

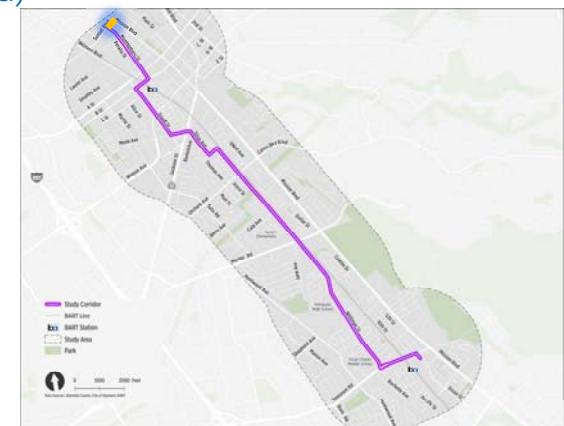
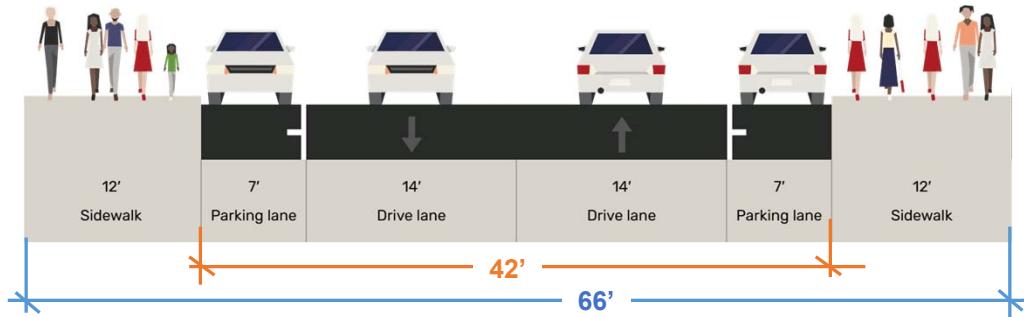
Attachment III: Project Concepts - Sections



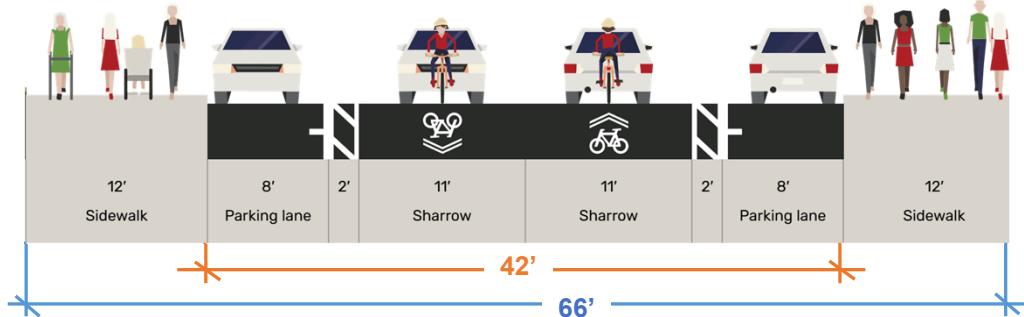
Sunset Boulevard

from Mission Blvd to Montgomery St (looking eastbound)

Existing



Project Concept



Bicycle Boulevard + Traffic Calming

- Reduces vehicle travel lane width
- Maintains on-street parking
- Places speed humps every 250 – 300' &

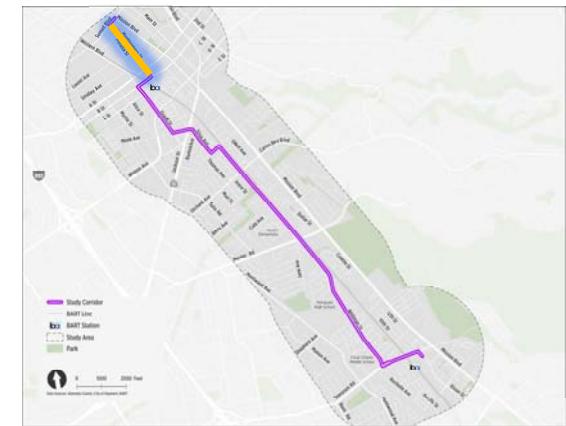
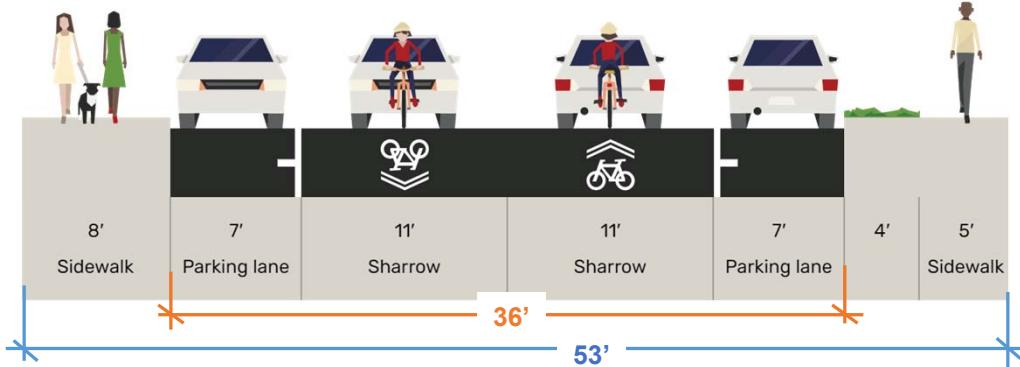
Employ additional traffic calming treatments to keep vehicle volumes low and reduce vehicle speeds to 20 MPH

East Bay Greenway Multimodal Project Hayward Segment

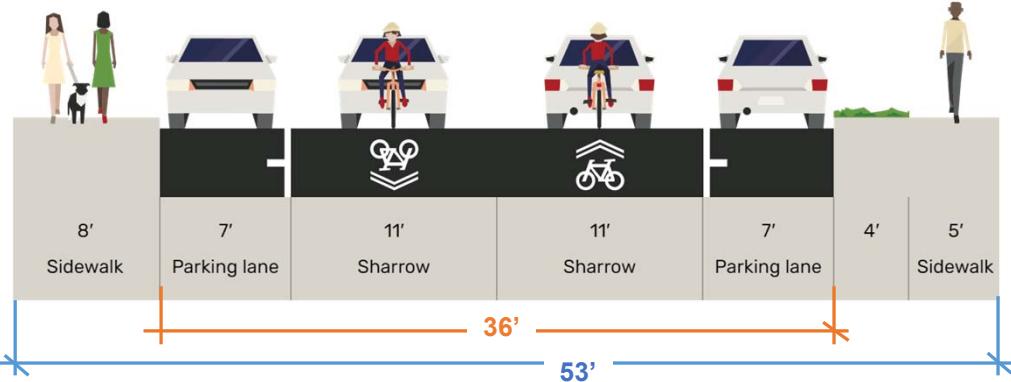
Montgomery Avenue

from Sunset Blvd to B St (looking northbound)

Existing



Project Concept



Bicycle Boulevard + Traffic Calming

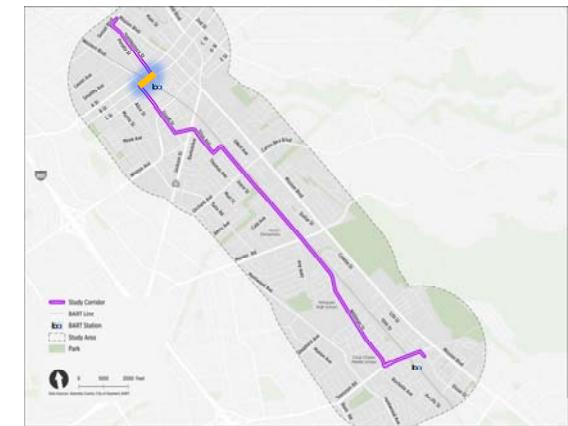
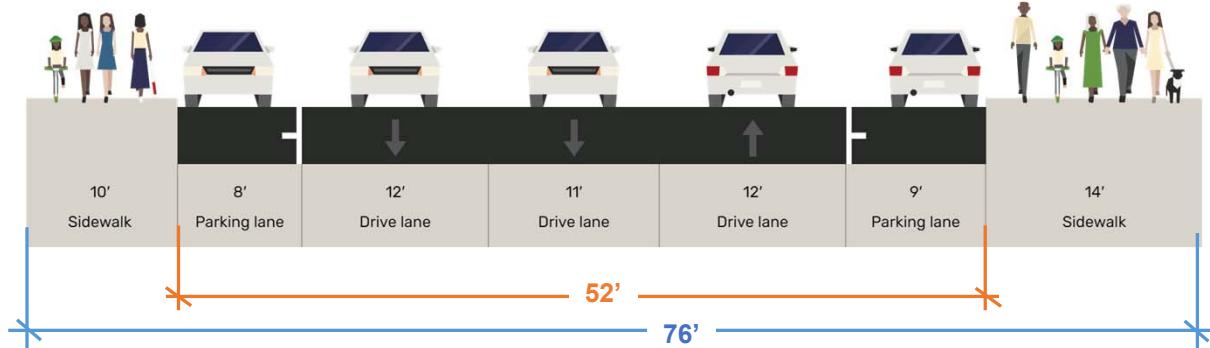
- Maintains on-street parking
- Maintains existing cross section
- Places speed humps every 250 – 300' &
Employ additional traffic calming treatments recommended to keep vehicle volumes low and reduce vehicle speeds to 20 MPH

East Bay Greenway Multimodal Project Hayward Segment

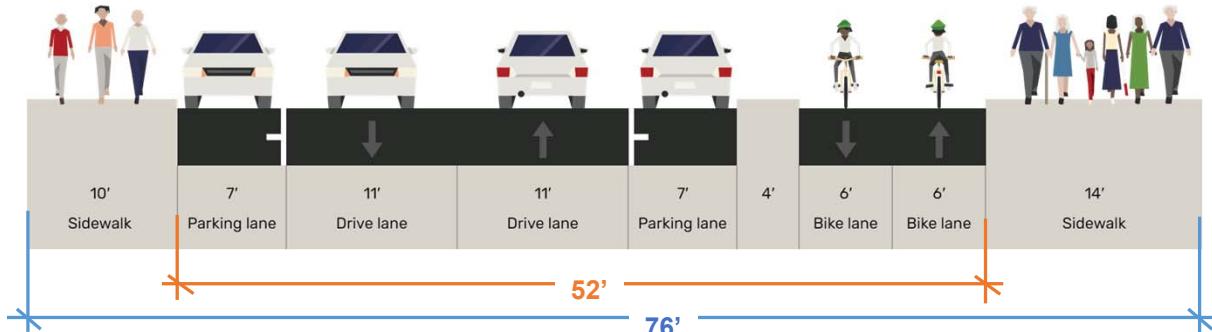
B Street

from Montgomery Ave to Grand St (looking eastbound)

Existing



Project Concept



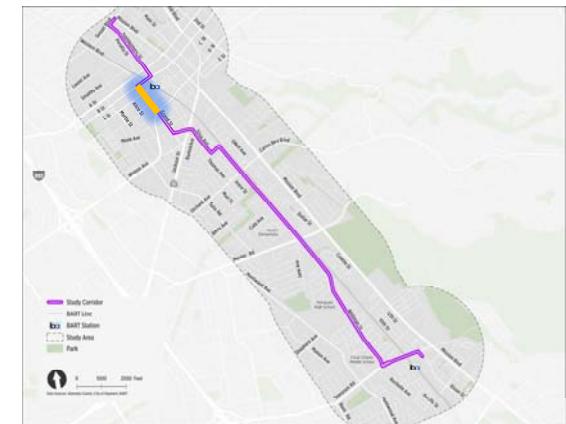
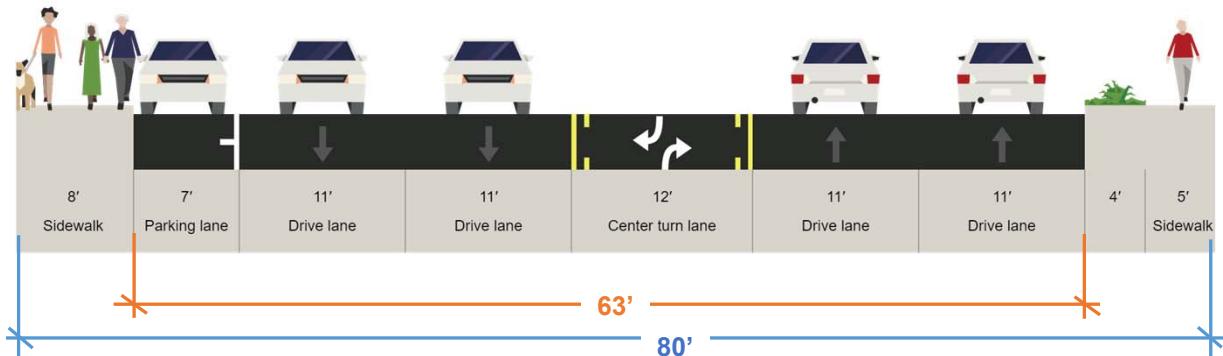
Two-Way Class IV Bikeway

- Employs road diet from 3 lanes to 2
- Maintains on-street parking
- Introduces two-way Class IV bikeway on south side, next to BART station

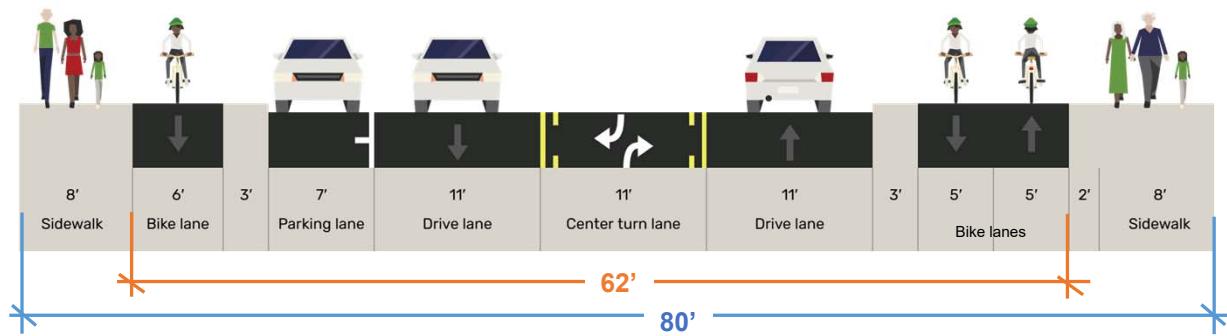
Grand Street

from B St to D St (looking northbound)

Existing



Project Concept



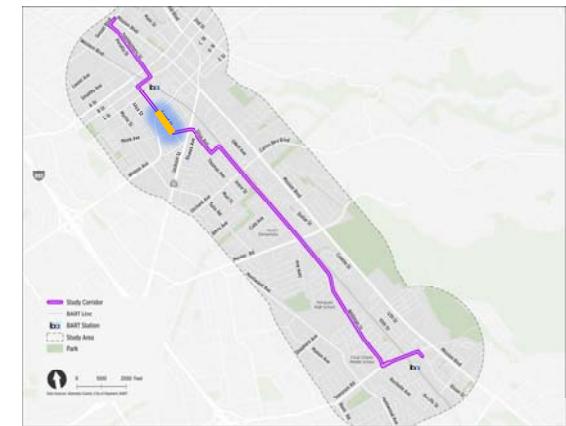
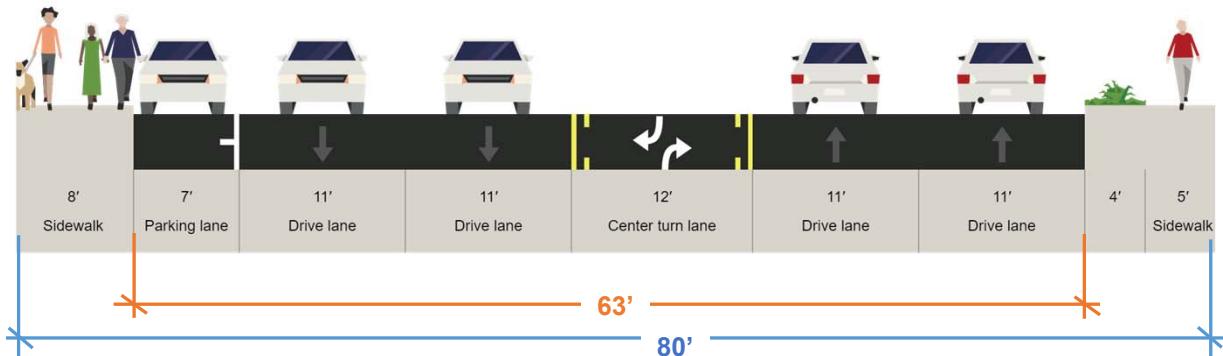
East Bay Greenway Multimodal Project Hayward Segment

Two-Way + One-Way Class IV Bikeway

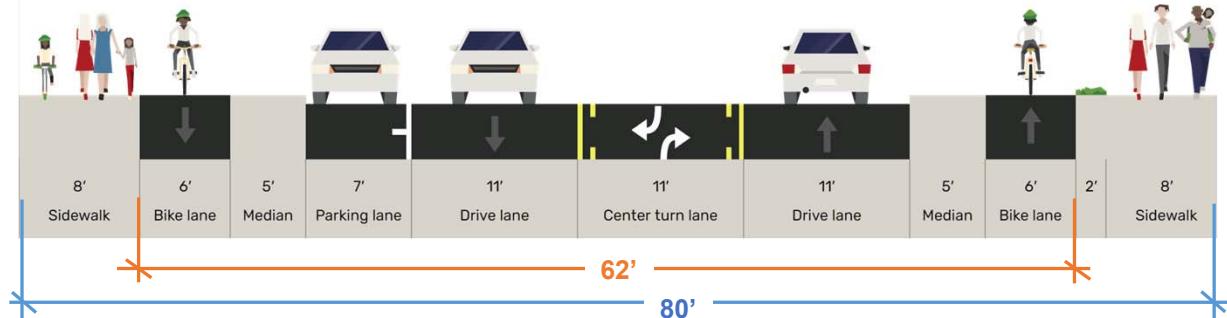
- Employs road diet from 5 lanes to 3
- Maintains on-street parking
- Introduces two-way Class IV on east side near BART (changed from one-way Class IV per BART's and ATWG's requests)
&
One-way Class IV on west side (retained previously recommended, per ATWG's request)

Grand Street from D St to Meek Ave (looking northbound)

Existing



Project Concept



One-Way Class IV Bikeway

- Employs road diet from 5 lanes to 3
- Maintains on-street parking
- Introduces one-way Class IV on both sides

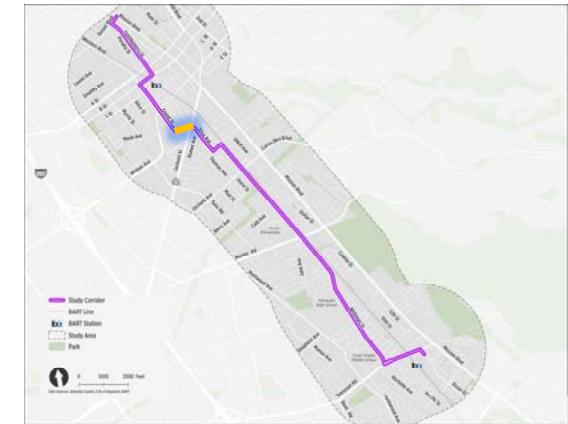
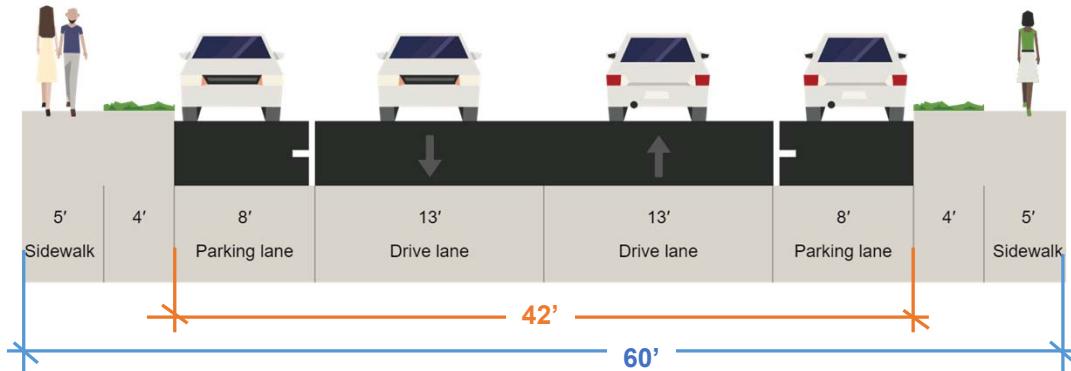
East Bay Greenway Multimodal Project Hayward Segment



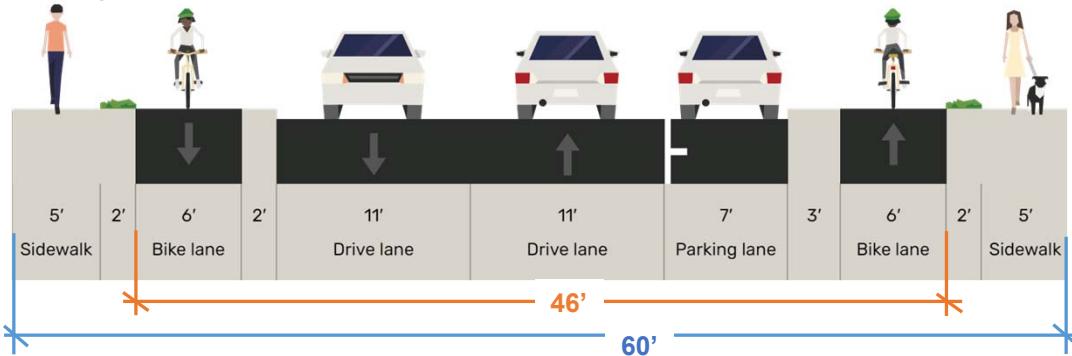
Meek Avenue

from Grand St to Silva Ave (looking westbound)

Existing



Project Concept



One-Way Class IV Bikeway

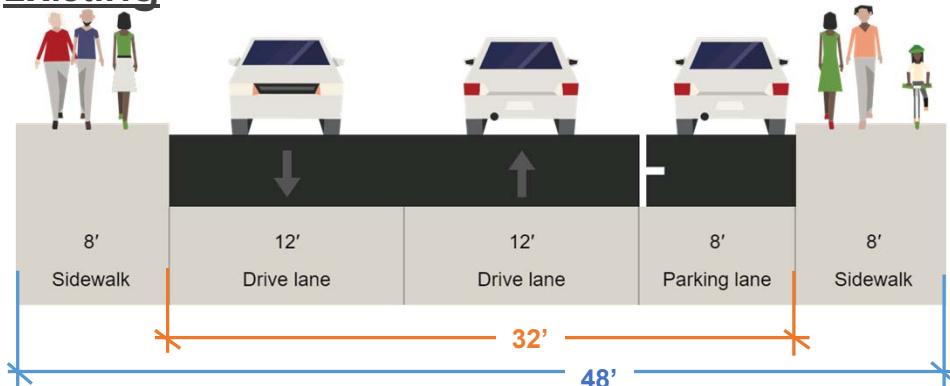
- Removes on-street parking on west side (68% utilization) (~11 spaces)
- Introduces one-way Class IV on both sides

East Bay Greenway Multimodal Project Hayward Segment

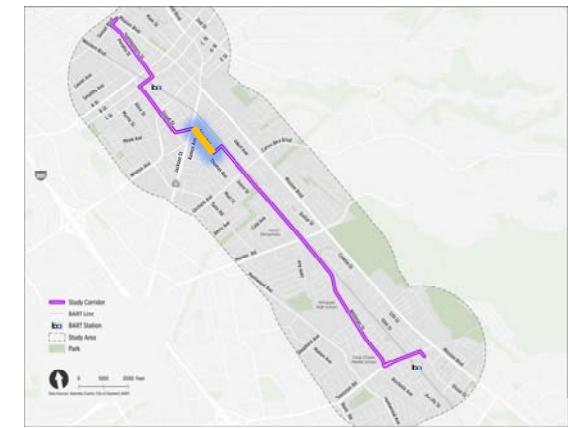
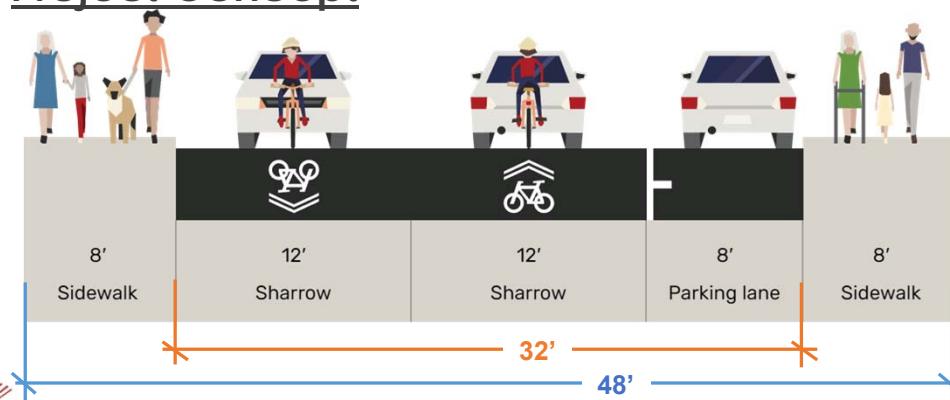
Silva Avenue

from Jackson St to Sycamore Ave (looking northbound)

Existing



Project Concept



Bike Boulevard + Traffic Calming

- Maintains on-street parking
- Places speed humps every 250 – 300 feet

&

Employs additional traffic calming treatments to keep vehicle volumes low and reduce vehicle speeds to 20 MPH

Notes:

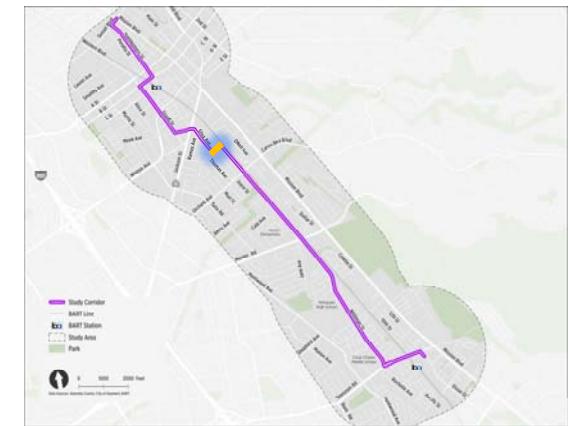
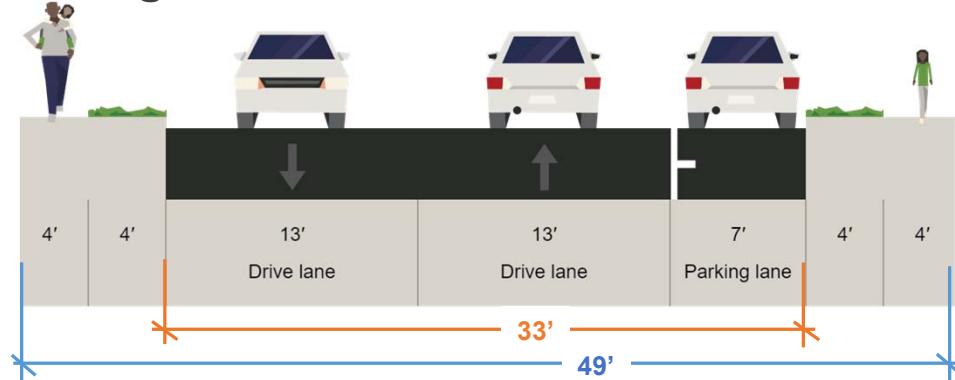
- 1) Previously recommended "pinch point" will not work due to excessive traffic
- 2) Facility will not meet All Ages and Abilities (AAA) Criteria due to traffic volume generated within is over 5,000 vpd vs. 2,000 vpd to meet AAA Criteria

East Bay Greenway Multimodal Project Hayward Segment

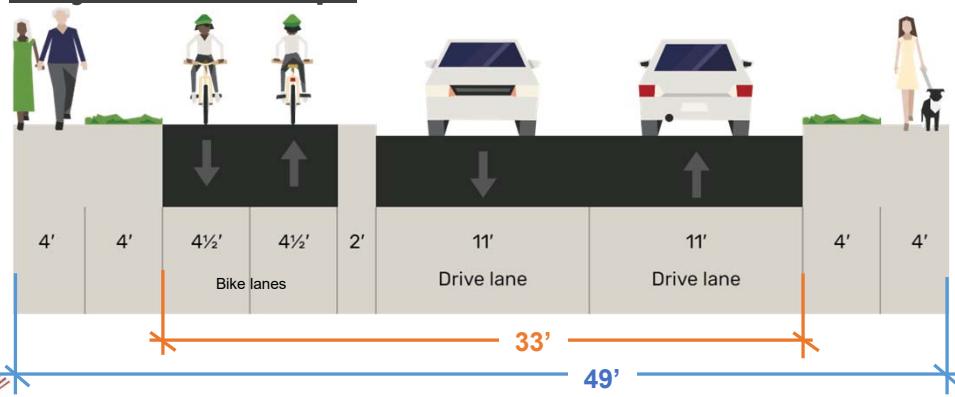
Sycamore Avenue

from Silva Ave to Whitman St (looking eastbound)

Existing



Project Concept



Two-Way Class IV Bikeway

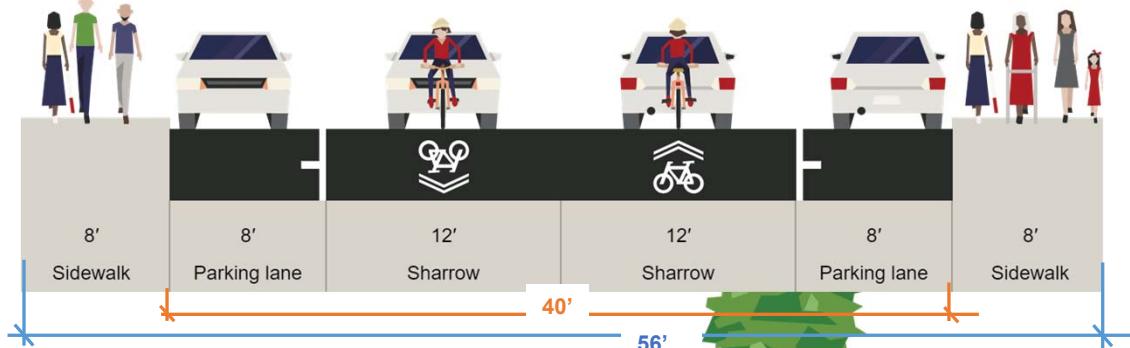
- Removes on-street parking (49% utilization, ~7 spaces)
- Introduces two-way Class IV on north side of street
- Provides continuous two-way Class IV facility around curve to Whitman St

East Bay Greenway Multimodal Project Hayward Segment

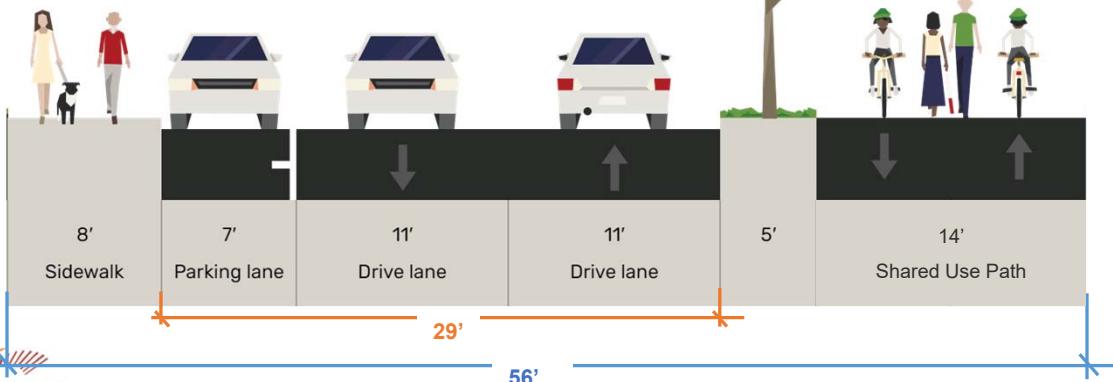
Whitman Street

from Sycamore Ave to Orchard Ave (looking northbound)

Existing



Project Concept



East Bay Greenway Multimodal Project Hayward Segment



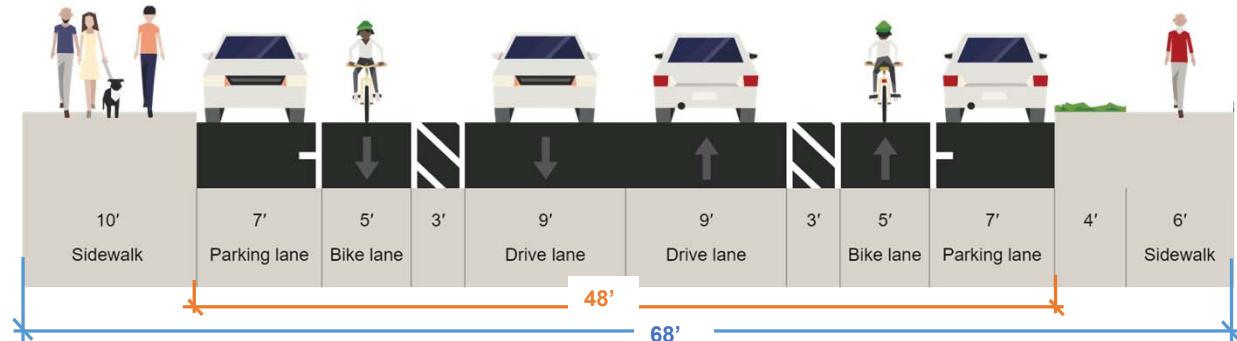
Class I Shared Use Path

- Reduces lane width from 12 to 11 feet (and maintains bus route)
- Removes on-street parking on east side only (49% utilization, ~55 spaces) (changed from previously recommended removal from both sides)
- Introduces Class I shared use path on east side within city R/W, near rail line (fewer bike/ped/driveway conflicts) (per city's request, changed from previously recommended two-way Class IV bikeway & sidewalk)
- Employs traffic calming treatments to reduce vehicle speeds to posted speed limit of 25 MPH
- Provides room for landscaping (city's request)

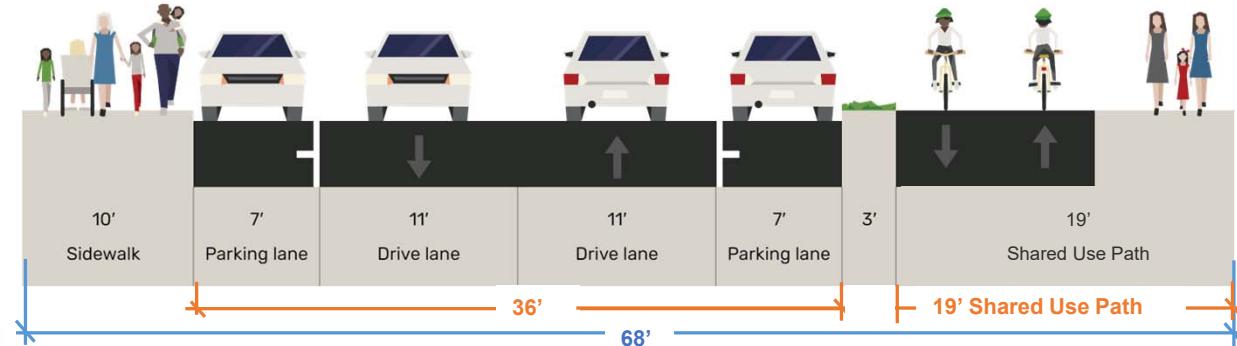
Whitman Street

from Orchard Ave to Berry Ave (looking northbound)

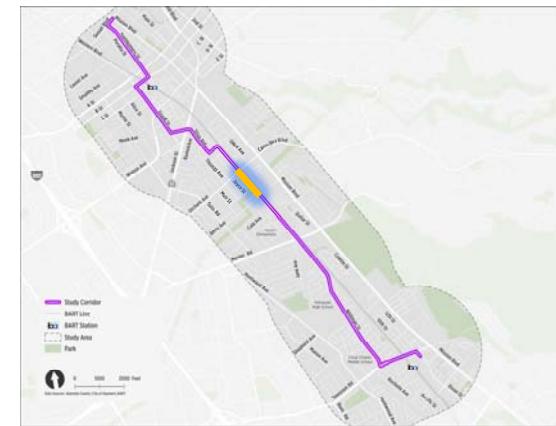
Existing



Project Concept



East Bay Greenway Multimodal Project Hayward Segment



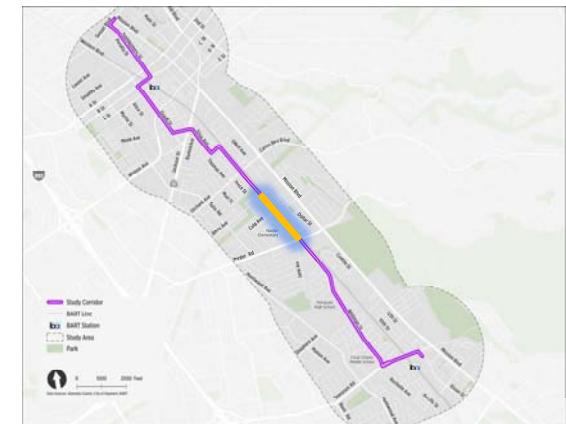
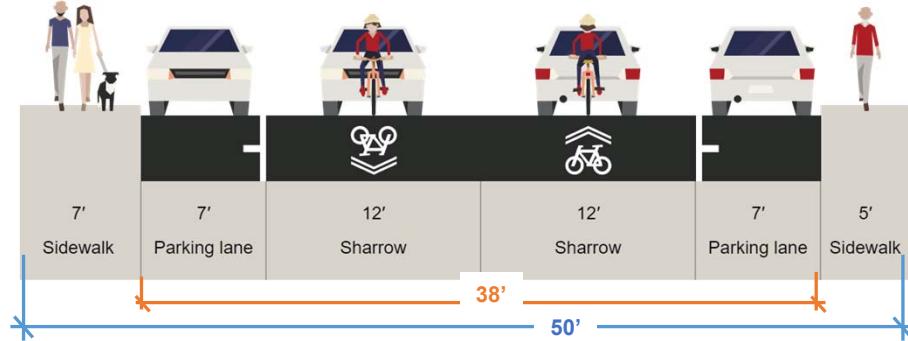
Class I Shared Use Path

- Maintains on-street parking on both sides
- Introduces Class I shared use path on east side within city R/W, near rail line (changed from previously recommended two-way Class IV bikeway & sidewalk)
- Employs traffic calming treatments to reduce vehicle speeds
- Provides room for landscaping

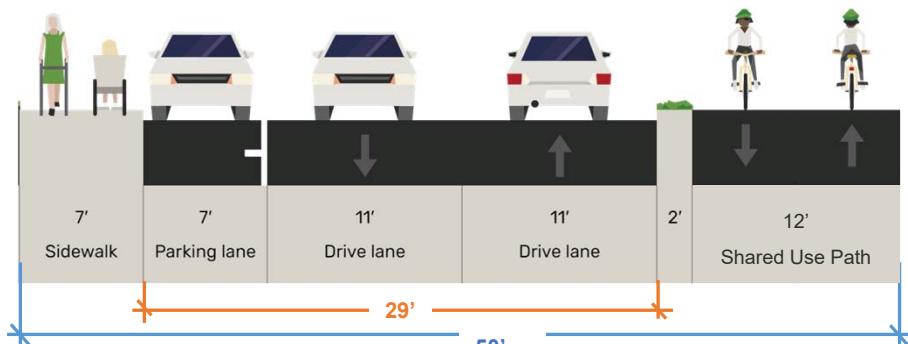
Whitman Street

from Berry Ave to Harder Rd (looking northbound)

Existing



Project Concept



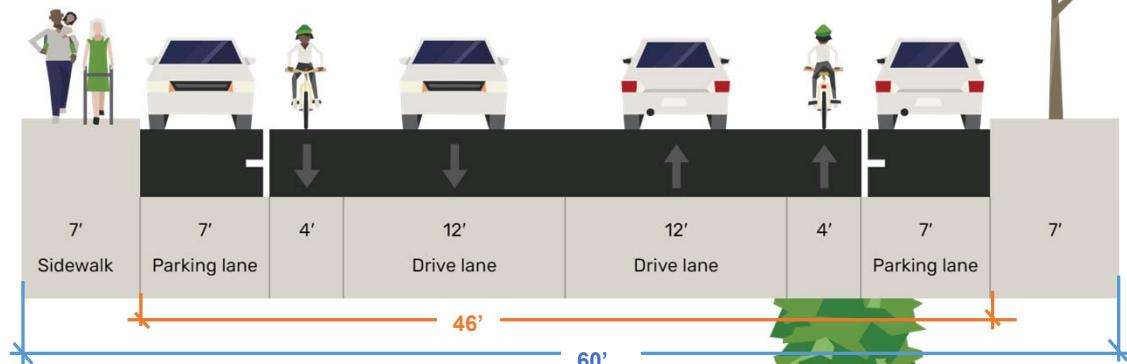
Class I Shared Use Path

- Removes on-street parking on east side only (50% utilization, ~77 spaces)
- Introduces Class I shared use path on east side within city R/W, near rail line (changed from previously recommended two-way Class IV bikeway & separate sidewalk)
- Employs traffic calming treatments to reduce vehicle speeds

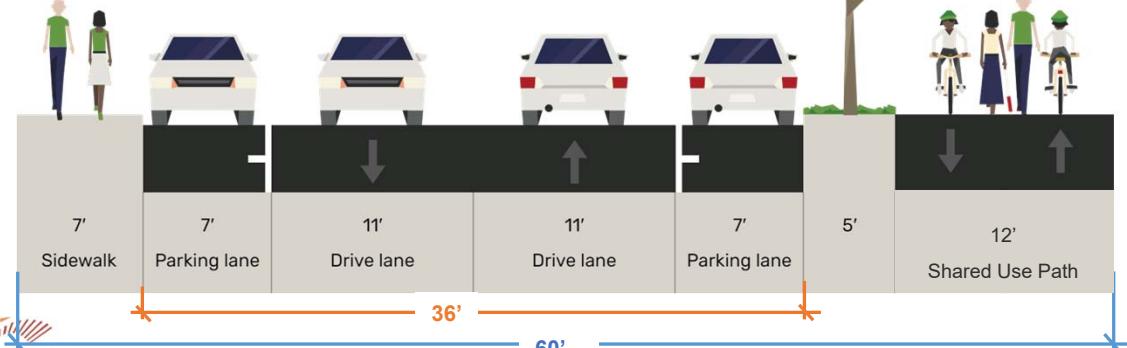


Whitman Street from Harder Rd to Fruitwood Wy (looking northbound)

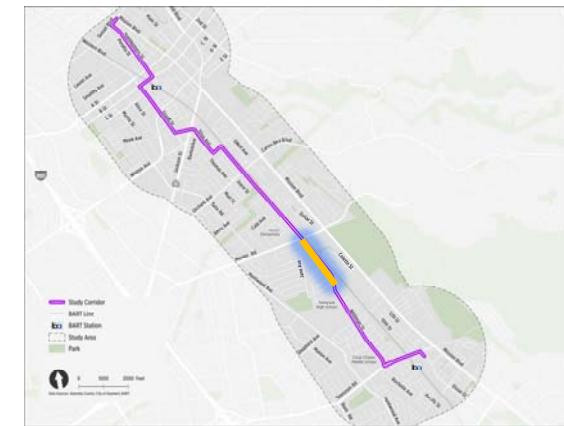
Existing



Project Concept



East Bay Greenway Multimodal Project Hayward Segment

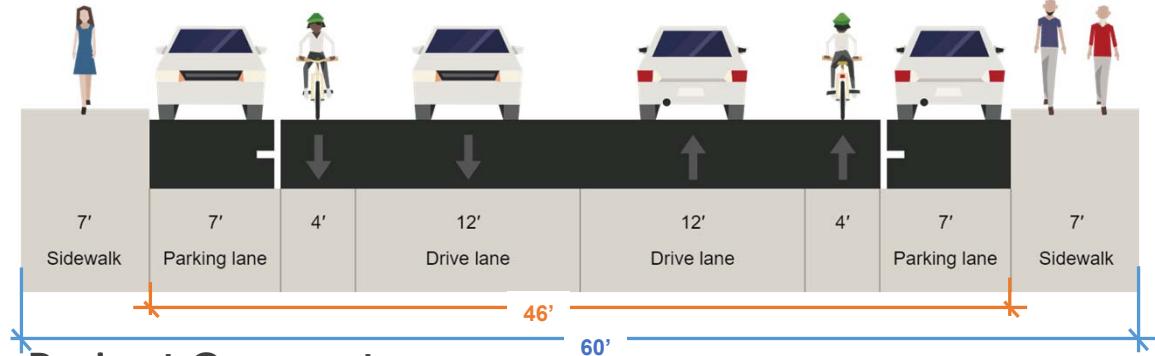


Class I Shared Use Path

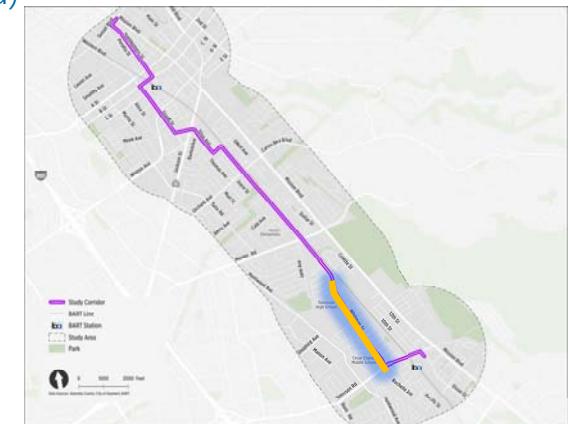
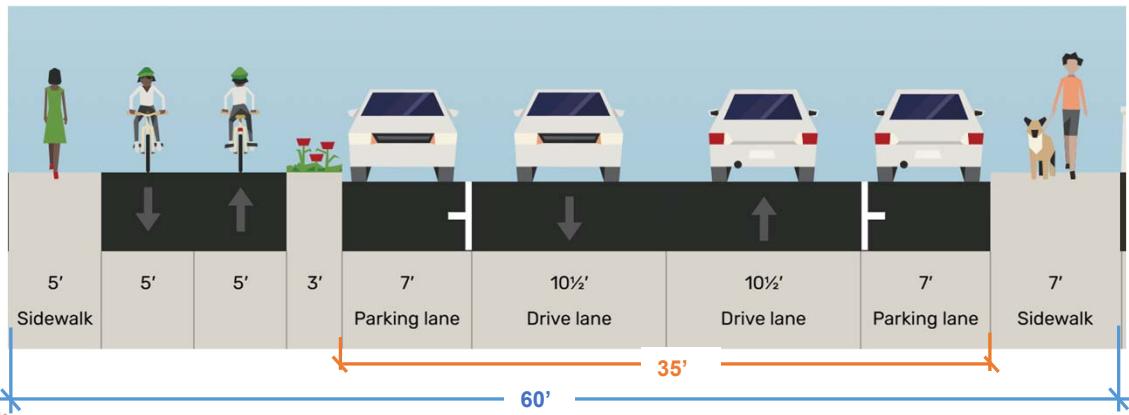
- Maintains on-street parking
- Introduces Class I shared use path on east side within city R/W, near rail line (changed from previously recommended two-way Class IV bikeway & separate sidewalk)
- Employs traffic calming treatments to reduce vehicle speeds
- Provides room for landscaping (city's request)

Whitman Street from Fruitwood Way to Tennyson Road (looking northbound)

Existing



Project Concept



Two-Way Class IV Bikeway

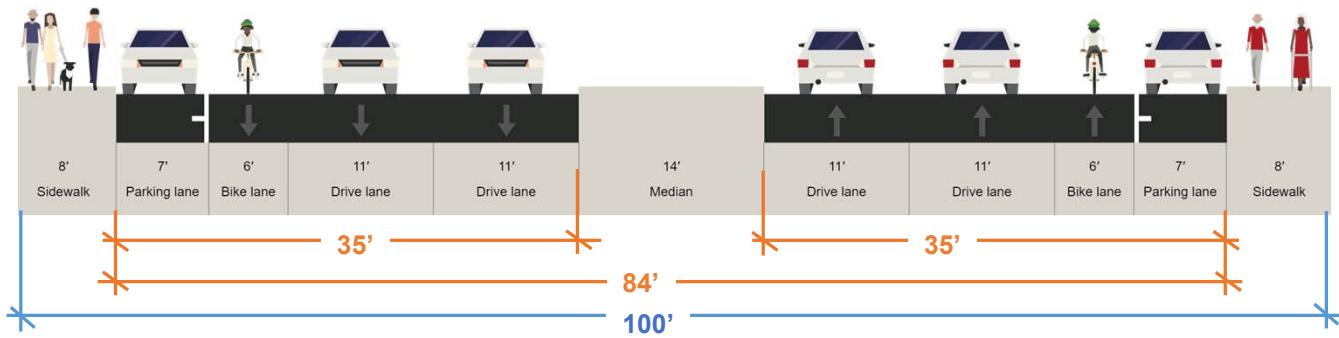
- Introduces two-way bikeway (transitions to west side from Roadway north of, next to middle and high schools to enhance safe school access)
- Employs traffic calming treatments to reduce vehicle speeds

East Bay Greenway Multimodal Project Hayward Segment

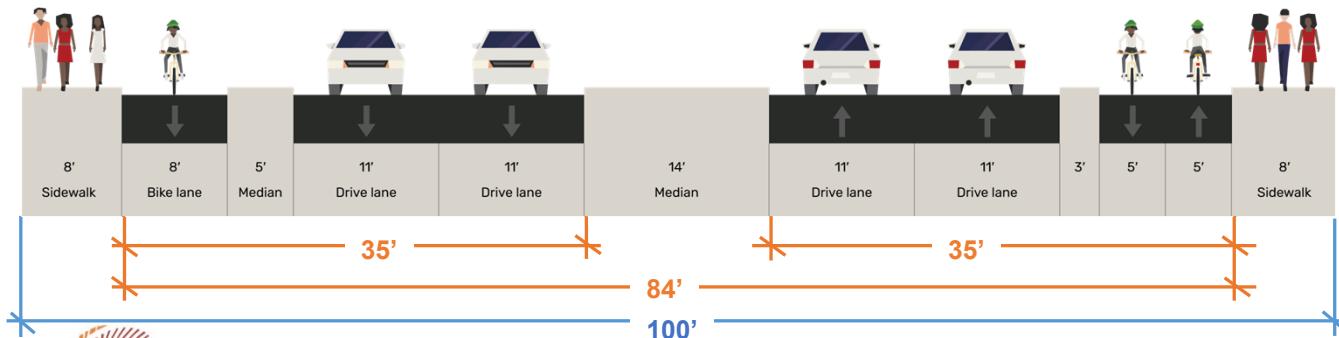
Tennyson Road

from Whitman St to Dixon St (looking eastbound)

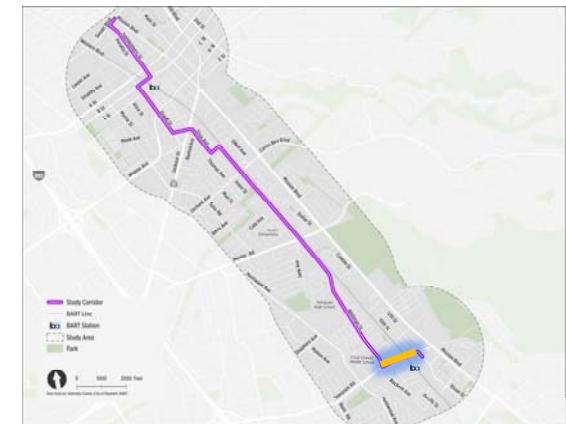
Existing



Project Concept



East Bay Greenway Multimodal Project Hayward Segment

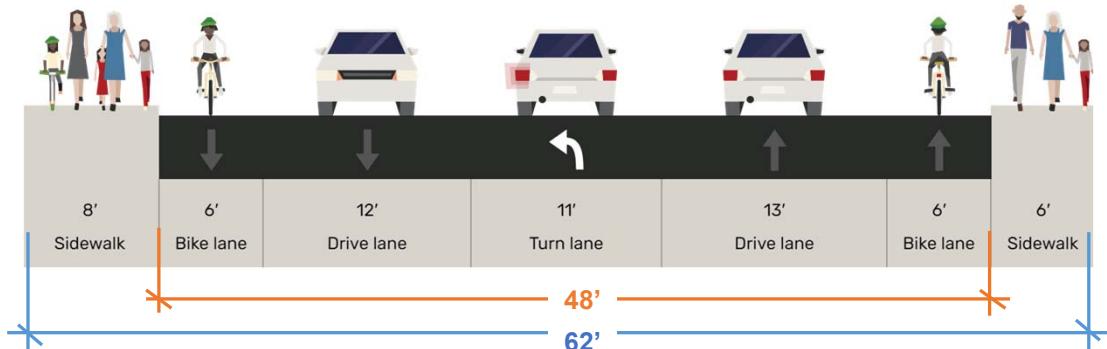


Two-Way + One-Way Class IV Bikeway

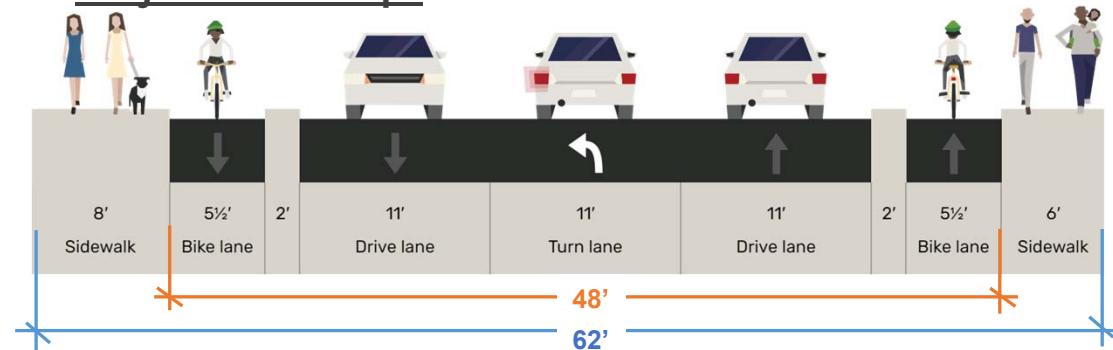
- Removes on-street parking on both sides (21% utilization)
- Introduces two-way Class IV bikeway on south side of street next to BART station
- Converts existing westbound Class II bike lane to Class IV bike lane (as requested by ATWG, changed from previous recommendation to leave as is)

Dixon Street from Tennyson Rd to BART (looking northbound)

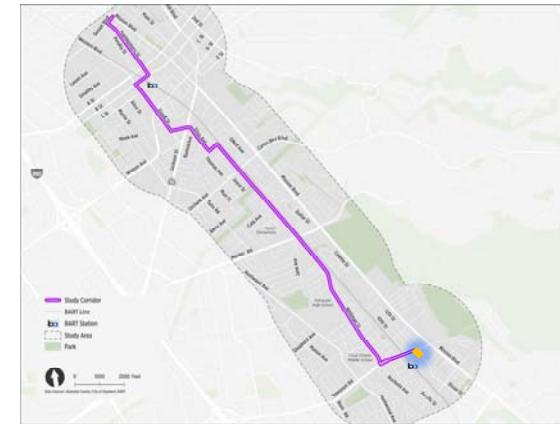
Existing



Project Concept



East Bay Greenway Multimodal Project Hayward Segment



One-Way Class IV Bikeway

- Reduces travel lane widths to 11 feet
- Converts Class II bike lanes to Class VI on both sides