

Council Infrastructure & Airport Committee Meeting

Presentations

FEBRUARY 25, 2026

Draft Speed Management Plan



February 25, 2026

Agenda

- Recap on Target Speeds
- Speed Reduction Corridors
- Countermeasures Toolbox
- Actions to Institutionalize Speed Management
- Recommendation, Feedback, and Questions



City of Hayward Commitment



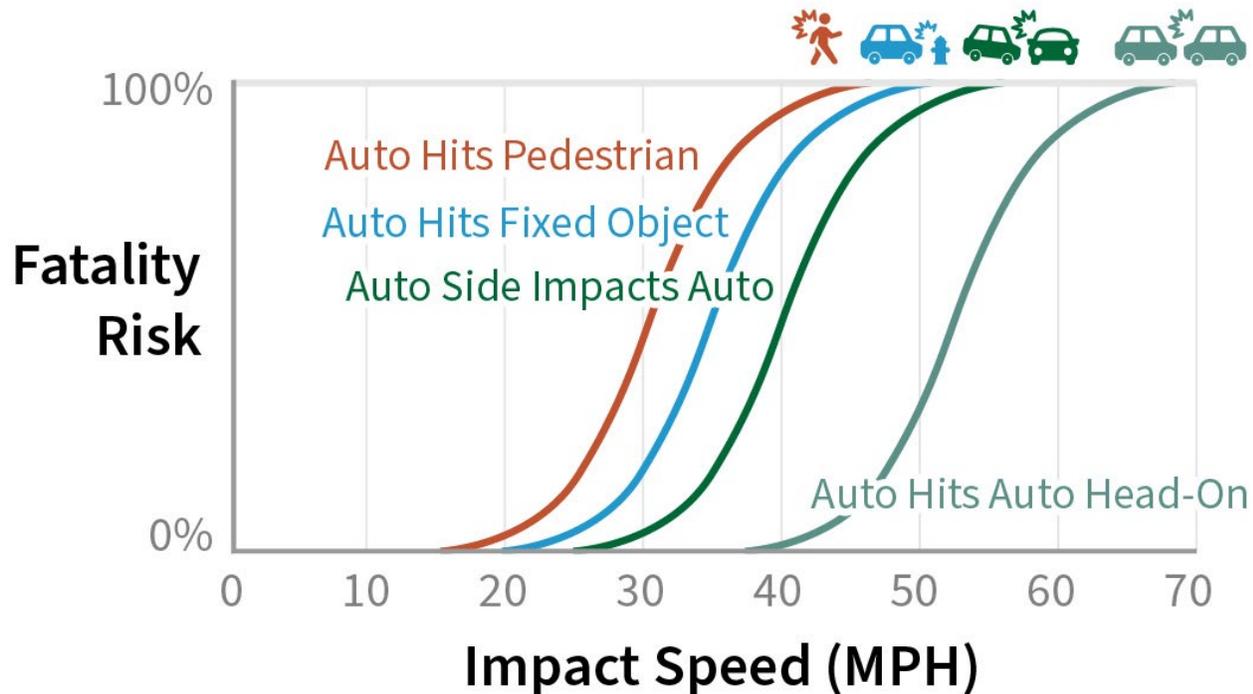
Vision Zero Policy (June 2023)

City shall plan and design its transportation system with the goal of **eliminating fatalities and serious injuries** among all system users **by 2050**.

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

Vision Zero will be implemented in **an equitable manner**, accounting for historic inequities in transportation and safety investments across the Hayward Community.

Speed management is foundational for enhancing safety



Source: FHWA

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

The Plan consists of 4 steps to support effective speed management citywide

Step 1

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

Step 2

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

Step 3

Develop implementation plan for **priority projects**

Step 4

Identify opportunities to **institutionalize** safe speeds

Recap on Street Types and Target Speeds

Connector Streets | 35 mph target speed

Mostly within industrial areas, such as Industrial Parkway and Whipple Road

Core Streets | 30 mph target speed

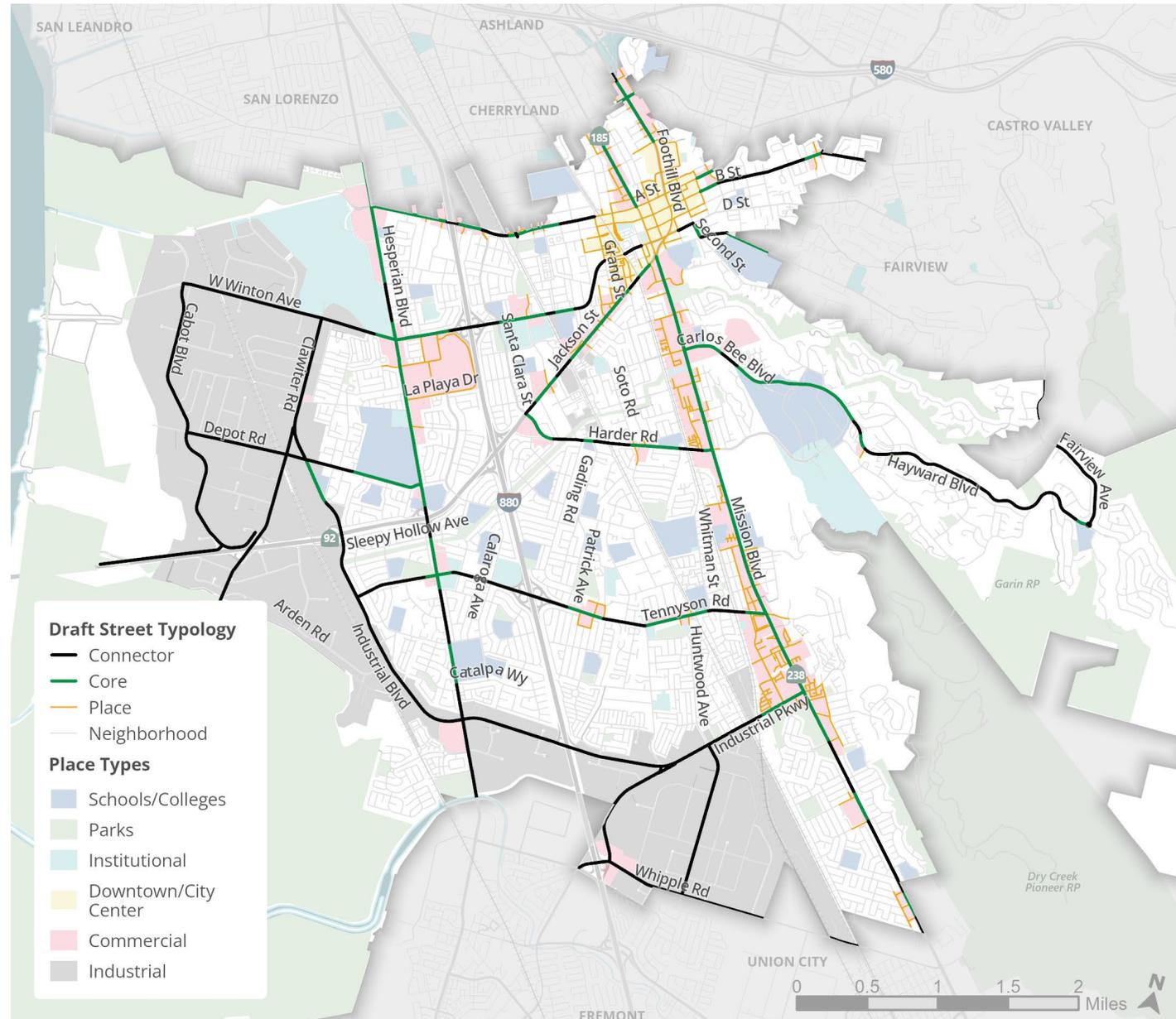
Largely along key commercial areas, including Mission Boulevard, Jackson Street, and A Street

Place Streets | 20 mph target speed

Typically within Downtown and along Mission Boulevard

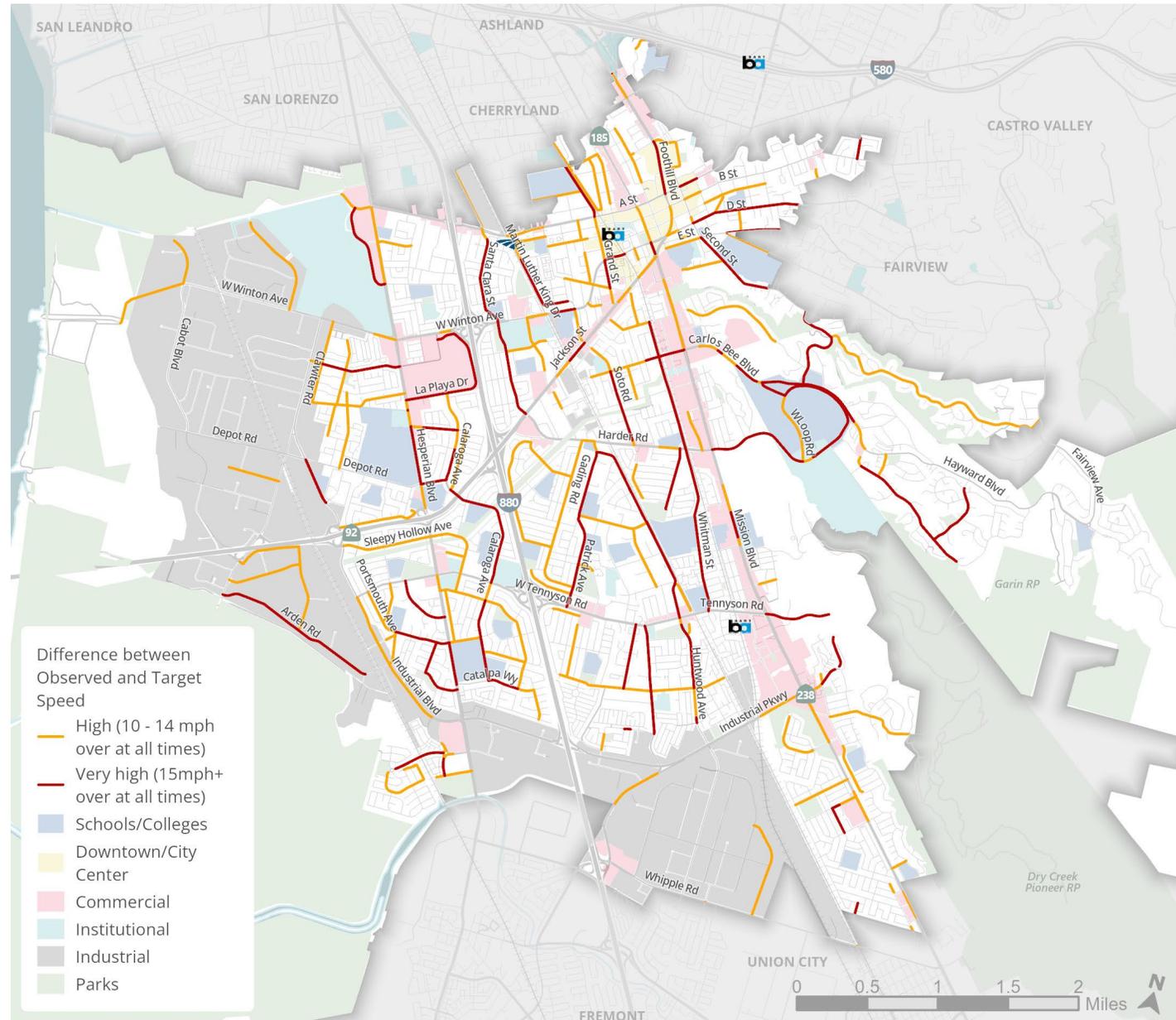
Neighborhood Streets | 15 mph target

Include most of the City's local streets



Speed Reduction Corridors are streets where actual speeds exceed target speeds by over 10mph

- These corridors exist in **all areas of the city**
- High speed discrepancy is most common on **Core and Neighborhood street types**
- Speed discrepancy is most **concentrated on local north-south segments** between Hesperian Blvd and Mission Blvd



Priority Speed Reduction Corridors are based on 2 key factors



High Speed Discrepancy

Where observed speeds exceed target speeds by over 10mph throughout the day

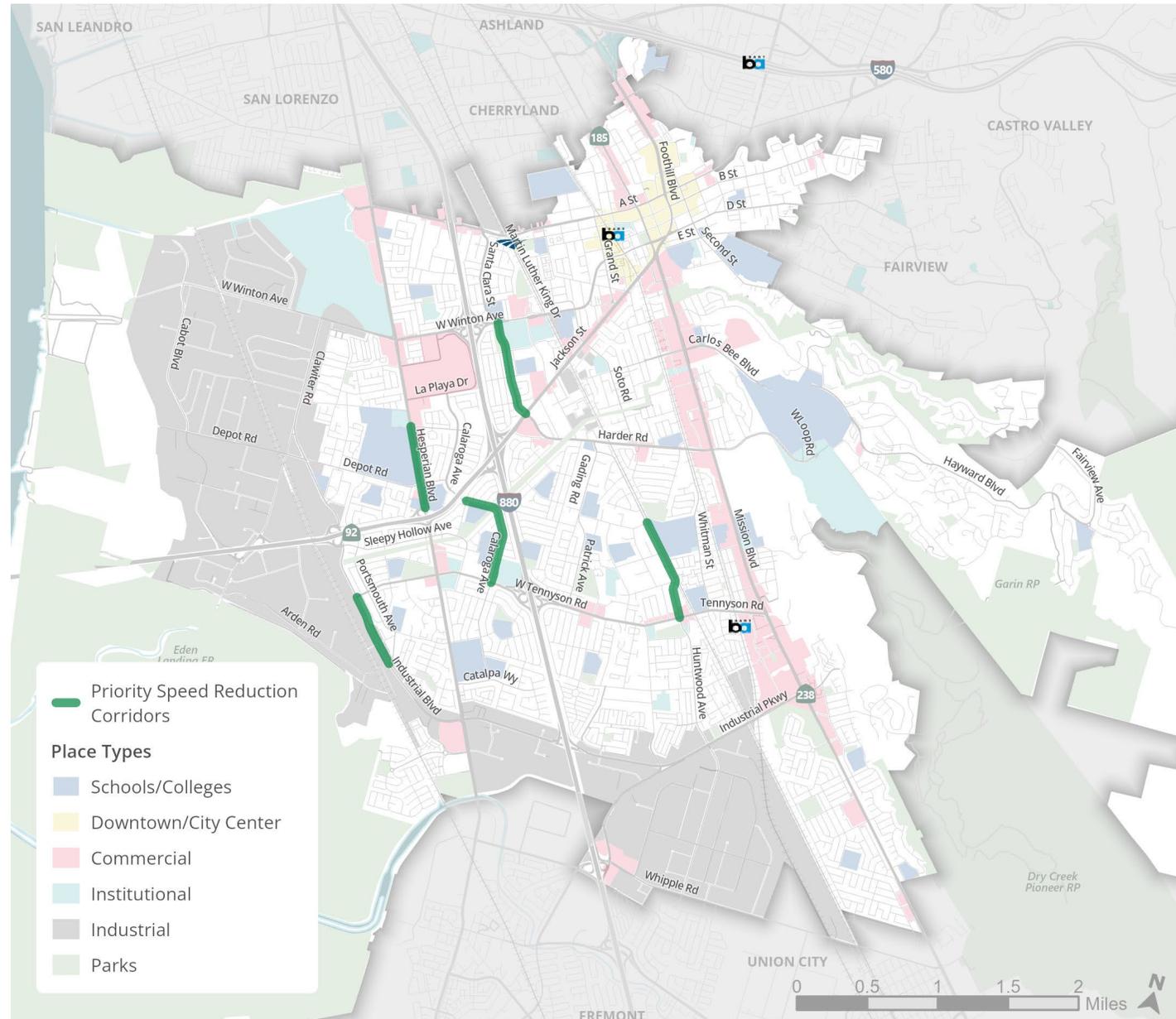


Priorities from the LRSP

- Streets on the High Injury Network
- Streets along Priority Population Zones
- Streets along Schools

Priority Speed Reduction Corridor Locations

- 1. Hesperian Blvd**
between SR-92 ramp and Turner Ct
- 2. Santa Clara St**
between Winton Ave to W Jackson St
- 3. Huntwood Ave**
between Shafer Rd to W Tennyson Rd
- 4. Calaroga Ave**
between Peterman Ave to W Tennyson Rd
- 5. Industrial Blvd**
between W Tennyson Rd to Baumberg Ave



The SMP includes a Toolbox of Speed Management Treatments

Intersection Treatments

- To manage speeds on the approach to an intersection and while turning
- Include measures related to:
 - Intersection control
 - Traffic signal operations
 - Intersection geometry
 - Pavement markings

Street Segment Treatments

- To reduce speeds along segments
- Include measures related to:
 - Physically narrowing travel lanes
 - Visually narrowing travel lanes
 - Creating horizontal or vertical deflection
 - Pavement markings
 - Ordinance or enforcement

Sample Intersection Treatment

Controls and Markings

Traffic Circle



Centerline Hardening



Traffic Signal Operations

No right turn on red



Leading Pedestrian Intervals



Geometric Features

Protected Intersections



Raised Intersection



Sample Street Segment Treatments

Lane Narrowing

Road Diet



Creating Deflections

Chicanes



Others

Speed Limit Reduction



Separated bikeway



Speed Humps



Speed Feedback Sign



Calaroga Avenue

Between Peterman Ave and Southgate St

Segment 1 of 2

Corridorwide Strategies



Reduce the speed limit along the corridor to 20 mph in the near term and 15 mph in the the long term



Add high-visibility crosswalks where appropriate



Tighten corner radii and provide bulbouts to slow turning speeds



Install a separated bikeway



Install a raised crosswalk with an RRFB



Straighten crosswalks to reduce crossing distance



Consider quick-build traffic circle in the near-term



Install a raised crosswalk with an RRFB, pending discussion with school



Alternatively, consider speed humps between Homestead Ln and Thornwall Ln



Evaluate a raised crosswalk with RRFB and advanced warning signs to provide a safe trail crossing



Straighten crosswalks to reduce crossing distance



Install a traffic circle to reduce speeds and remove turning conflicts

Peterman Ave

Linfield Ave

Homestead Ln

Thornwall Ln

Skokie Ln

Southgate St

Southgate Elementary School

Eden Greenway

200 ft



The SMP includes six categories of City actions to institutionalize speed management



**Training &
Education**



**Stakeholder
Collaboration**



**Policies &
Procedures**



Enforcement



**Evaluation &
Prioritization**



Monitoring

Sample Actions include



Safety Demonstration Projects
Lead: Public Works



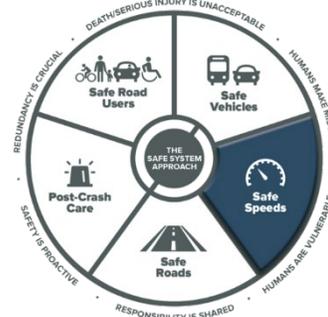
Safety Task Force
Lead: Public Works



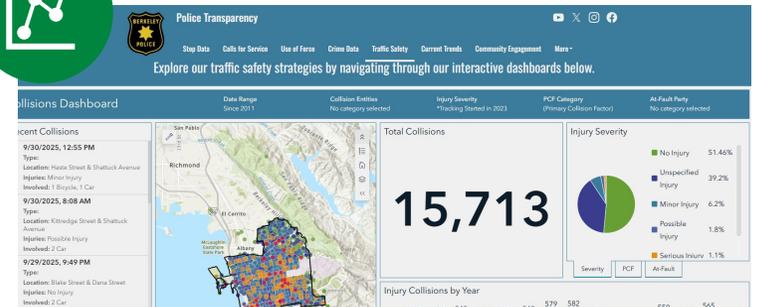
Safety-Optimized Signal Timing
Lead: Public Works



Automated Enforcement
Lead: Public Works



Project Evaluation Framework
Lead: Public Works



Speed & Collision Data Collection & Reporting
Lead: Public Works

Recommendation

For the Council Infrastructure & Airport Committee to provide feedback and recommend the Draft Final Speed Management Plan for Adoption by City Council

Questions and Feedback





Council Infrastructure & Airport Committee

Public Safety Center Site Assessment and Conceptual Design Project Update

February 25, 2026

Project Background

1975	Hayward Police Department Facility constructed 41,000 SF on a 4.02-acre parcel
June 2014	Voters approved Measure C
November 2024	Voters approved Measure K-1
April 2025	Contract with LPA for site assessment and conceptual design

Project Background



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Project Background



Project Background



Project Background



Project Background



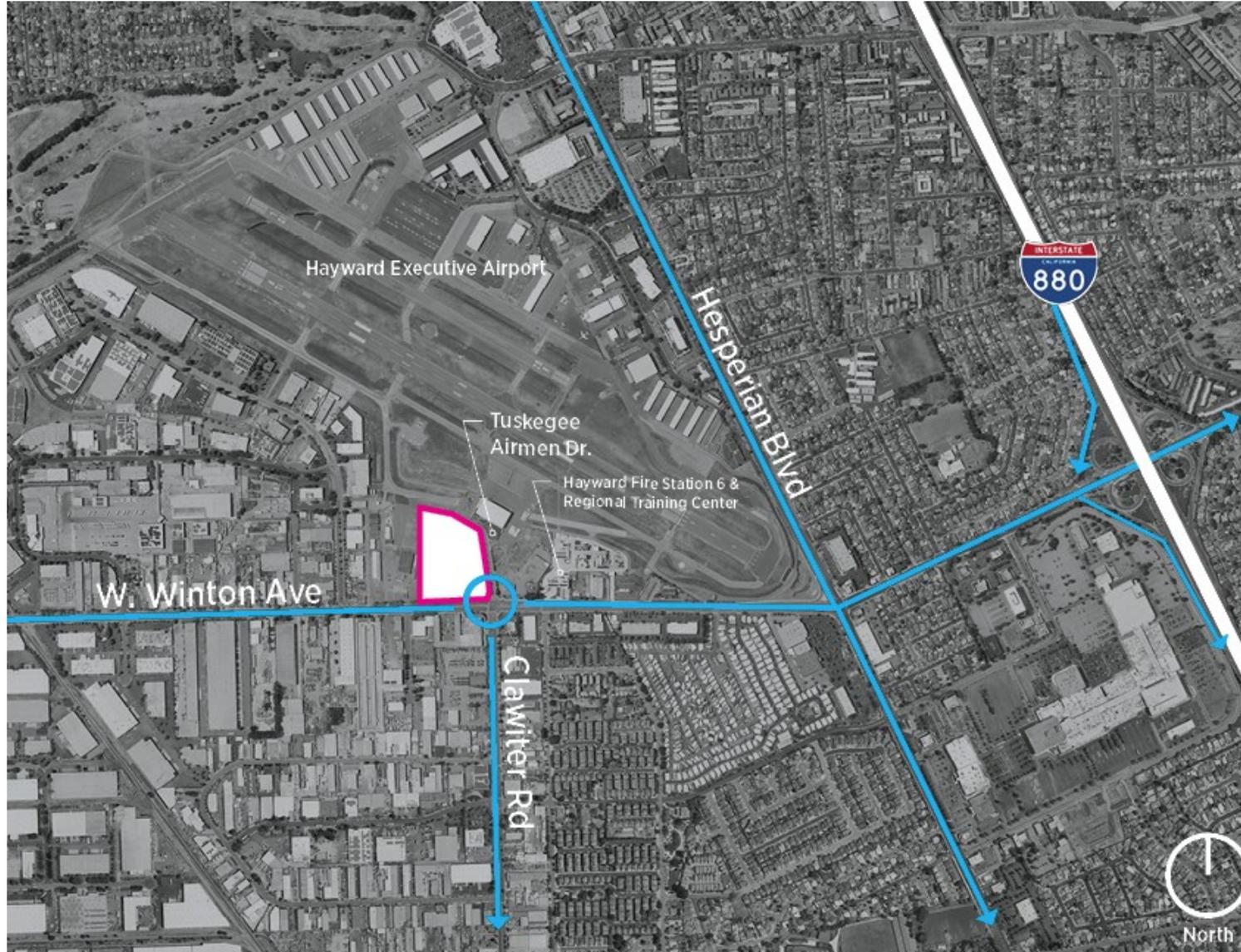
Programming & Space Needs

- Anticipated Growth through 2050
 - 91,000 gsf essential services building (public space, space for admin & all PD divisions, crime lab, dispatch, jail, and shared staff areas)
 - 30,000 gsf non-essential services building (K9 training, special response unit, property & evidence, indoor range)
 - 29,000 gsf animal services building
 - 100-yard outdoor range
 - Tactical Simulation Building
 - Parking

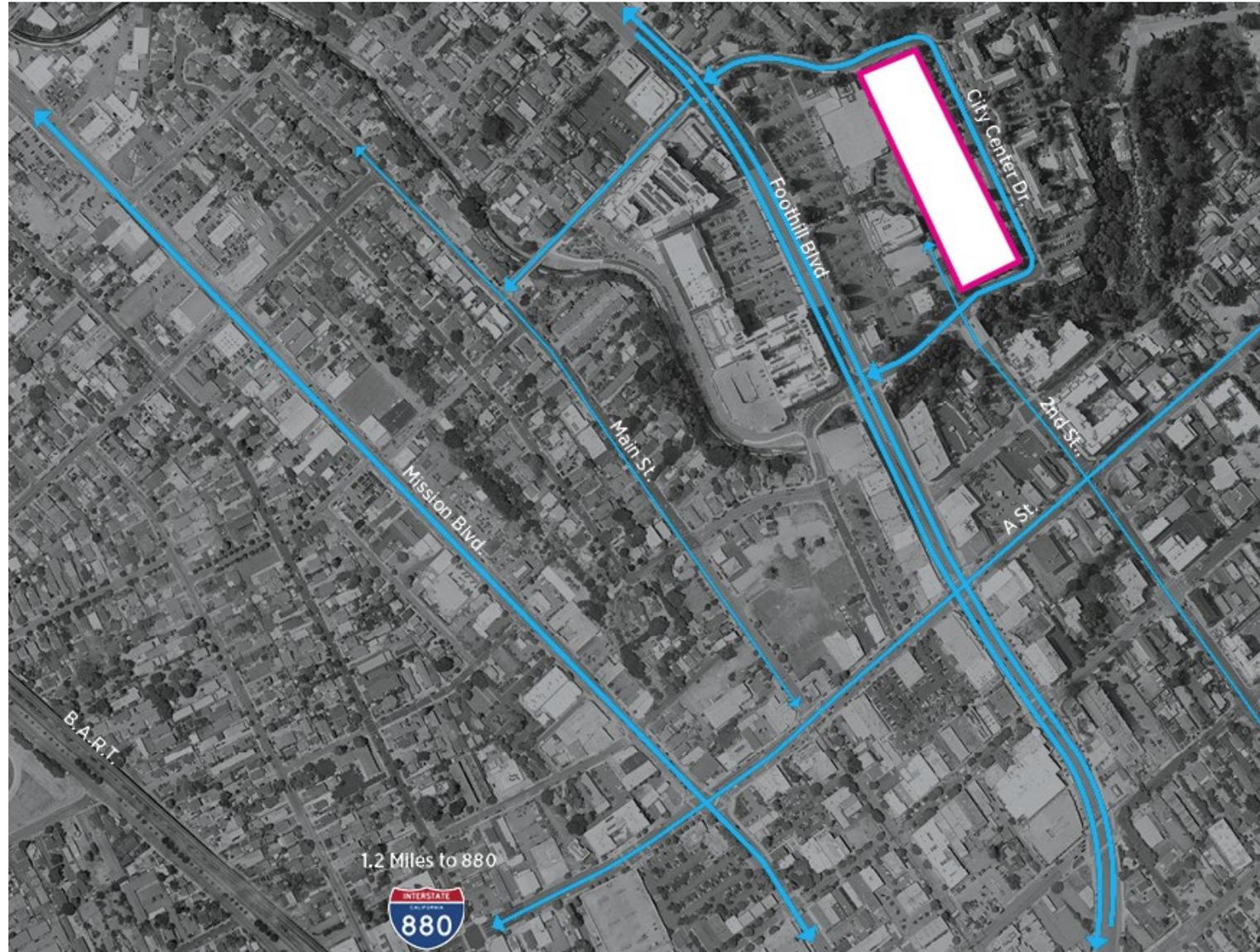
Site Analysis



Site Analysis – Option A



Site Analysis- Option B



Cost Estimate

	CANG Site	City Center Site
Buildings & Parking Structure	\$212M	\$242M
Site Development (demo, hardscape, landscape, utilities)	\$53M	\$30M***
Soft Cost	\$72M	\$80M
Project Total	\$337M	\$352M

***City Center Site does not include the Outdoor Range and Tactical Simulation Building

Cost Estimate - Prioritization to Reduce Cost

Animal Services – To remain where it is; future phase or alternate site

Public Spaces - Reduced public lobby space and removed one of the community meeting rooms

Workstations – Reduced spaces where functionality maintained

Firearms Training – Reduced indoor firearms range from 50-yd to 25-yd. 100-yd outdoor range is included at the CANG site with a four lane 50-yd outdoor range planned for a future phase

Tactical Simulation Building - Deferred to future phase

Property & Evidence – Reduced number of workstations, drying cabinets, and evidence lockers

K-9 Training - Deferred to future phase

Special Response Unit – No dedicated briefing room

Jail – Reduced storage space, kitchen size, and number of cells from 49 people to 35 people

Communications Center – Reduced size of the break room and dispatch consoles from 16 to 14

Vehicle Exam – Reduced exam bay from 2 to 1

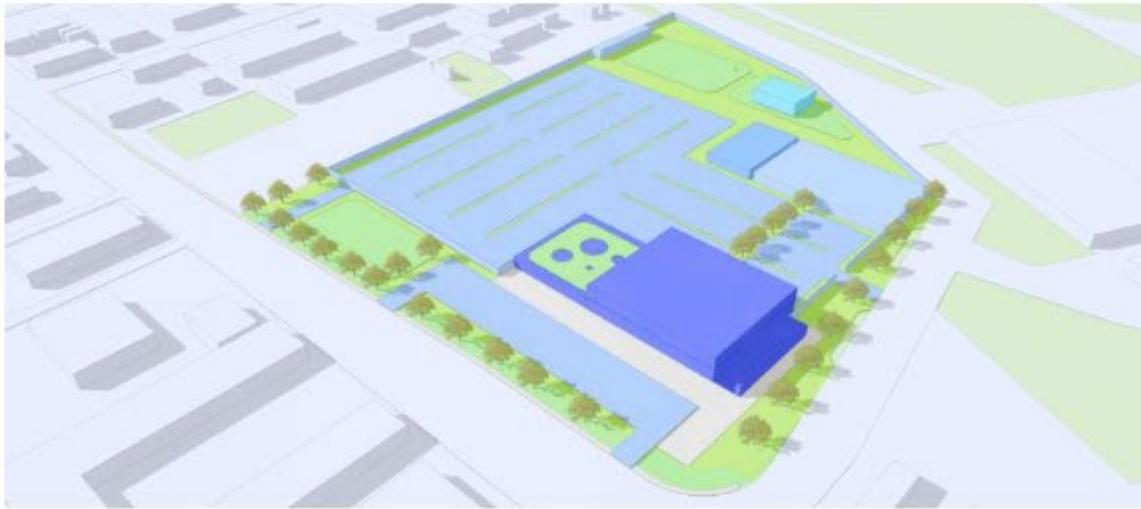
Youth & Family Services Bureau - No overflow counseling rooms, waiting room, dedicated breakroom

Cost Estimate - Prioritization to Reduce Cost

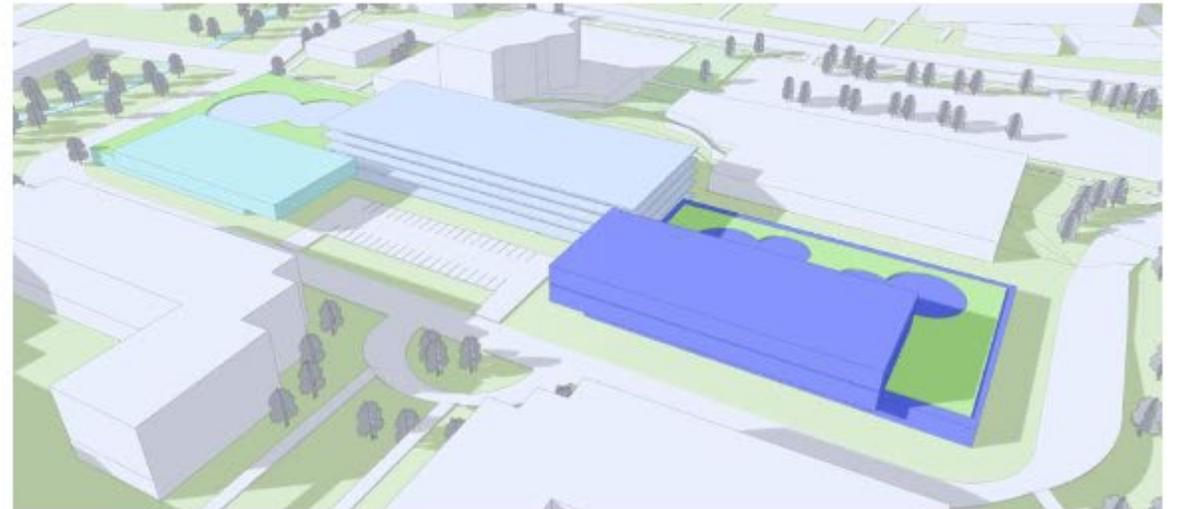
ORIGINAL PROGRAMMING		
	CANG Site	City Center Site
Buildings & Parking Structure	\$212M	\$242M
Site Development (demo, hardscape, landscape, utilities)	\$53M	\$30M
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PRIORITIZED PROGRAMMING		
Project Total	\$247M	\$259M

Massing Study

Recommended Option



Site:	CANG Site
Site Size:	9.87 acres
Cost:	\$246,652,888
Phases:	2 w/Future Option for Animal Services
Bldg Size:	98,712 gsf



Site:	City Center Site
Site Size:	5.79 acres
Cost:	\$259,253,787
Phases:	1 w/Future Option for Animal Services
Bldg Size:	98,712 gsf + Parking Garage

Delivery Methods

Approach for designing and constructing a project

Design–Bid–Build (DBB): Traditional method where design is completed first, then competitively bid and awarded to a contractor. Offers clear roles and strong pricing competition but can lead to longer schedules and limited collaboration. Results in a facility as initially specified.

Alternative Delivery Methods:

Design–Build (DB): One contract covers both design and construction. Allows overlapping phases, faster delivery, and earlier cost certainty potentially less cost; however requires clearly defined performance requirements upfront.

Progressive Design–Build (PDB): A qualifications-based form of DB where scope and pricing are developed collaboratively during early design. Emphasizes transparency, flexibility, and shared risk.

Construction Manager at Risk (CMAR): A construction manager joins during design for input and later becomes the general contractor with a guaranteed maximum price. Encourages early collaboration and cost control.

Public–Private Partnership (P3): A public agency partners with a private entity to design, build, finance, and possibly operate/maintain a facility. Risks are allocated strategically, leveraging private-sector expertise and funding with risks allocated to the party best able to manage them and performance guarantees provided by the development partner.

Questions and Discussions