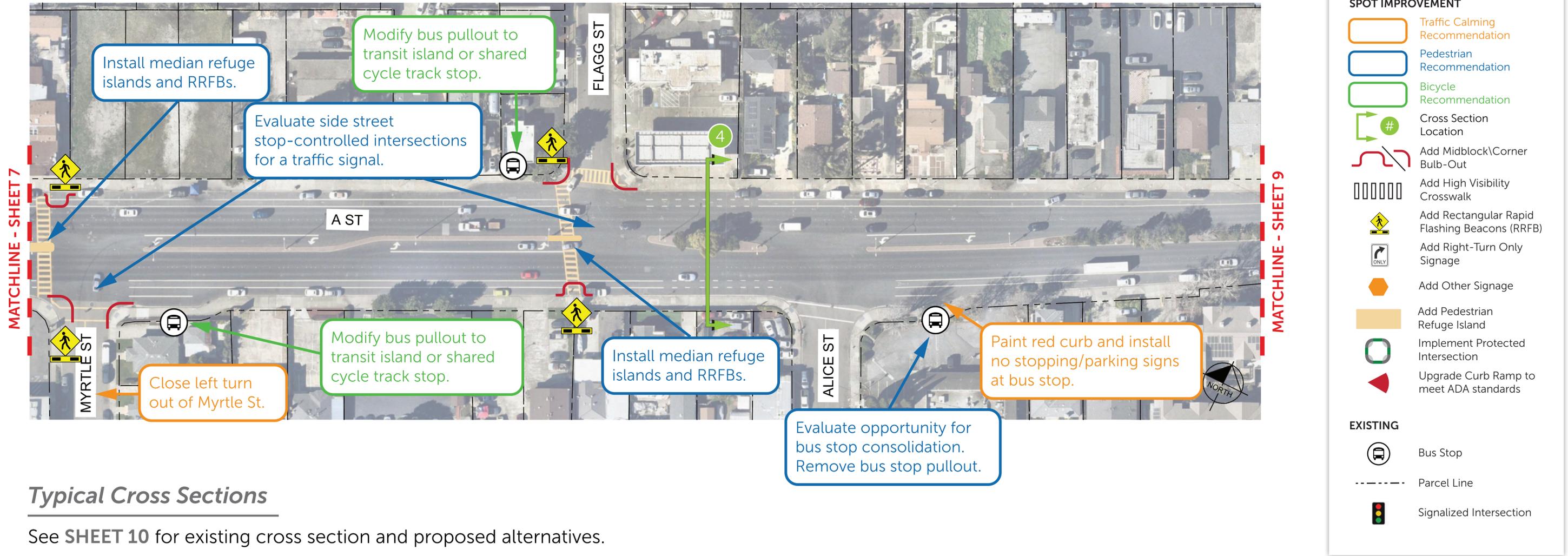
Key Map (Not to Scale)





### Segment 4 – Meekland Avenue to Grand Street

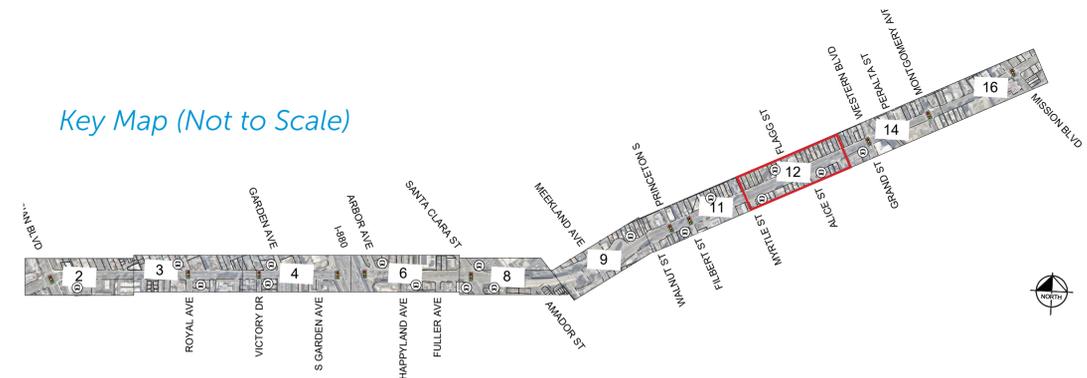
SHEET 12



### Typical Cross Sections

See SHEET 10 for existing cross section and proposed alternatives.

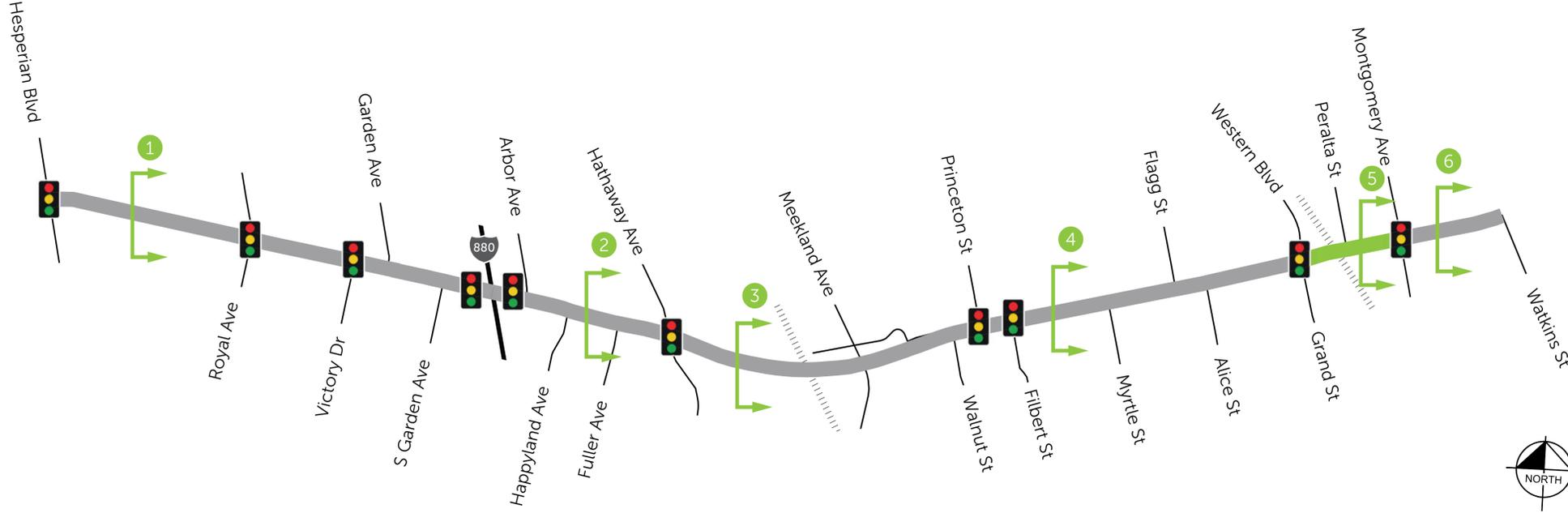
Key Map (Not to Scale)





### 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

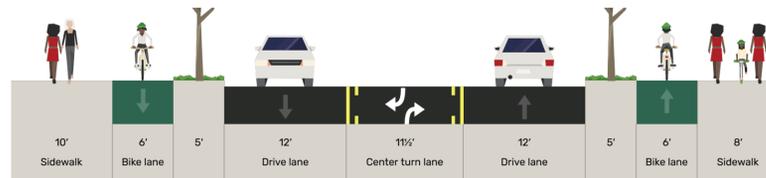
Existing conditions with spot improvements such as pedestrian scale lighting, protected signal phasing, etc.



#### 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

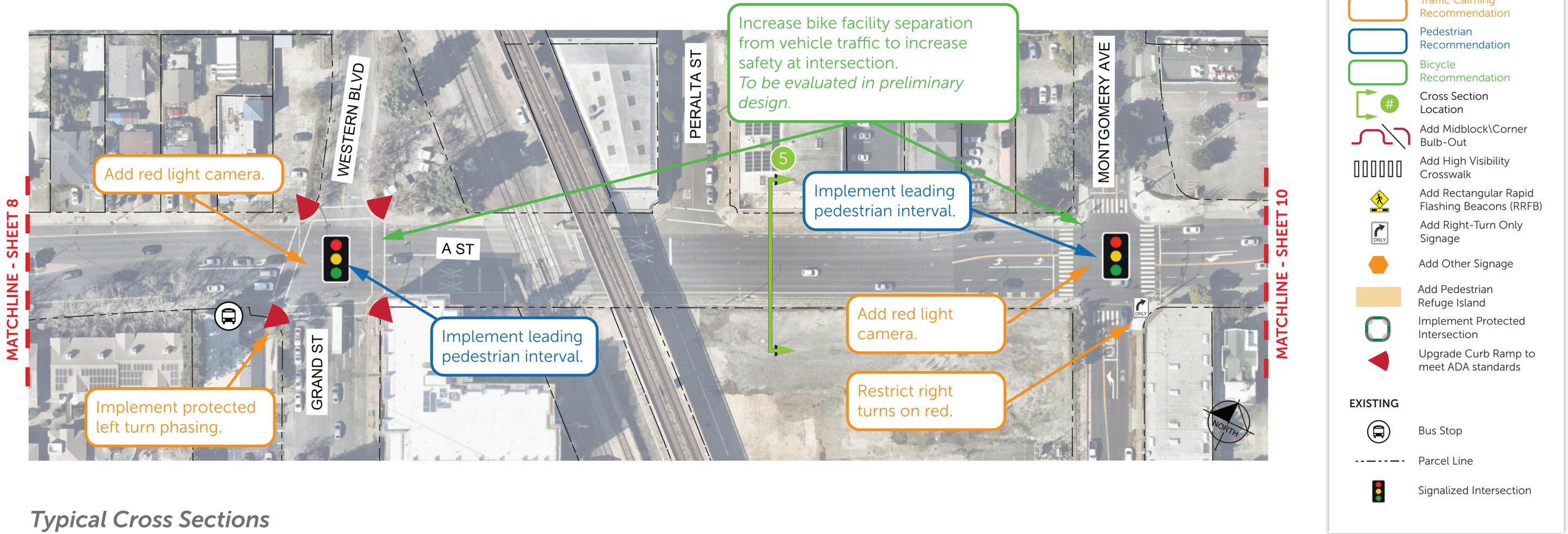
Implement a road diet to create Class I shared use paths and landscaping on both sides of the street. A center turn lane is also provided.





### Segment 5 — Grand Street to Montgomery Avenue

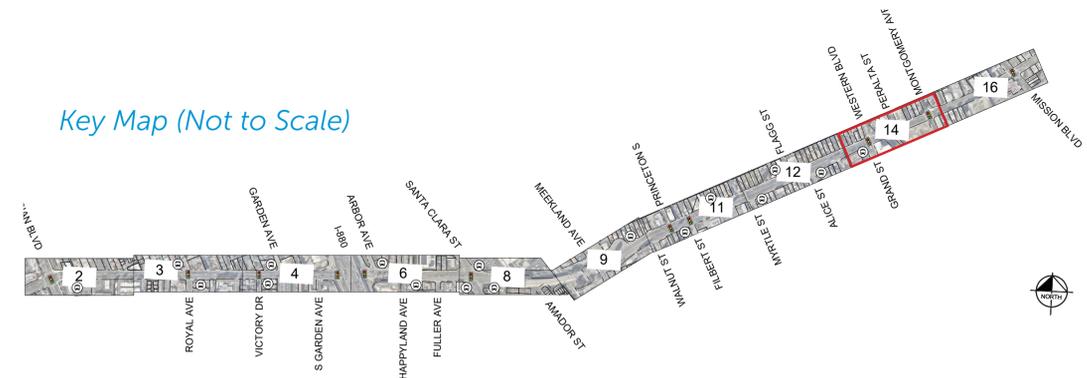
SHEET 14



### Typical Cross Sections

See SHEET 13 for existing cross section and proposed alternatives.

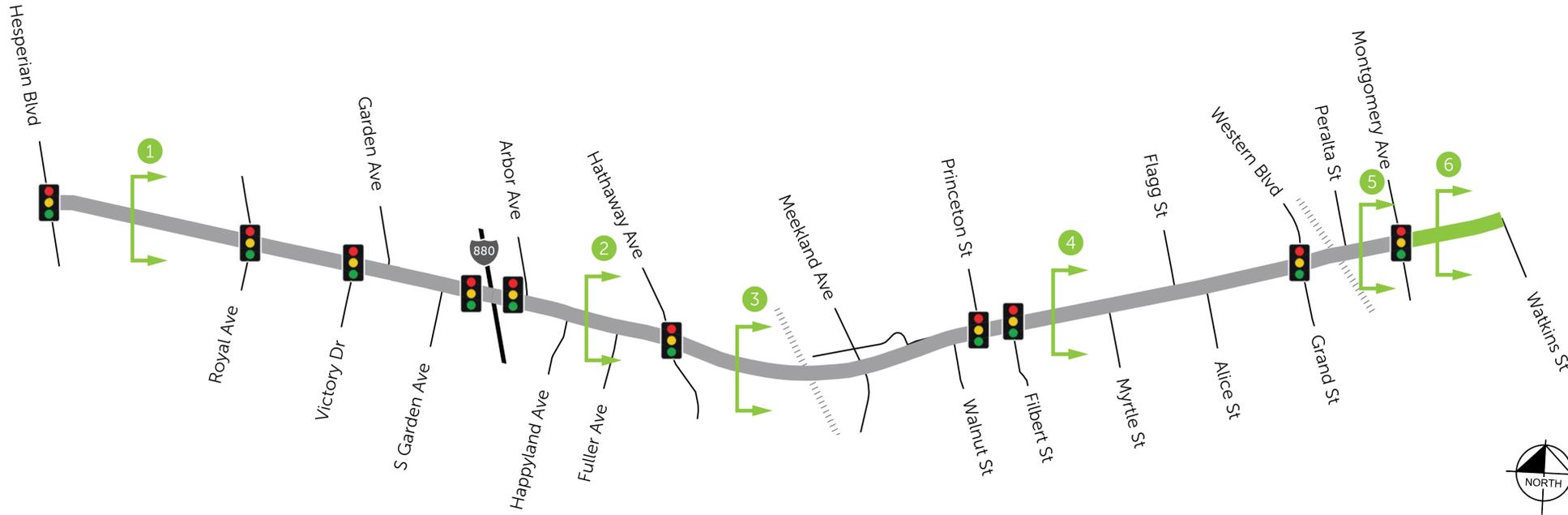
Key Map (Not to Scale)





### 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

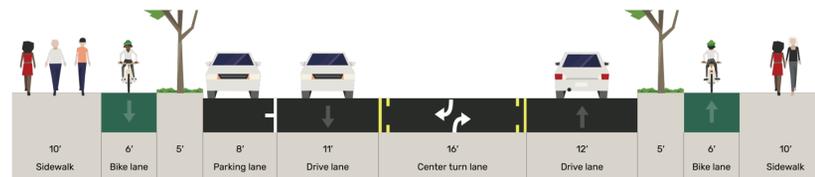
Existing conditions with spot improvements such as pedestrian scale lighting and crosswalk improvements



#### 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

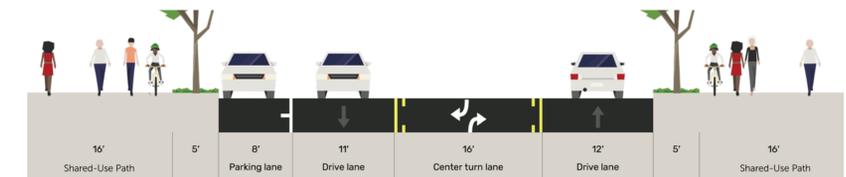
Remove parking on the south side of the street and narrow travel lanes to implement Class II bike lanes.



#### 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.

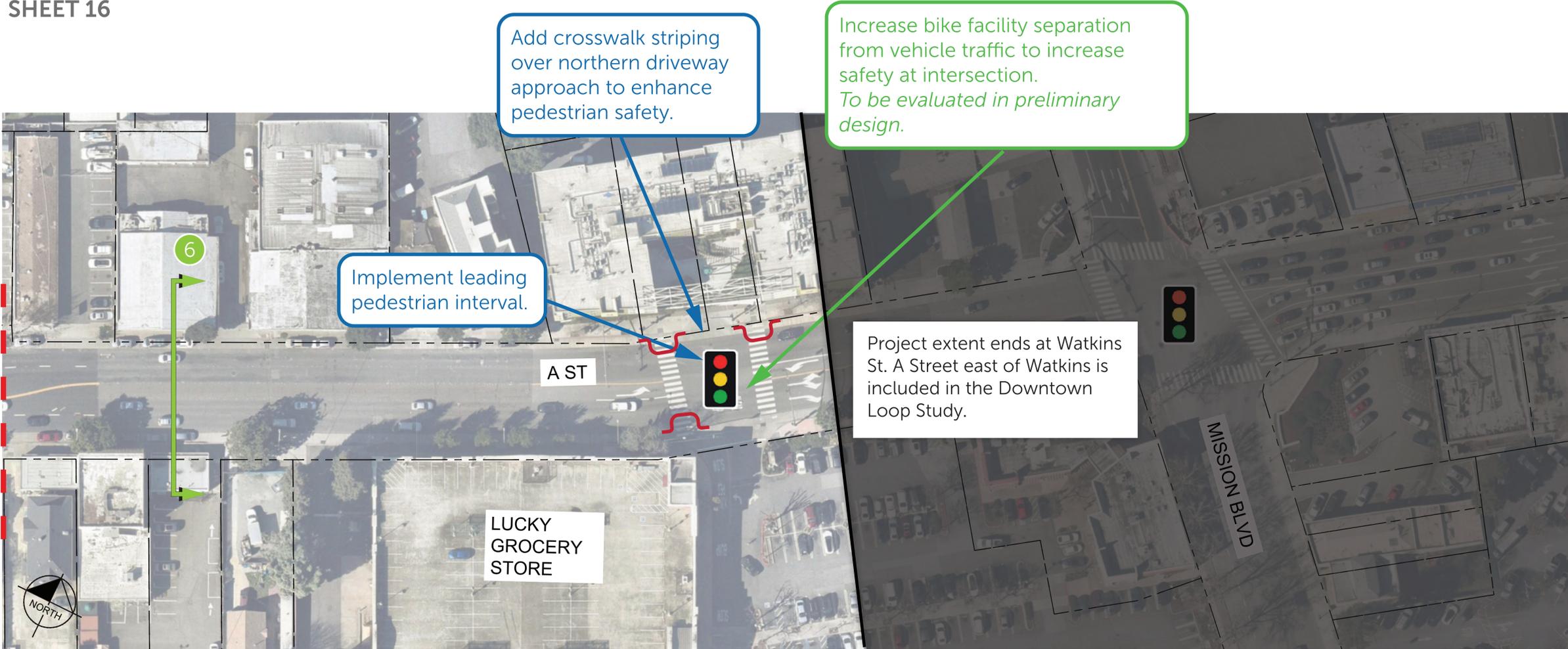




### Segment 6 — Montgomery Avenue to Watkins Street

SHEET 16

MATCHLINE - SHEET 9



#### Legend

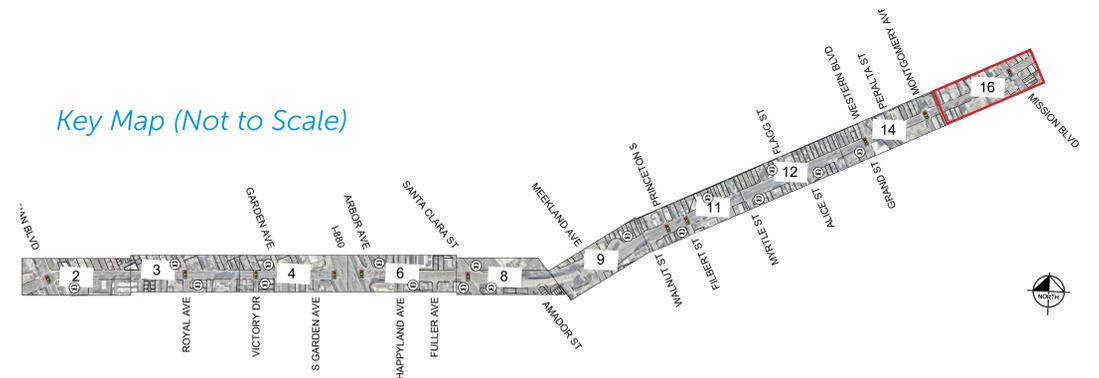
##### SPOT IMPROVEMENT

- 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 15 for existing cross section and proposed alternatives.

Key Map (Not to Scale)





### B Street Illustrative Concepts

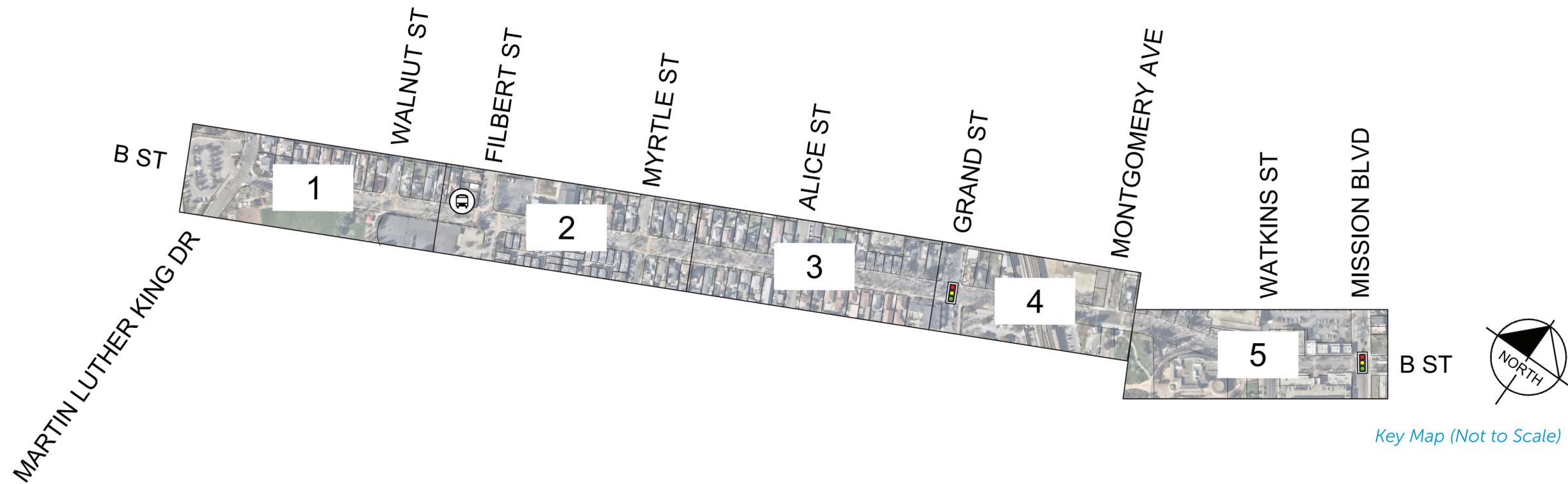
#### CORRIDOR-WIDE RECOMMENDATIONS

##### 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 lighting throughout the corridor.
3. Add red curb for daylighting in accordance with AB 413.

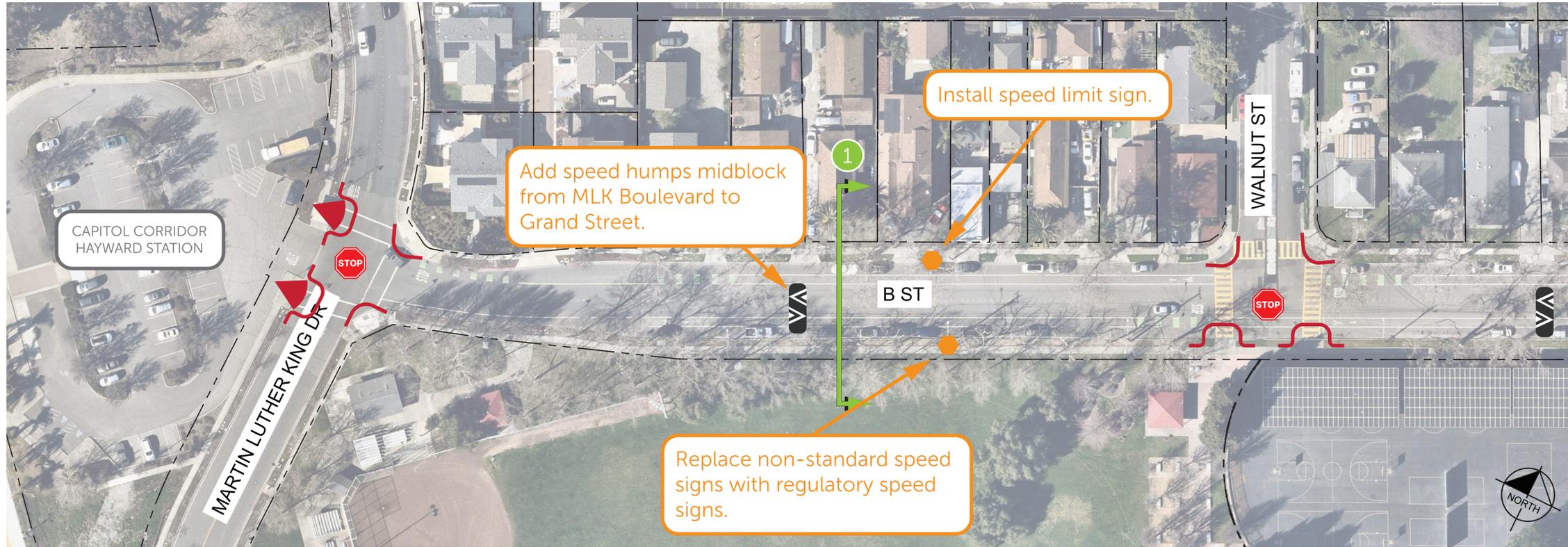


Key Map (Not to Scale)



### 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.

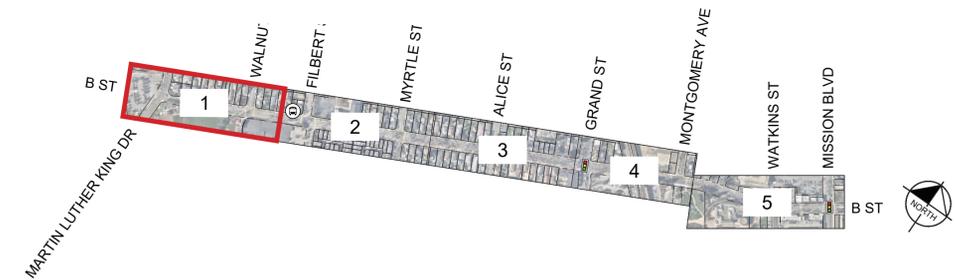


**CONTINUOUS BIKE FACILITY**  
 Narrow travel lanes to implement Class IIB buffered bike lanes. Option to assess feasibility of traffic diverters.



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

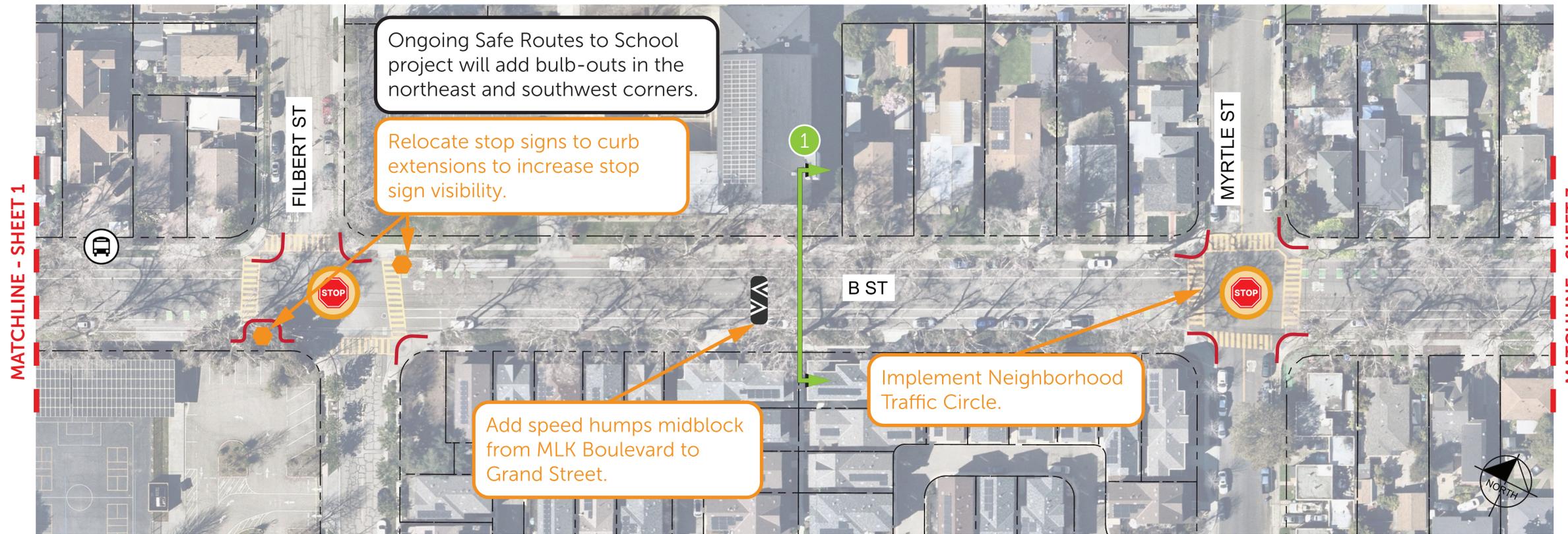
Key Map (Not to Scale)





### Segment 1 — Martin Luther King Drive to Myrtle Street

SHEET 2



#### 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

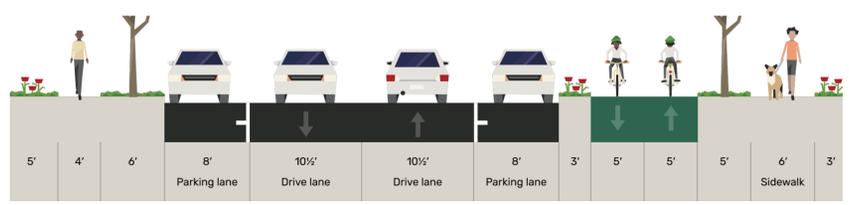
### 1 Typical Cross Sections



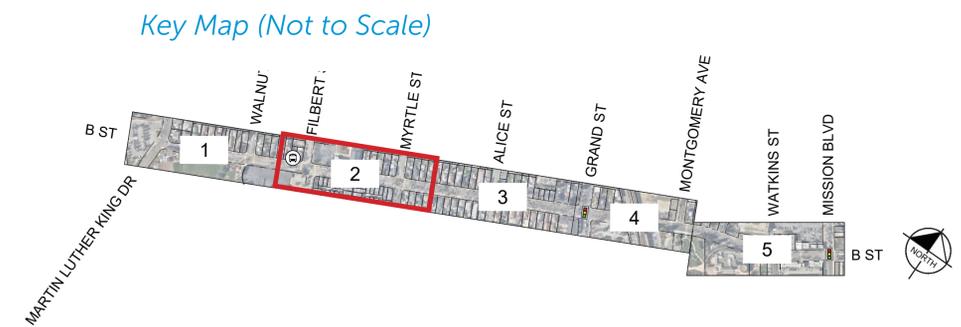
**EXISTING CONDITIONS / LOW IMPACT OPTION**  
 Class II bike lanes in both directions.  
 Option to add spot improvements such as traffic circles, speed humps, and curb bulb outs.



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



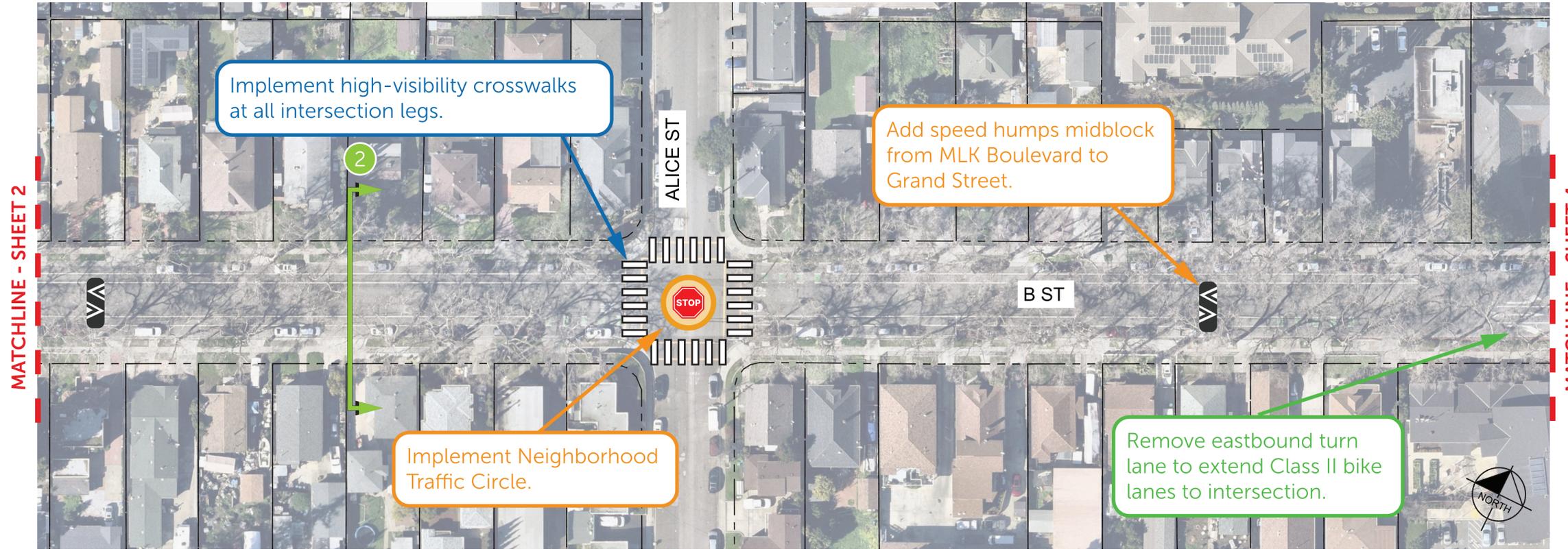
**HIGH INVESTMENT OPTION**  
 Narrow travel lanes to implement a two-way cycle track on the south side of the corridor.





### Segment 2 — Myrtle Street to Grand Street

SHEET 3



#### 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

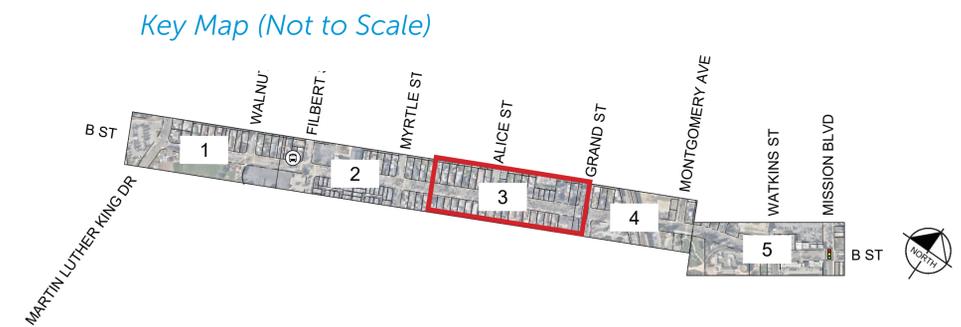
## 2 Typical Cross Sections



**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.





### Segment 3 — Grand Street to Montgomery Avenue

SHEET 4



#### Legend

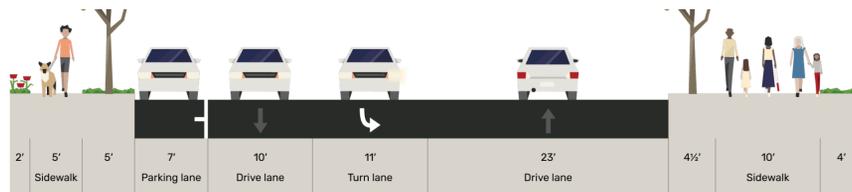
**SPOT IMPROVEMENT**

- 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

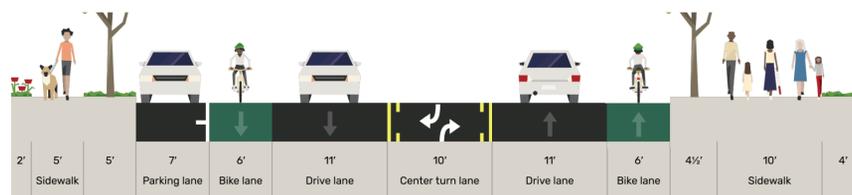
**EXISTING**

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

### 3 Typical Cross Sections

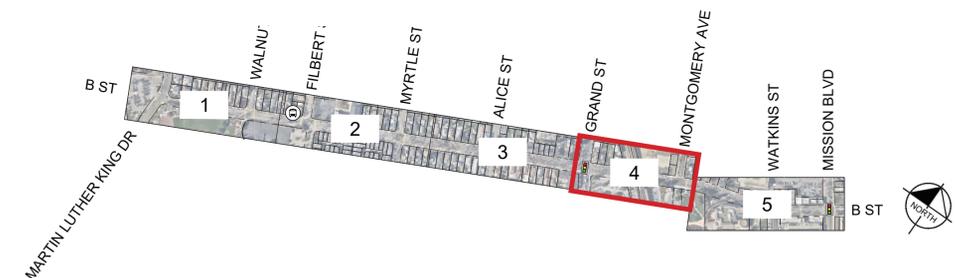


**EXISTING CONDITIONS / LOW IMPACT OPTION**  
 No existing bikeways.  
 Option to add spot improvements such as curb bulb outs and protected signal phasing.



**CONTINUOUS BIKE FACILITY**  
 Narrow eastbound travel lane to provide center turn lane and Class II bike lanes in both directions.

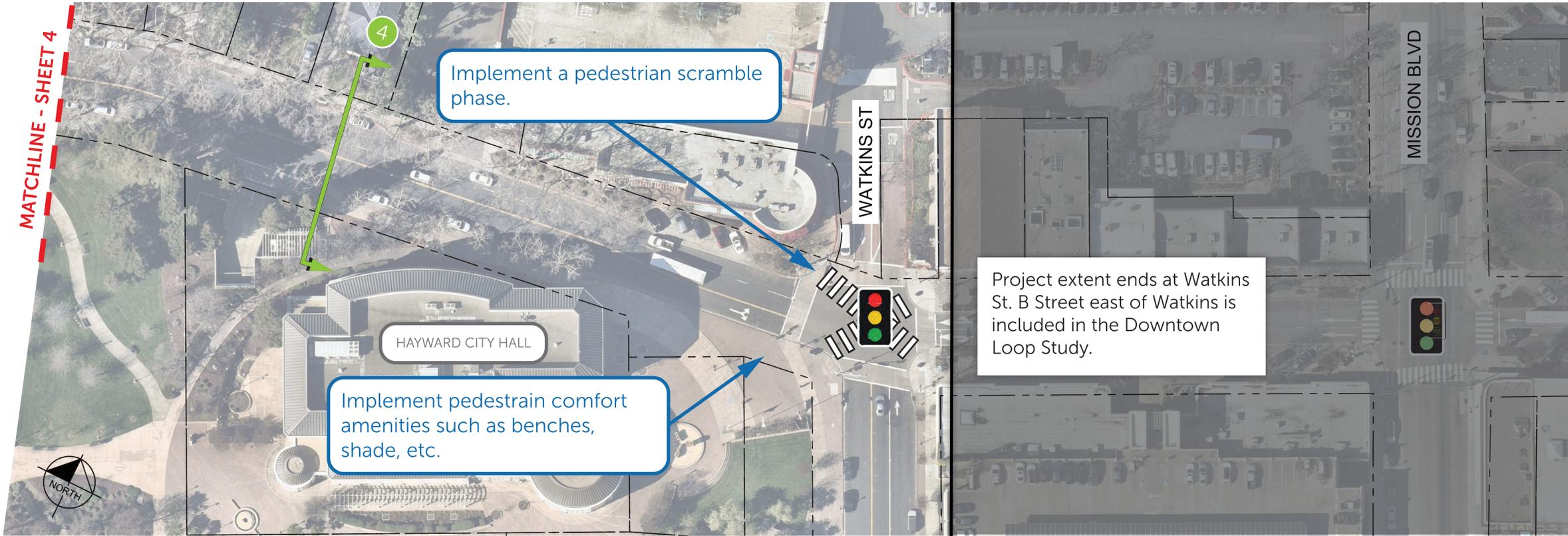
Key Map (Not to Scale)





### 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

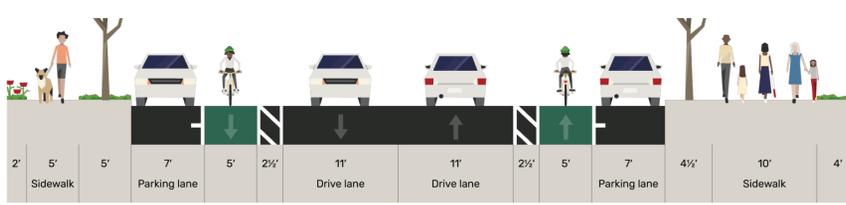
**EXISTING**

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

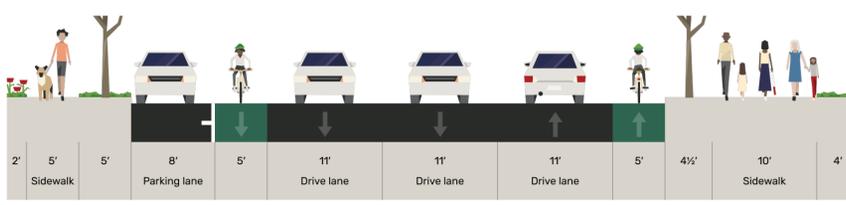
### 4 Typical Cross Sections



**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.

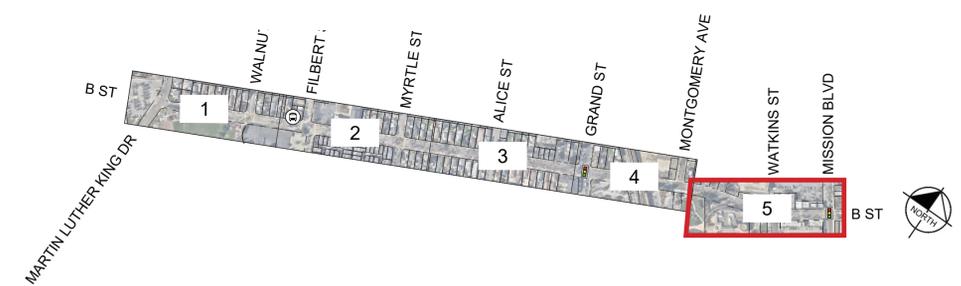


**CONTINUOUS BIKE FACILITY OPTION 1**  
 Implement a road diet to install Class IIB buffered bike lanes.



**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)





### Tennyson Road Illustrative Concepts

#### CORRIDOR-WIDE RECOMMENDATIONS

##### Traffic Calming Recommendations

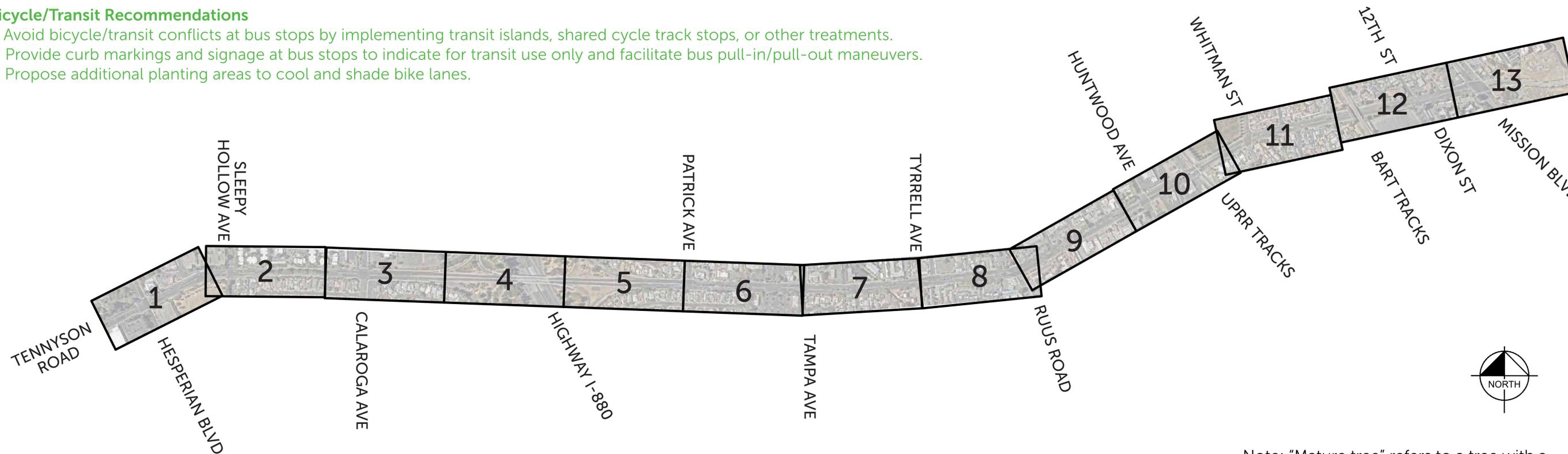
1. Coordinate traffic signals to align with City goals (improve traffic operational performance, limit traffic speeds, etc.).
2. Install retroreflective backplates on all traffic signals.
3. Refresh or add roadway markings, including crosswalks and bicycle lane markings, using thermoplastic.
4. Add advanced 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.



### Segment 1 — Hesperian Boulevard to Calaroga Avenue

SHEET 1

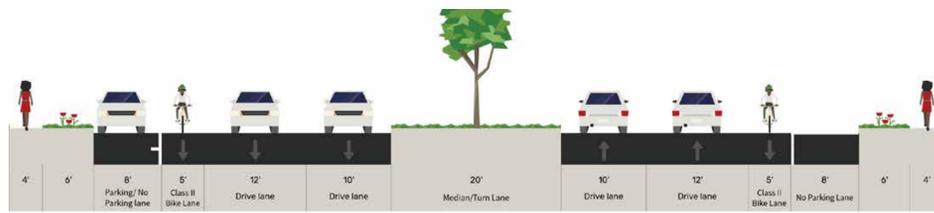


**Legend**

- Cross Section Location
- Signalized Intersection

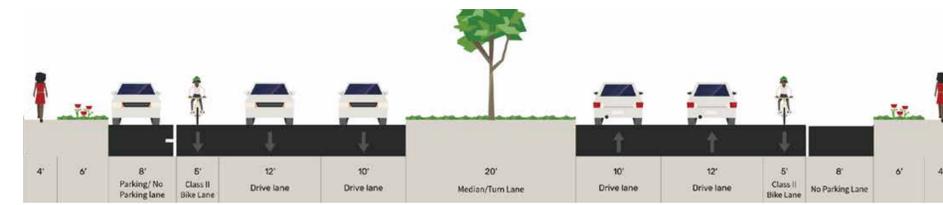
#### EXISTING CONDITIONS

Class II bike lanes in both directions



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

#### LOW IMPACT OPTION Existing Conditions + Spot Improvements



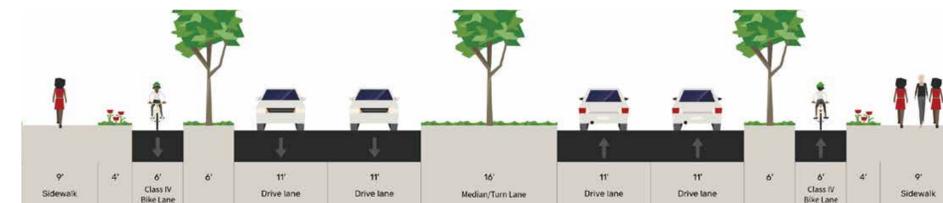
#### CONTINUOUS BIKE FACILITY Lane Narrowing + Flex Posts

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



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

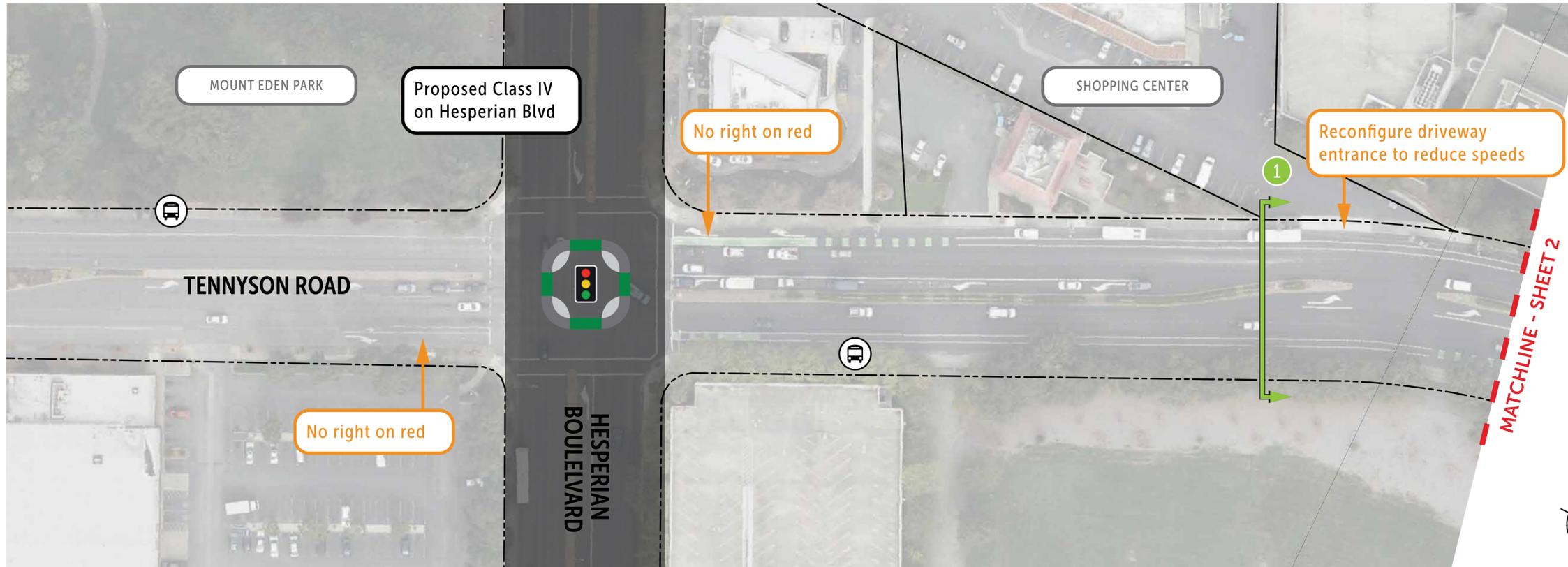
#### HIGH INVESTMENT OPTION Separated Bikeways + Wider Sidewalks





### Segment 1 – Hesperian Boulevard to Calaroga Avenue

SHEET 2



**Legend**

**SPOT IMPROVEMENT**

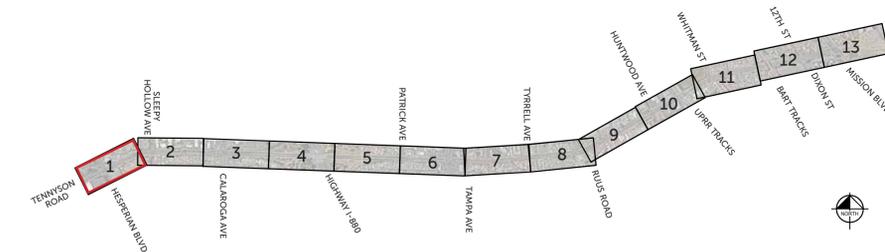
- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\ Corner Bulb-Out
- Add High Visibility Crosswalk
- Add Rectangular Rapid Flashing Beacons (RRFB)
- Add Right-Turn Only Signage
- Add Other Signage
- Pedestrian Refuge Island
-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





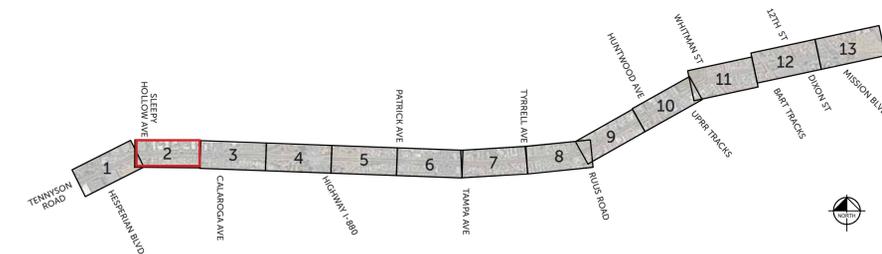
### Segment 1 – Hesperian Boulevard to Calaroga Avenue

SHEET 3



### Typical Cross Sections

See SHEET 1 for existing cross section and proposed alternatives.





### Segment 2 – Calaroga Avenue to Patrick Avenue

SHEET 4



#### EXISTING CONDITIONS

Sidewalks in both directions



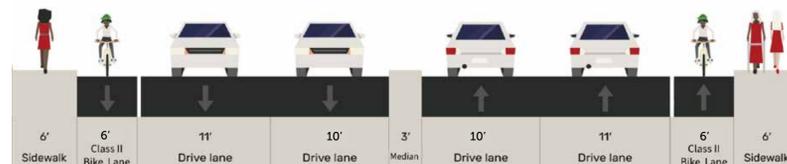
Existing conditions with spot improvements such as pedestrian scale lighting, bulb outs, protected signal phasing, etc.

#### LOW IMPACT OPTION Existing Conditions + Spot Improvements



#### CONTINUOUS BIKE FACILITY Lane Narrowing + Bike Lanes

Narrow vehicular lanes and add bike lanes alongside existing sidewalks



Remove center median to allow for Class IV curb protected bike lanes

#### HIGH INVESTMENT OPTION Raised Curb Separated Bikeways

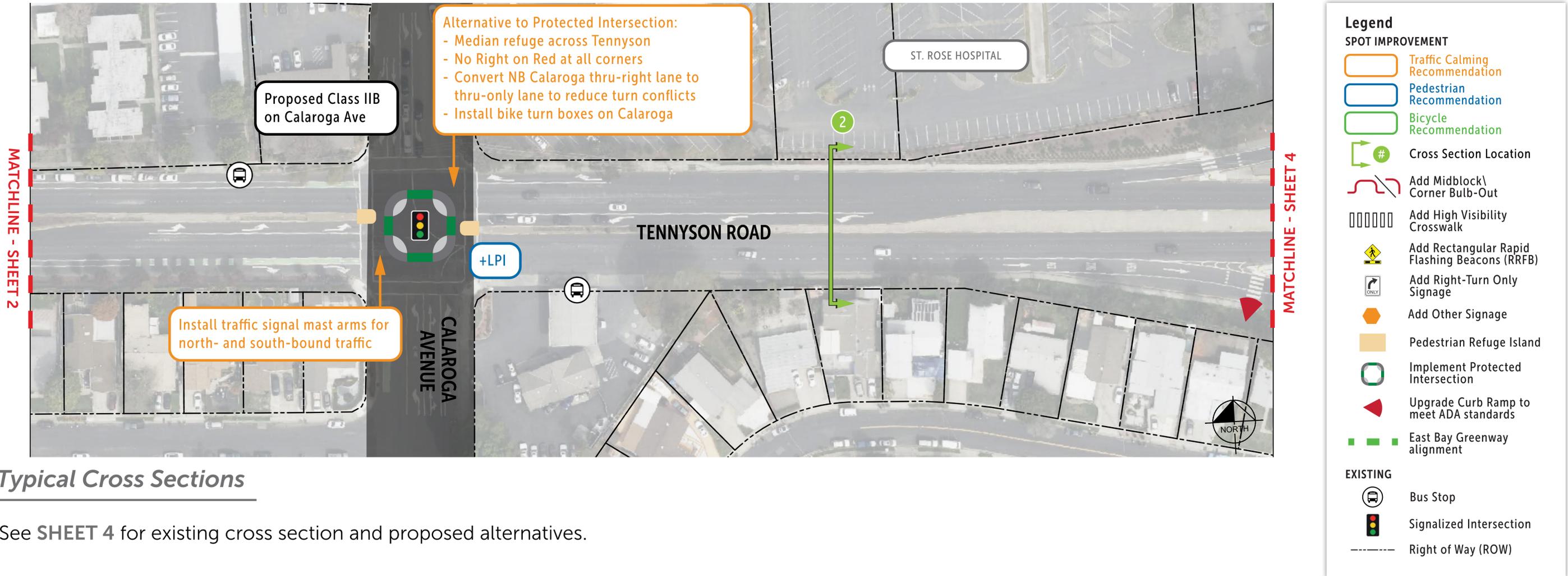


Note: Overcrossing bridge may be two structures. This may require structural analysis to confirm feasibility. Although planting is not feasible on the structure, it should be studied for inclusion on approaches to enhance the pedestrian/ cyclist experience.



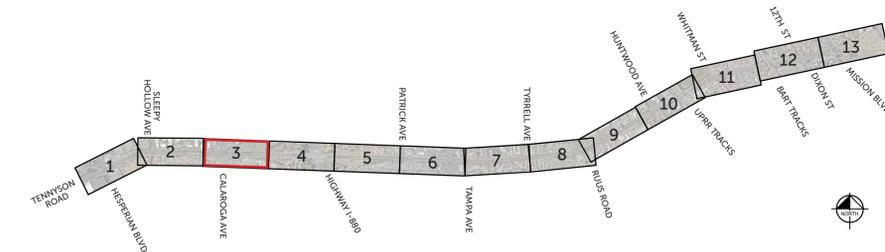
### Segment 2 – Calaroga Avenue to Patrick Avenue

SHEET 5



### Typical Cross Sections

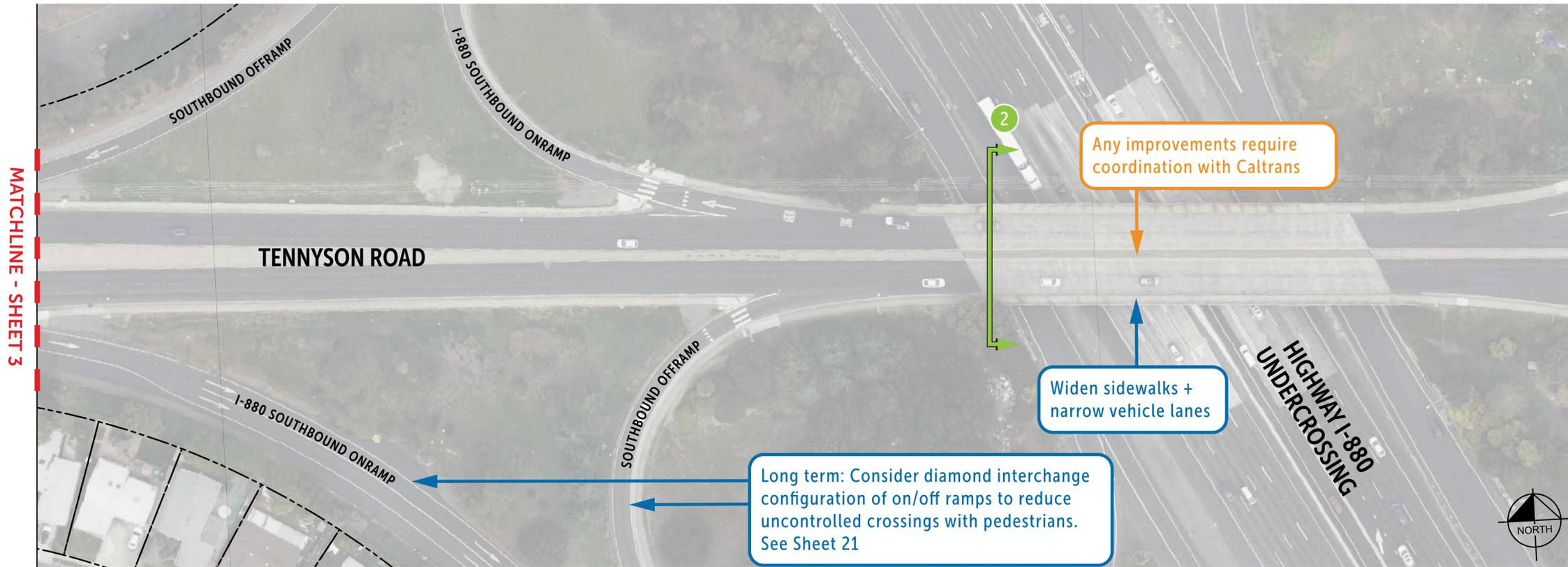
See SHEET 4 for existing cross section and proposed alternatives.





### Segment 2 – Calaroga Avenue to Patrick Avenue

SHEET 6



**Legend**

**SPOT IMPROVEMENT**

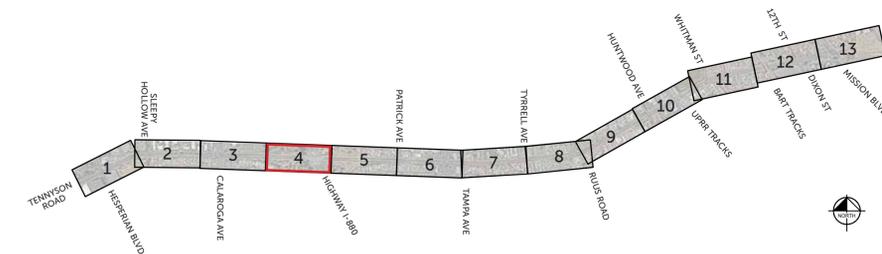
- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\ Corner Bulb-Out
- Add High Visibility Crosswalk
- Add Rectangular Rapid Flashing Beacons (RRFB)
- Add Right-Turn Only Signage
- Add Other Signage
- Pedestrian Refuge Island
-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

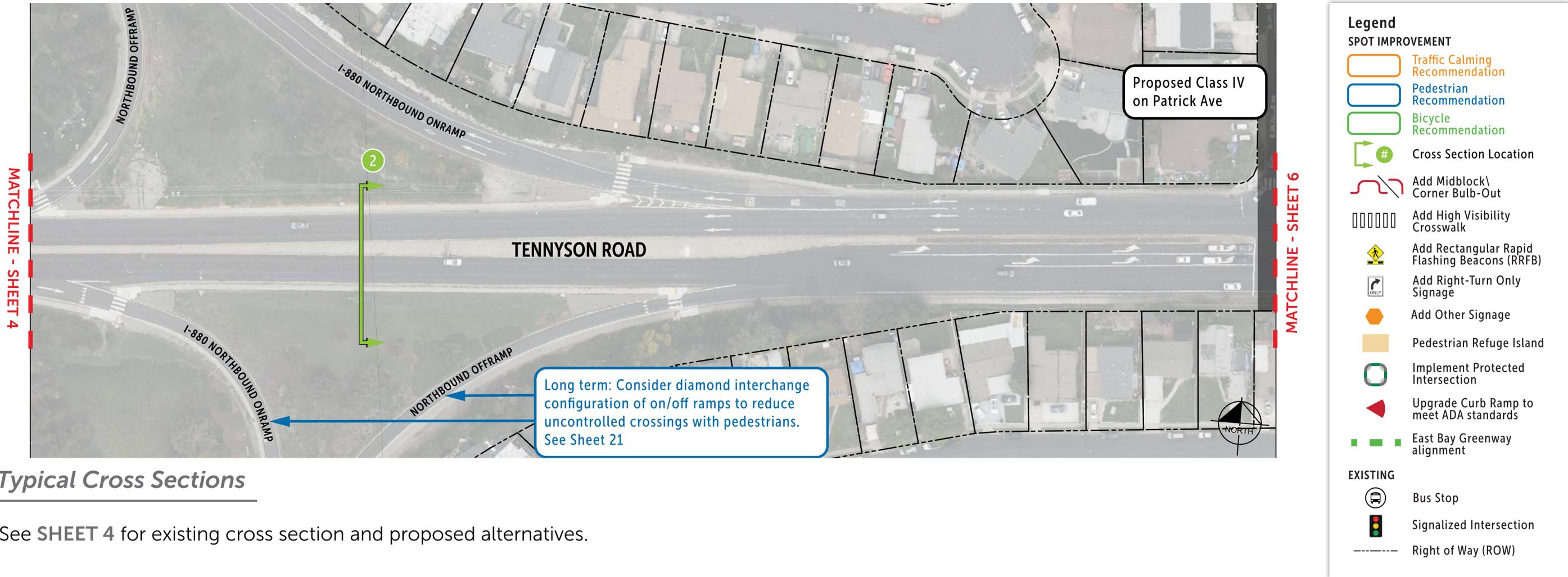
See SHEET 4 for existing cross section and proposed alternatives.





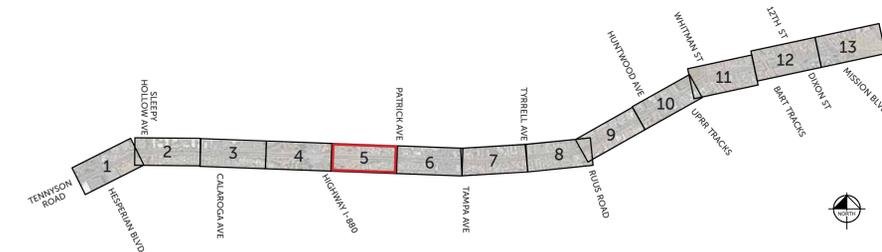
### Segment 2 – Calaroga Avenue to Patrick Avenue

SHEET 7



### Typical Cross Sections

See SHEET 4 for existing cross section and proposed alternatives.





### Segment 3 — Patrick Avenue to Ruus Road

SHEET 8



**Legend**

- Cross Section Location
- Signalized Intersection

#### EXISTING CONDITIONS

Class II bike lanes in both directions



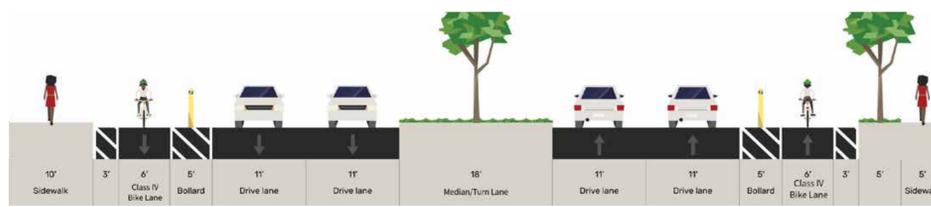
Existing conditions with spot improvements such as pedestrian scale lighting, bulb outs, protected signal phasing, etc.

#### LOW IMPACT OPTION Existing Conditions + Spot Improvements



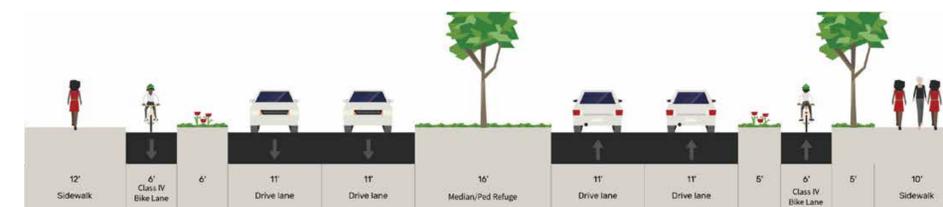
#### CONTINUOUS BIKE FACILITY Lane Narrowing + Flex Post Buffer

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



Replace Parking Lanes on both sides of the road to upgrade bike lanes to Class IV curb-protected bike lanes

#### HIGH INVESTMENT OPTION Lane Narrowing + Curb Separated Bikeways

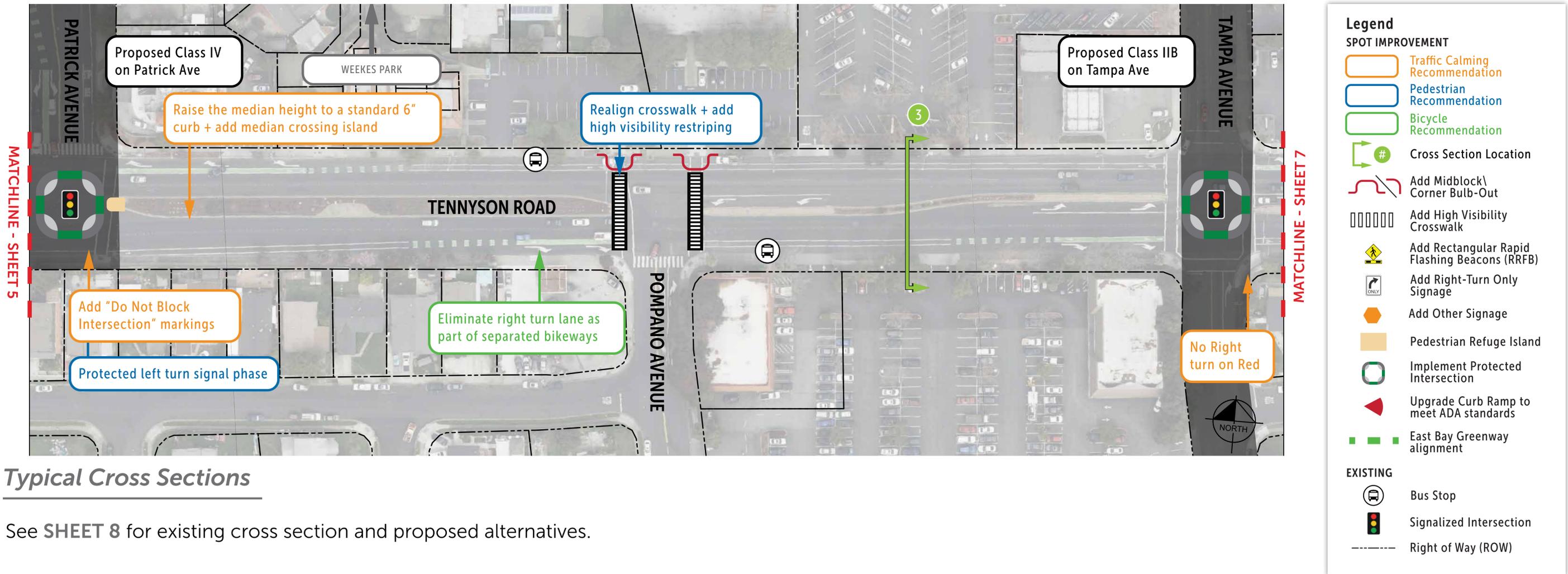


Note: Sidewalk may diverge to avoid disrupting mature trees



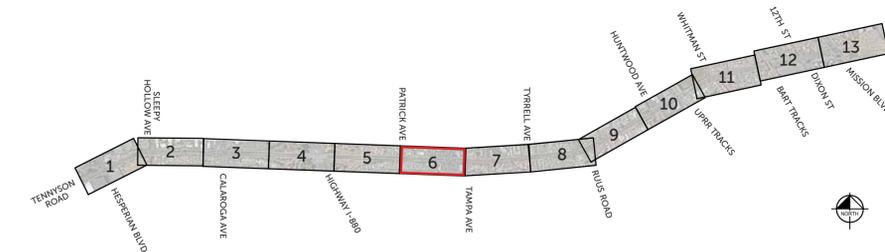
### Segment 3 — Patrick Avenue to Ruus Road

SHEET 9



### Typical Cross Sections

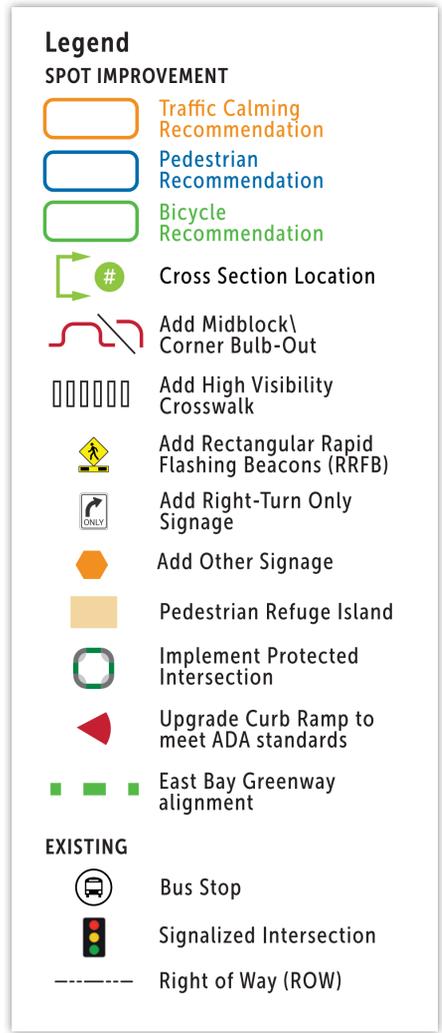
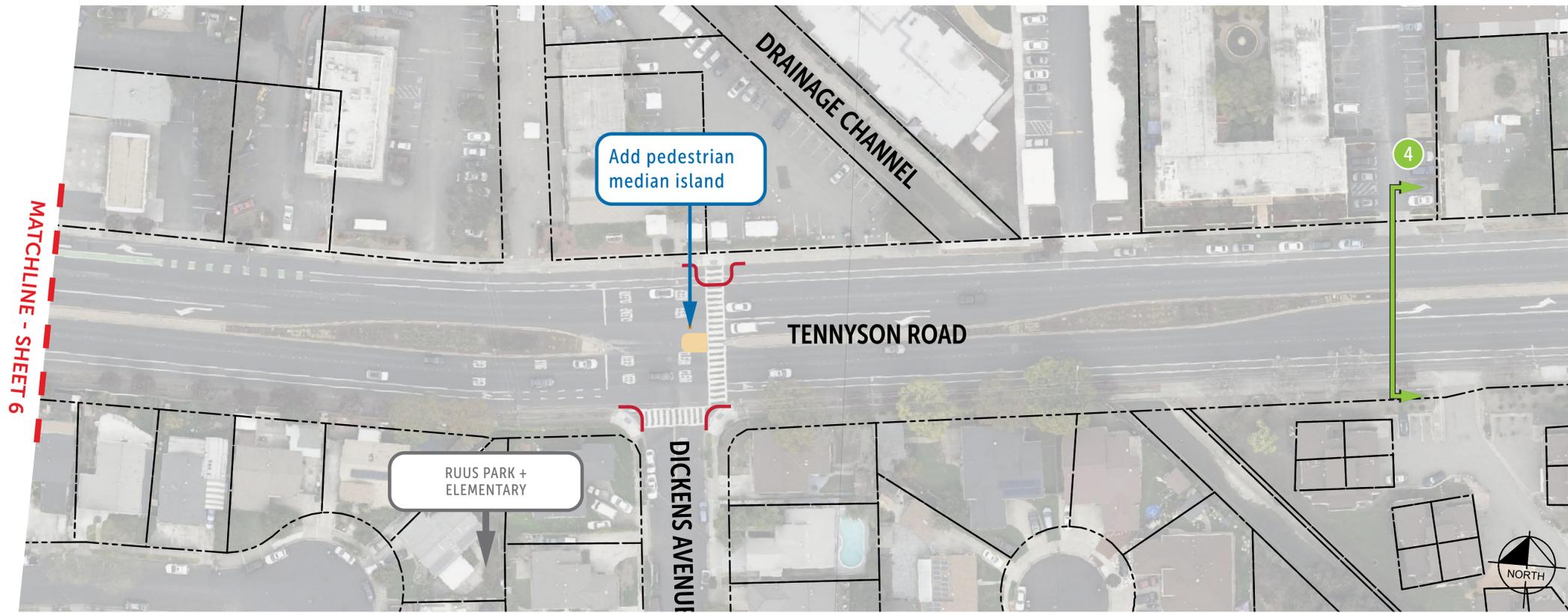
See SHEET 8 for existing cross section and proposed alternatives.





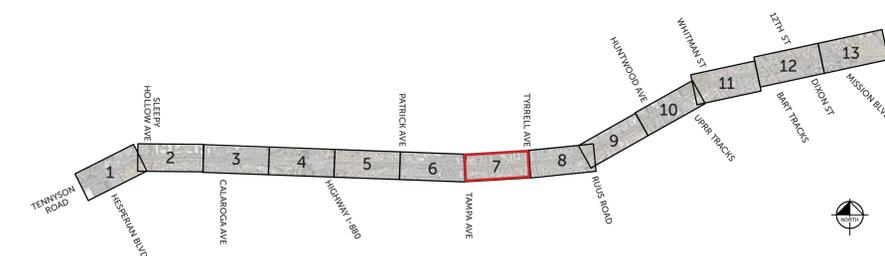
### Segment 3 — Patrick Avenue to Ruus Road

SHEET 10



### Typical Cross Sections

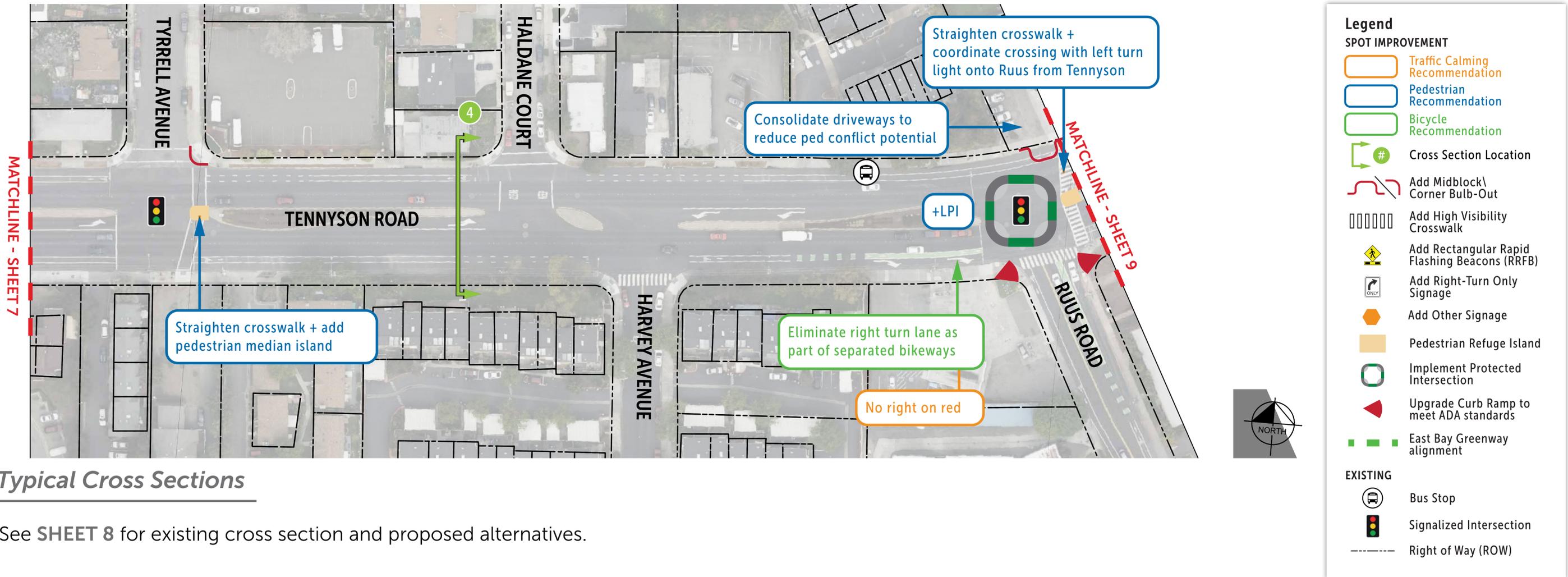
See SHEET 8 for existing cross section and proposed alternatives.





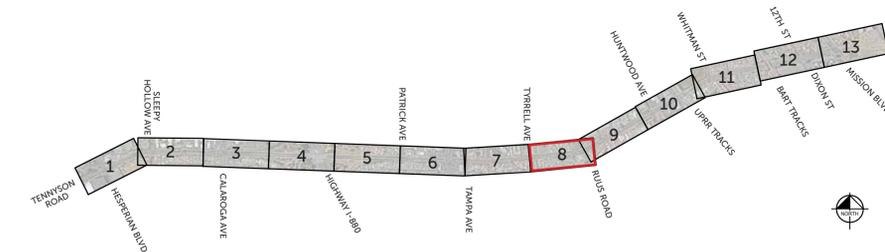
### Segment 3 – Patrick Avenue to Ruus Road

SHEET 11



### Typical Cross Sections

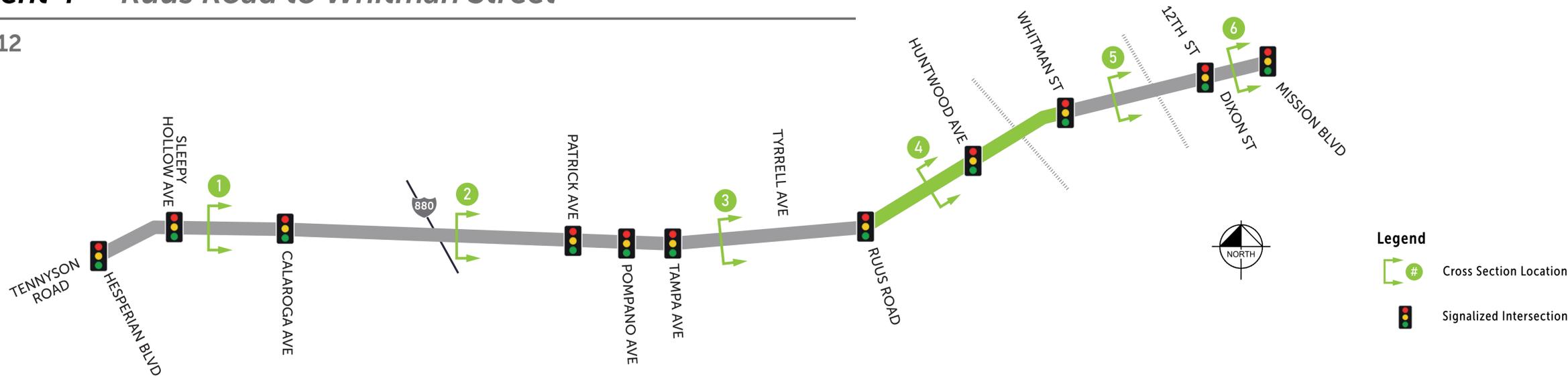
See SHEET 8 for existing cross section and proposed alternatives.





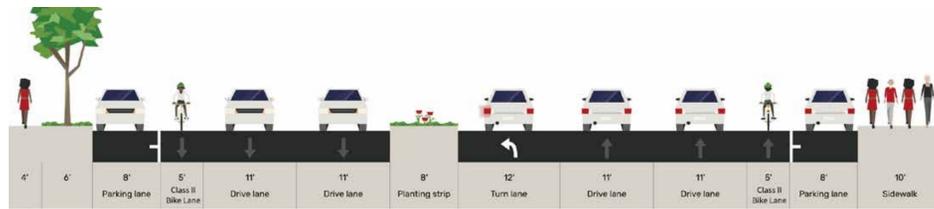
### Segment 4 — Ruus Road to Whitman Street

SHEET 12



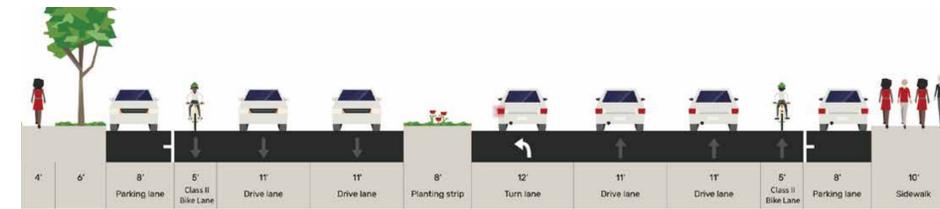
#### EXISTING CONDITIONS

Class II bike lanes in both directions



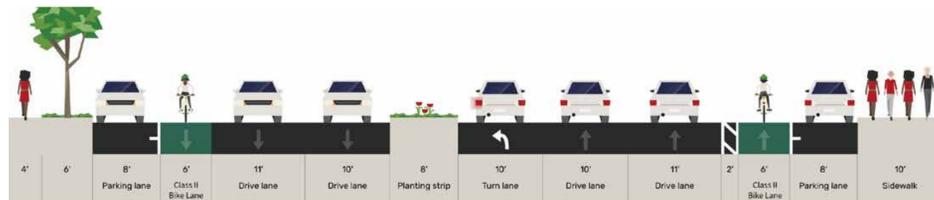
Existing conditions with spot improvements such as pedestrian scale lighting, bulb outs, protected signal phasing, etc.

#### LOW IMPACT OPTION Existing Conditions + Spot Improvements



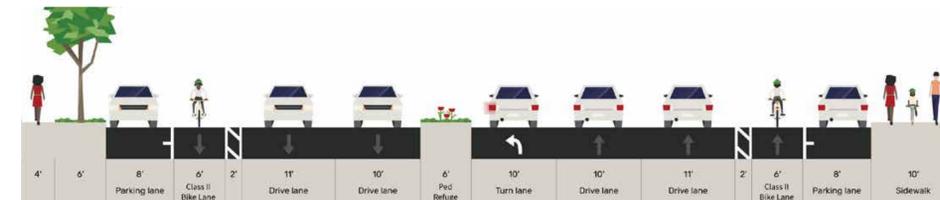
#### CONTINUOUS BIKE FACILITY Lane Narrowing + Striped Buffer

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



Narrow center median and turn lane to allow for buffer-protected bike lanes on both sides of the street

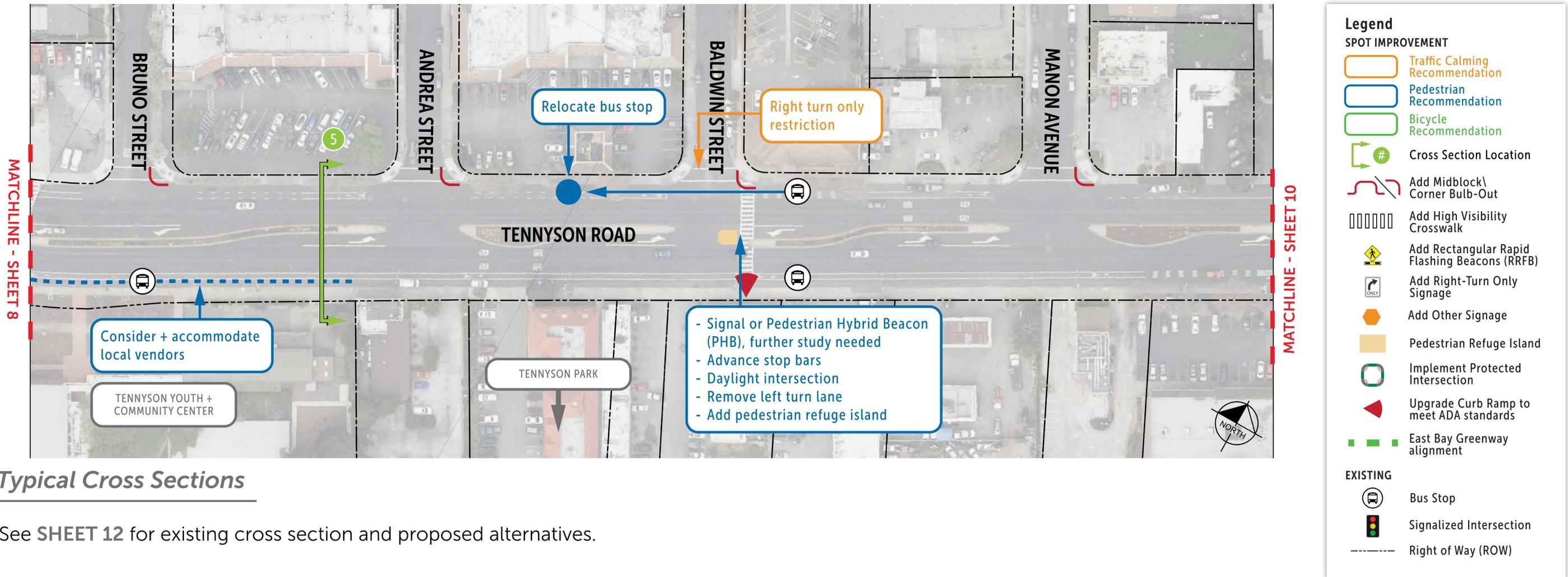
#### HIGH INVESTMENT OPTION Buffered Bikeways in Both Directions





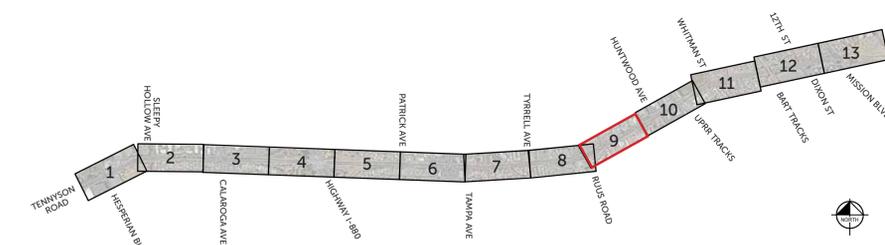
### Segment 4 — Ruus Road to Whitman Street

SHEET 13



### Typical Cross Sections

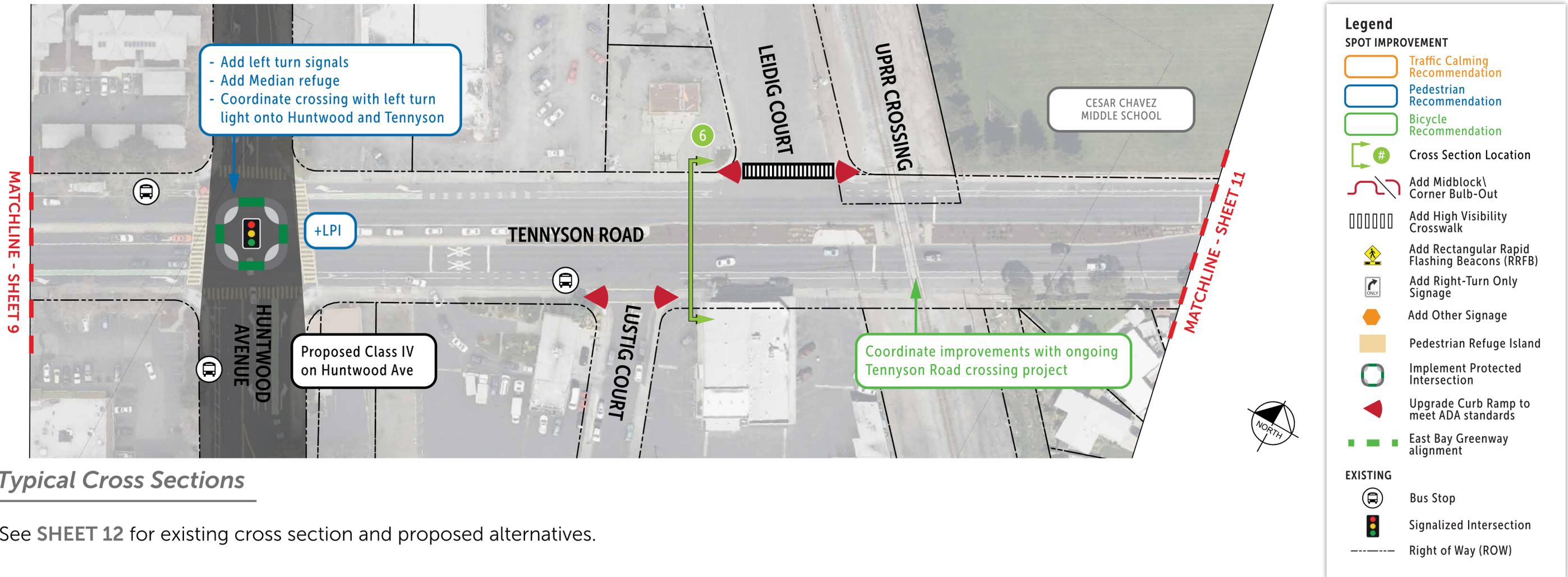
See SHEET 12 for existing cross section and proposed alternatives.





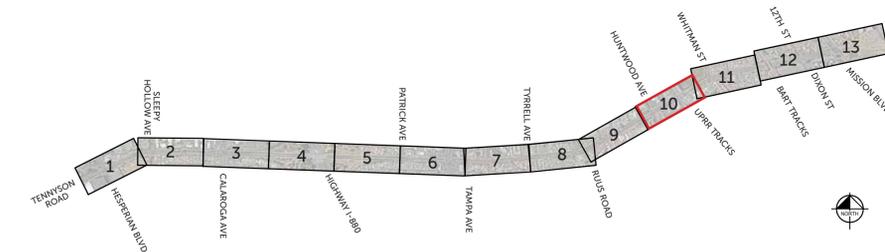
### Segment 4 — Ruus Road to Whitman Street

SHEET 14



### Typical Cross Sections

See SHEET 12 for existing cross section and proposed alternatives.





### 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

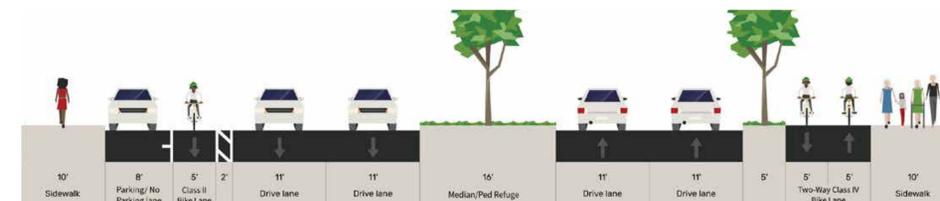
Replace Parking Lane on south side of road with a flex post-protected two-way Class IV cycle track



#### HIGH INVESTMENT OPTION

Striped Buffer + Raised Separated Bikeways

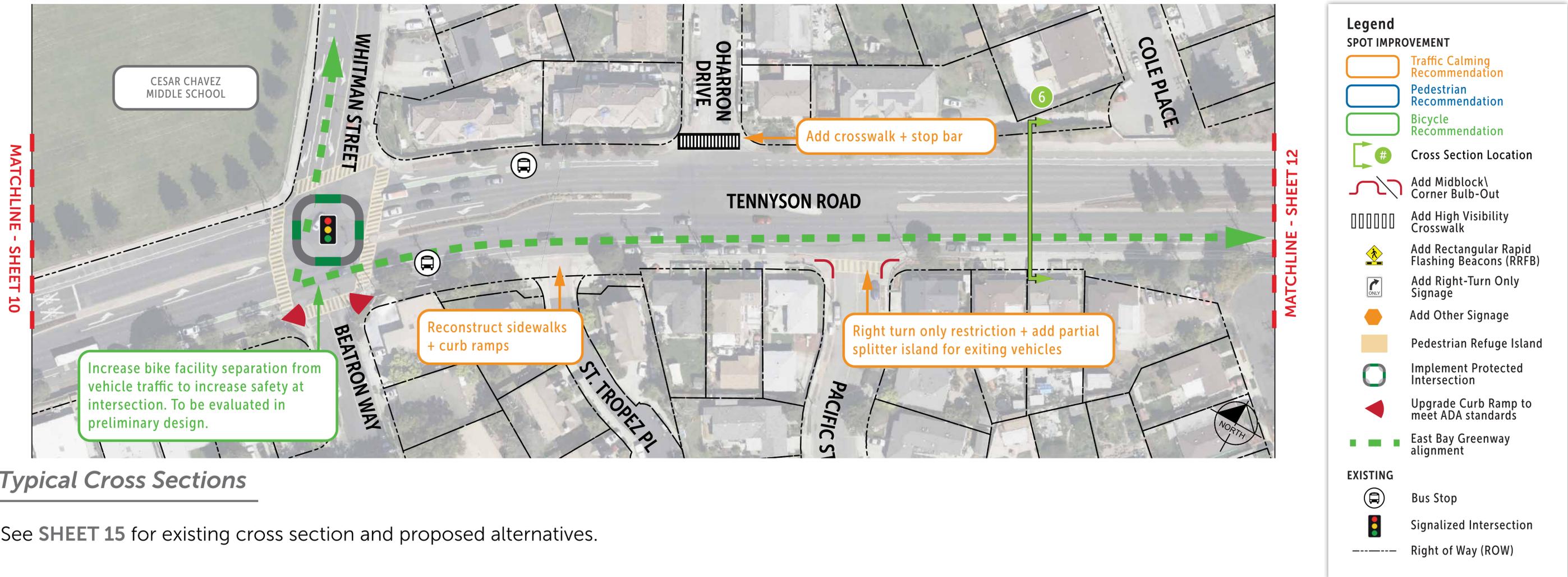
Narrow median + replace Parking Lane on south side of road with a curb-height two-way Class IV cycle track





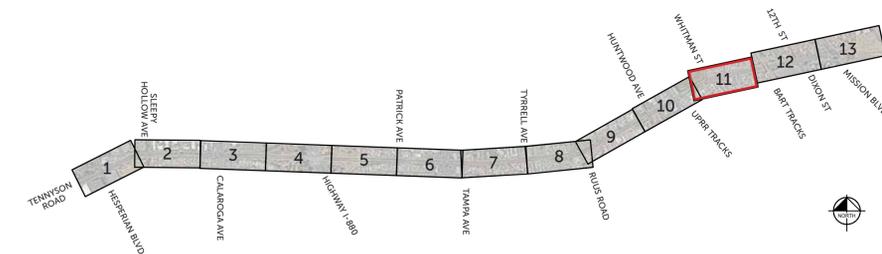
### Segment 5 – Whitman Street to 12th Street/Dixon Street

SHEET 16



### Typical Cross Sections

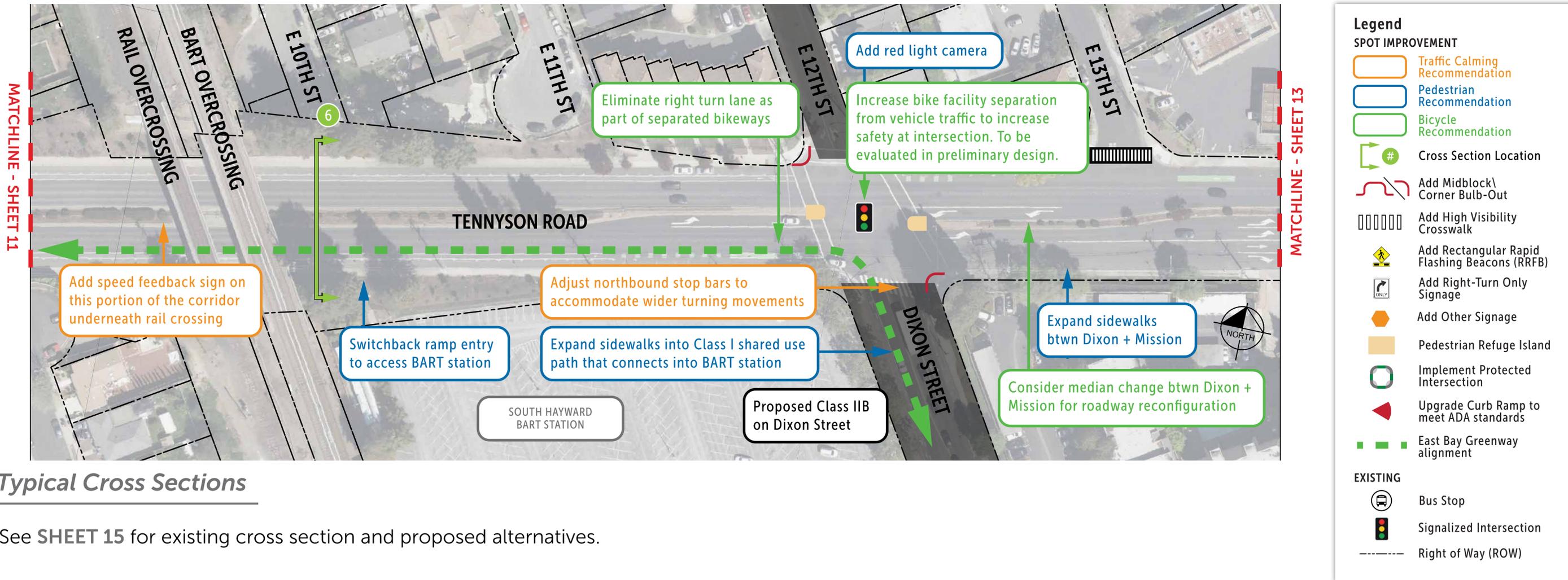
See SHEET 15 for existing cross section and proposed alternatives.





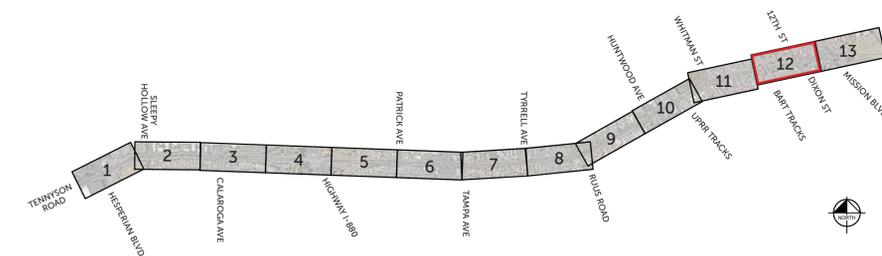
### Segment 5 – Whitman Street to 12th Street/Dixon Street

SHEET 17



### Typical Cross Sections

See SHEET 15 for existing cross section and proposed alternatives.





### 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.

#### 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



#### 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 Separated Bikeways

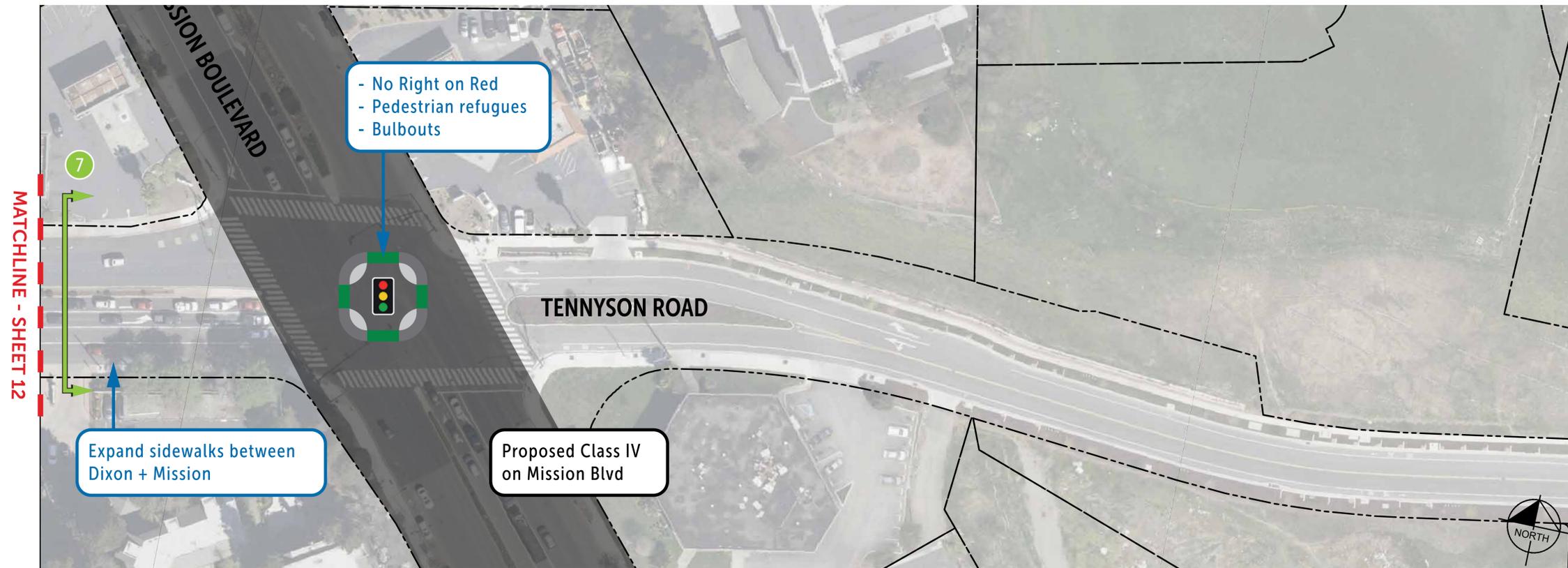
Replace Parking Lanes on both sides of the road to upgrade bike lanes to Class IV curb-protected bike lanes





### Segment 6 – 12th Street/Dixon Street to Mission Boulevard

SHEET 19



**Legend**

**SPOT IMPROVEMENT**

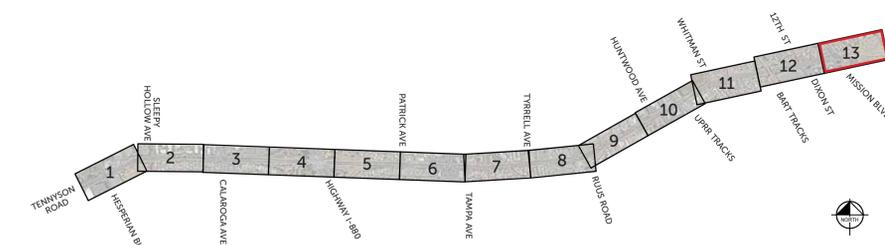
- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock/Corner Bulb-Out
- Add High Visibility Crosswalk
- Add Rectangular Rapid Flashing Beacons (RRFB)
- Add Right-Turn Only Signage
- Add Other Signage
- Pedestrian Refuge Island
-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

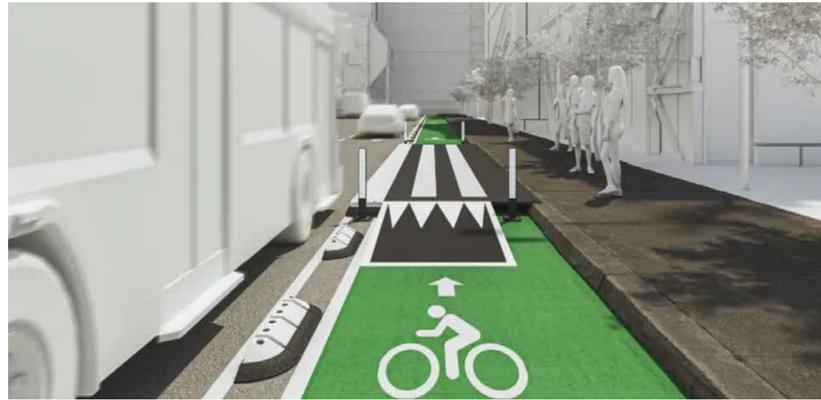
See SHEET 18 for existing cross section and proposed alternatives.





### 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.