

PHASE 2: EVALUATING ALTERNATIVES Community Engagement Summary

September 2025 – April 2026

Safe Streets Downtown

5/8/26



Engagement Goals and Objectives



Engagement Goals and Objectives

Goal	Objective
People who live, work, play, and travel through Downtown Hayward are aware of the project and provide input on vision and needs	<ul style="list-style-type: none"> Utilize in-person and online messaging to generate widespread awareness.
Hear from all who may potentially be impacted by project	<ul style="list-style-type: none"> Identify target audiences and best venues to reach these groups.
Develop a clear, shared vision that highlights the need for change and benefits of future project	<ul style="list-style-type: none"> Clearly articulate project purpose and safety need. Provide opportunities for co-creating designs. Provide a clear narrative on trade-offs or constraints.
Community input is translated into implementable strategies	<ul style="list-style-type: none"> Create a clear narrative on how engagement will be used to inform solutions. Thoroughly and accurately record input at all engagement events.
Arrive at a preferred alternative understood and supported by the stakeholders	<ul style="list-style-type: none"> Provide feedback loop so that final design acknowledges when it is solving a safety need or addressing a community desire. Reach agreement agency partners on a set of design/policy options for the project.

Phase 2 Engagement

Phase 2 engagement focused on...



Designs for Mission, A, and Foothill

What should the modal priorities be on each street?



The Loop's Overall Circulation Network

Should the Loop be one-way or two-way?



Benefits and Tradeoffs of Different Options

Who benefits and who loses with each design?

What were the opportunities to participate?



The City engaged the public in 7 ways as part of Phase 2 between July 2025-April 2026.



Design Charrette

Attendance: ~20 people

Structure: Interactive small group activities to re-envision each Loop street plus presentation

Objective: Engage public, business leaders, and technical stakeholders in co-creating designs for the Loop



Open House

Attendance: ~10 people

Structure: Discussion and review of design ideas prepared by public in earlier design charrette with option to create new ideas

Objective: Obtain feedback on community-created designs from members of the public



CIAC Meeting

Engagement: 3 councilmembers

Structure: Short presentation followed by discussion.

Objective: Obtain feedback on which of the 4 long-term visions the City should study further



Online Survey

Engagement: ~350 responses

Structure: Learn about and provide input on multiple design options for Loop streets plus B, C, and D Streets

Objective: Obtain feedback on preferred long-term vision, B St, and C St options

The City engaged the public in 7 ways as part of Phase 2 between July 2025-April 2026.



CRIL 1:1 Meeting

Small group meeting on feedback from CRIL employees and customers on their preferences on the design options.



AC Transit 1:1

Meeting with AC Transit staff about potential bus needs, agency preferences, and bus routing implications of options.



Local Businesses 1:1

Focus group with local downtown business owners about long term vision and benefits and tradeoffs associated with each.

Design Charrette: Key Questions and Outcomes



Discussion Questions

- How do we want to use Downtown streets?
- Should the Loop be one-way or two-way?
- What big ideas should the City study?



Outcomes

Four community-designed visions for:

(1) Circulation around Downtown

(2) Corresponding design ideas for Mission Blvd, A St, and Foothill Blvd



Open House: Key Questions and Outcomes



Key Questions

- Which of the community-designed options should the City advance to CIAC?
- Are there other options or configurations you would add?



Outcomes

- **Participant preferences** for how to re-envision the loop
- Feedback on **benefits and tradeoffs** of each community-designed option



CIAC Meeting: Key Questions and Outcomes



Key Questions

- Which three options should the City move forward with additional analysis on?
- What should be the process for the City formally selecting a preferred option?



Outcomes

- Direction on moving forward with two long-term options:
Downtown Grid and Civic Avenue
- Direction selecting preferred option through online survey followed by and council meeting

Online Survey: Key Questions and Outcomes



Key Questions

- Which of two long-term visions would you like the city to move forward with?
- How would you like to reimagine B St and C St?
- What are the benefits and tradeoffs associated with each option?



Outcomes

- Understanding of **preferences for reenvisioning the Loop**
- Understanding of **benefits and tradeoffs** associated with each option
- Understanding of the preference **B St and C St vision**

Redesigning the Loop

Safe Streets Downtown Phase 2 Survey

Hayward Safe Streets Downtown / Safe Streets Downtown Phase 2 Survey

Welcome to the virtual learning and feedback tour for the City of Hayward Safe Streets Downtown project!

The City of Hayward heard from you and is advancing two long-term options for the future of Downtown Hayward, and they need your help deciding which direction to take.

These are not final designs; they are ideas meant to spark discussion and help us understand what the community values most. The team will use your input to shape a preferred alternative that will be shared with City Council as the next step toward grant funding and future design work.

How to Participate

This survey is organized as a short self-guided tour. Steps 1–4 are the most important—please complete those first. If you have extra time, feel free to explore the later steps for additional context.

Step 1: Review project goals
Step 2: Review Long Term Option 1 - Note: This is option 1 of 2 long term visions being explored
Step 3: Review Long Term Option 2 - Note: This is option 2 of 2 long term visions being explored
Step 4: Share your thoughts on the contents in Steps 1–3

If you have more time:
Step 5: Review alternatives for B Street and provide your feedback on the proposed designs.
Step 6: Review alternatives for C Street and provide your feedback on the proposed designs.

Step 1: Goals

Keep these goals in mind as you move through each of the steps.

The primary project goal is to:

Create Safer Streets

Eliminate severe injury and fatal collisions on the Loop and in Downtown Hayward

In addition, the project has three other important goals:



What We Heard

General Themes from Design Charrette and Open House

Preference for Two-Way Circulation

- Clear preference for two-way circulation on the Loop
- Some retention of capacity, but less capacity than what exists today

Preference for Safety Improvements

- Need for intersection safety improvements
- Preference for 90-degree, signalized intersections
- Desire for bike facilities on some streets

Preference for Downtown as a Destination

- More pedestrian space in downtown to support businesses
- Slower speeds and less regional cut-through traffic
- More on-street parking and turnover near destinations

General Themes from Online Survey

Preference for Two-Way Circulation

- Most respondents support two-way circulation, regardless of which long-term vision they prefer

Mixed feedback about tradeoffs between bike and pedestrian safety and roadway capacity

- Strong feedback in support of adding bike infrastructure, pedestrian-friendly improvements
- Combined with strong concerns about reduced roadway capacity

Appetite for change to make Downtown Hayward a destination

- General support toward change to improve access options and prioritize local circulation to Downtown

Design Charrette and Open House

Open House Feedback: Downtown Grid

23%

**Want Council to study
this option further**
(6 votes)



Benefits

- Two-way circulation and grid is easier to navigate
- Reduces speeds
- Provides opportunities for pedestrian or green spaces
- Increases parking on Foothill



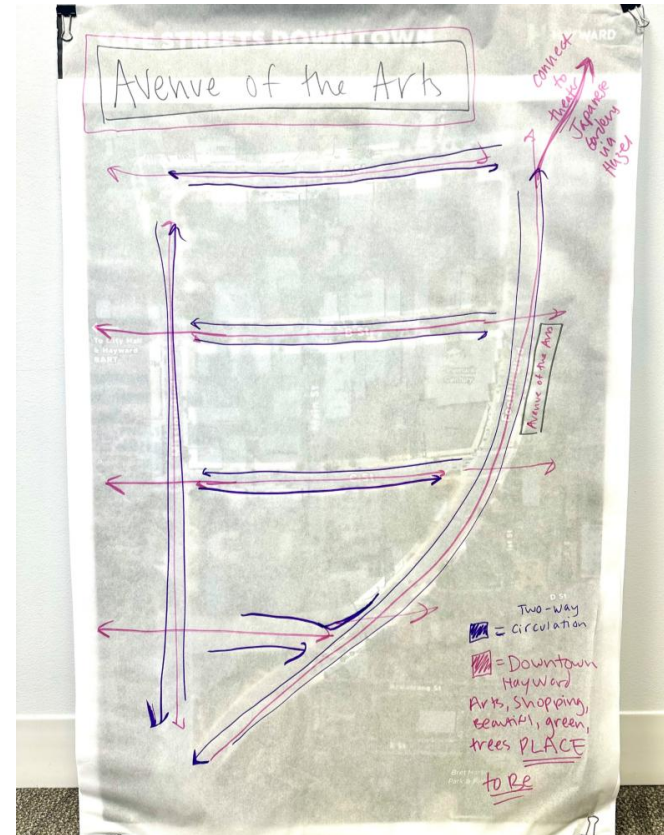
Tradeoffs

- Foothill link removal may impact businesses
- Reduces vehicle capacity on Foothill

Charrette Group 2 of 4: Current Alignment – Place Focus

Design Elements

- Two-way conversion on all streets
- Road diets with landscaped medians
- Allows regional traffic but will be slower
- Grand Boulevard for Movement & Place on Foothill - "Avenue of the Arts"
- Creates a distinct identity for downtown that's arts focused
- Separated bikeways on Mission Blvd



Open House Feedback: Current Alignment – Place Focus

27%

**Want Council to study
this option further**
(7 votes)



Benefits

- Prioritizes trees, parklets, and green space
- Median provides safety benefits
- Two-way circulation is easier to navigate
- Reduces speeds



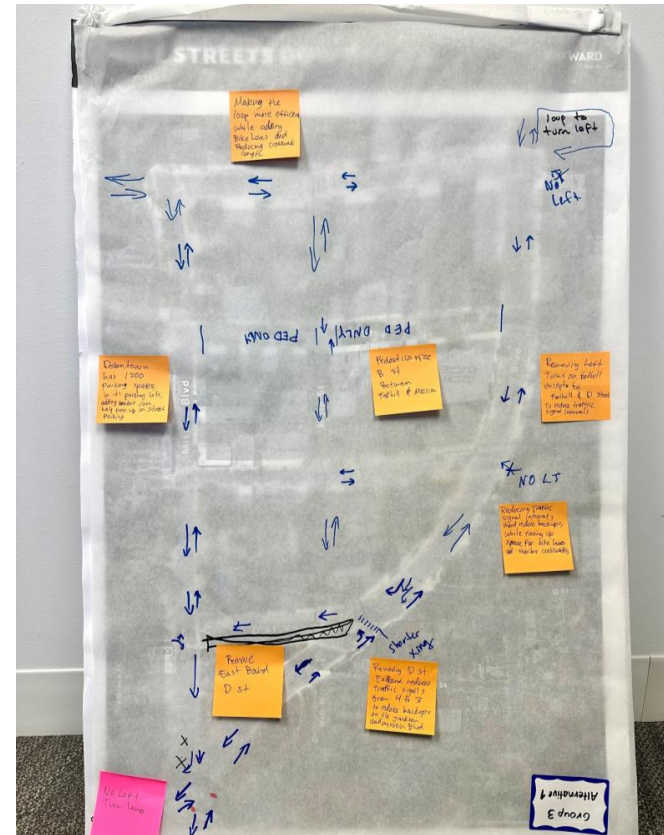
Tradeoffs

- Foothill link removal may impact businesses
- Reduces vehicle capacity on Foothill
- More auto-centric compared to other options

Charrette Group 3 of 4: Current Alignment – Movement Focus

Design Elements

- Two-way conversion on all streets
- Creates public space for people with pedestrianized B Street
- Foothill traffic focuses on through trips which will be going slower due to road diet (e.g. no LTs)
- Reduces traffic on D St/Winton Corridor to improve efficiency at D/Foothill
- Separated bikeways and road diets on all streets



Open House Feedback: Current Alignment – Movement Focus

12%

**Want Council to study
this option further**
(3 votes)



Benefits

- Provides opportunities for pedestrian spaces
- Reduces speed
- Provides dedicated space for bicyclists



Tradeoffs

- Reduces number of parking spots
- Eliminates left-turn lanes

Open House Feedback: Hybrid Option - Grid, Pedestrianized B St, Utilize Winton/D St Corridor

38%

Want Council to study this option further
(10 votes)



Benefits

- Two-way circulation is easier to navigate
- Provides opportunities for pedestrian spaces
- Median provides safety benefits
- Reduces speed



Tradeoffs

- Does not provide additional green space or tree canopy
- Creates a more complicated connection to Jackson St for drivers

Conclusion

While the community-generated options had key differences, all included:

- Two-way conversion
- Road diets and/or other capacity reductions
- Pedestrian or green space
- Preservation of some parking
- Bike lanes on at least one segment of the Loop



Online Survey

3 key questions:

1. Which **long-term option** would you prefer?
2. Which option for **B Street** would you prefer?
3. Additional feedback on proposed **C Street** changes

In October, CIAC showed a preference for 2 options

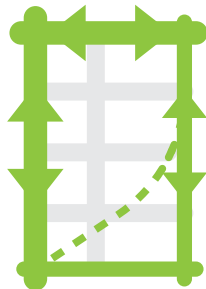
1. Baseline



— Not a priority

Community needs a more transformative change

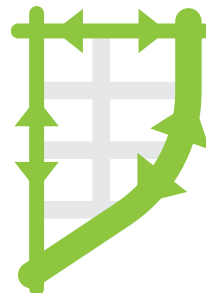
2. Downtown Grid



✓ Further study

OPTION 1:
Downtown Grid

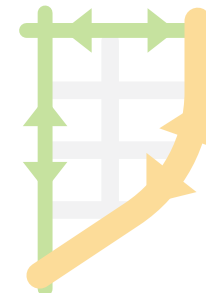
3. Current Alignment - Place option



✓ Further study

OPTION 2:
Civic Avenue

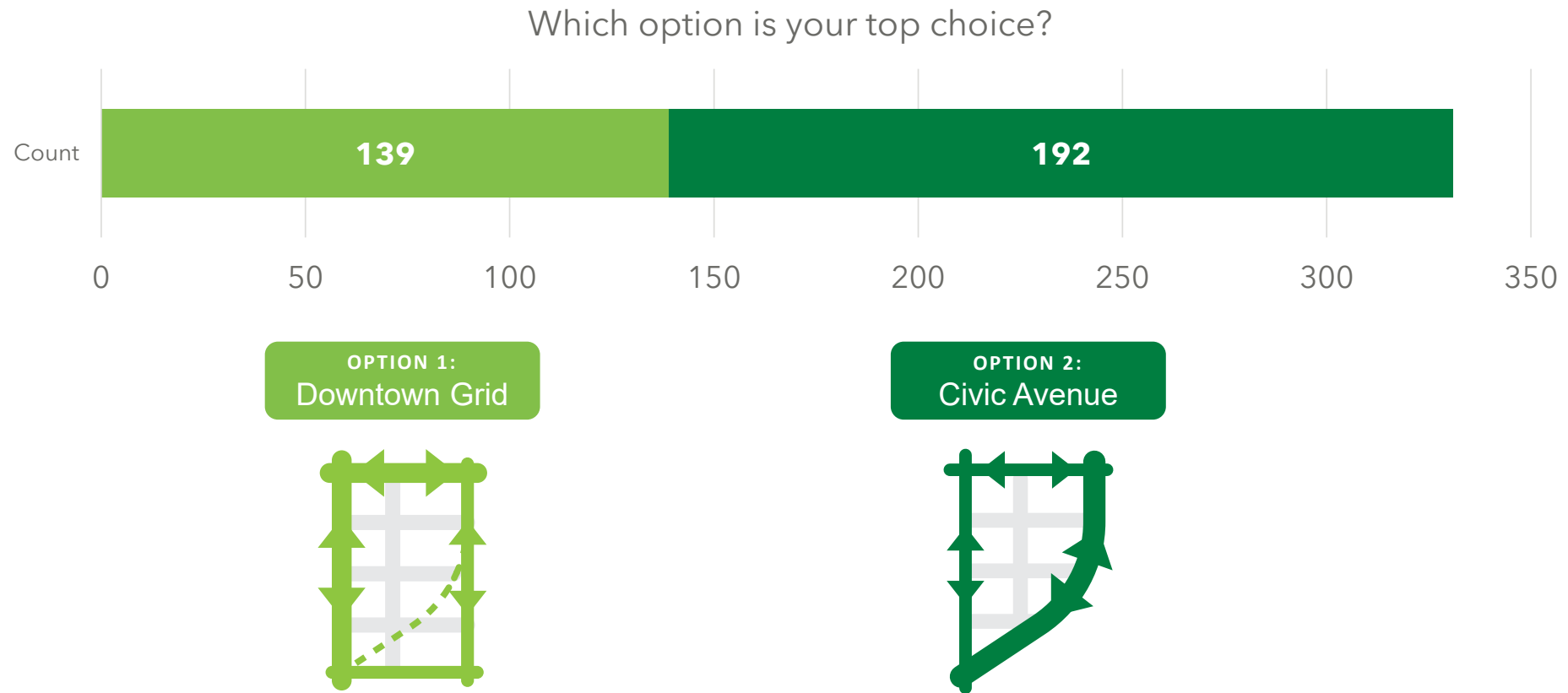
4. Current Alignment - Movement option



✗ Exclude

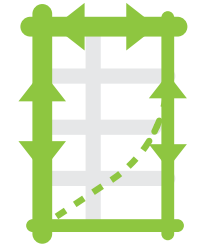
Do not think people will follow left turn restrictions

58% of respondents showed a preference for Option 2: Civic Avenue



General consensus in support of bike improvements with mixed feelings about circulation and capacity

OPTION 1:
Downtown Grid



Around **250 respondents** provided additional feedback on what they liked or did not like about this option

Most common support

- **Bike lanes on Foothill Blvd:**
 - Most comments are positive
 - Small proportion of comments about these mention bike lanes being underutilized
- **4 lanes on A Street:**
 - Most comments support added capacity on A street

Most common concerns

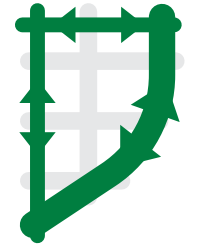
- **Reduced capacity on Foothill:**
 - Most comments about this suggest more lanes on Foothill
- **Removal of Foothill link:**
 - Over half the comments about this express concern about inefficient flow and diversion to other streets
 - Relatively few support the idea of new open space for parks/development

Most common mixed feedback

- **4 lanes on Mission Blvd:**
 - Half the comments support added capacity on Mission Blvd
 - Other half have concerns about more cut-through traffic and speeding

General consensus in support of local movement on Mission and A St, with through movement on Foothill

OPTION 2:
Civic Avenue



Around **250 respondents** provided additional feedback on what they liked or did not like about this option

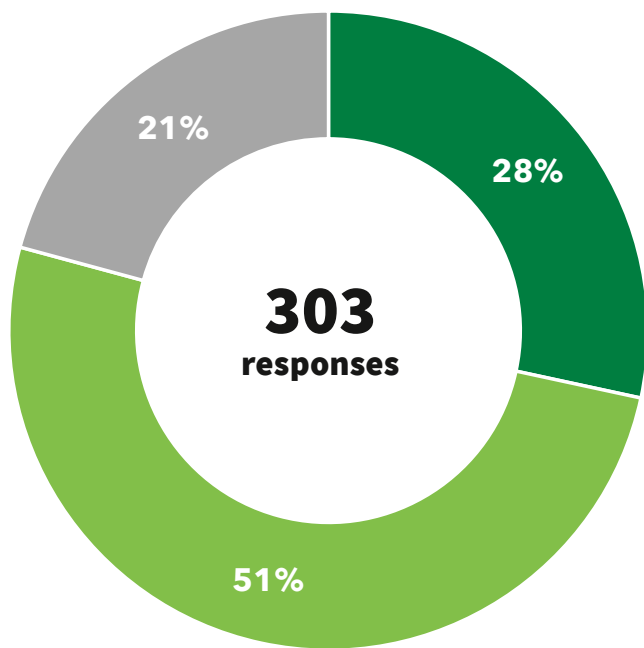
Most common support

- **Bike lanes** on Mission and A Street
- Orienting Foothill to **through movement**
- Adding **planted median** along Foothill Blvd
 - Comments about this are mostly positive, with some suggesting a narrower buffer to add another lane
- **More feasible/less disruptive** to construct

Most common mixed feedback

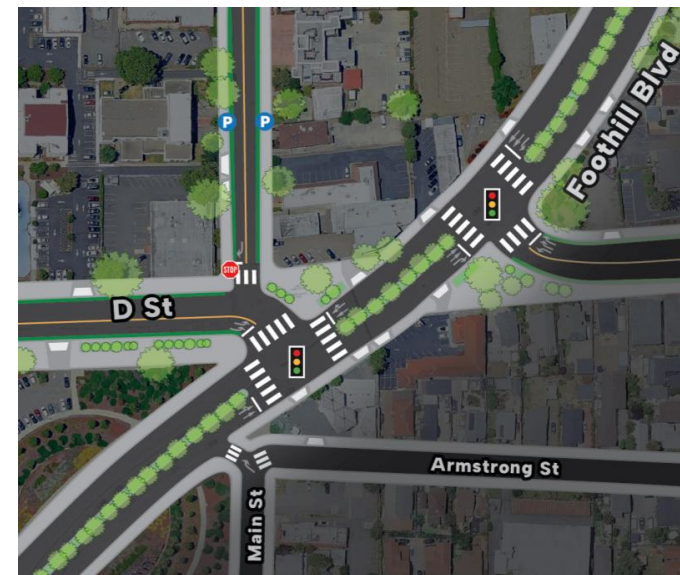
- **Overall roadway capacity:**
 - Half the comments about road diet on Mission and A St are in support, other half would prefer more lanes
- **Reducing cut-through travel:**
 - Half the comments related to cut-through feel this option would reduce cut-through, other half feel like Foothill would still carry regional traffic
- **Overall vision**
 - A small proportion of comments mention that this option still feels car-centric
 - Would like to see more safety improvements for pedestrians and bicyclists.

More respondents support keeping D St and Foothill as one intersection



- Option A: D St split into two "T" intersections at Foothill Blvd
- Option B: D St continues straight through downtown
- No preference

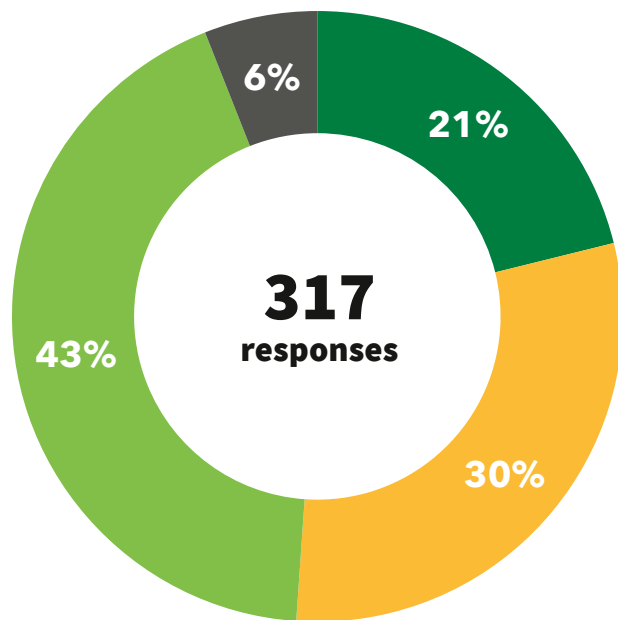
Option A



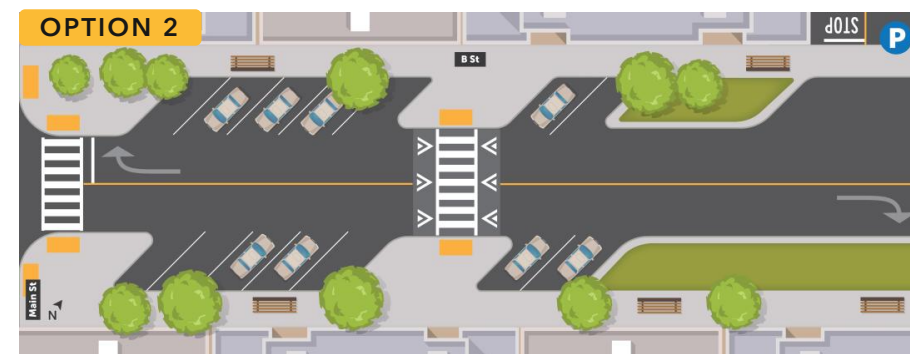
Option B



Respondents are split between pedestrianizing and allowing car traffic on B Street



■ Option 1 ■ Option 2 ■ Option 3 ■ Other/No Preference



Additional feedback on B Street Options

Maintenance and cleanliness

Concerns about maintenance and safety of the pedestrian plaza if implemented

Food delivery / Loading zones

Concerns about food delivery drivers blocking travel lanes, especially if reduced to single lane

On-Street Parking

Suggestions to remove on-street parking; improving safety and enforcement of surface lots/garages

Extending pedestrianization

Some suggestions to extend the pedestrian plaza from Foothill to Watkins

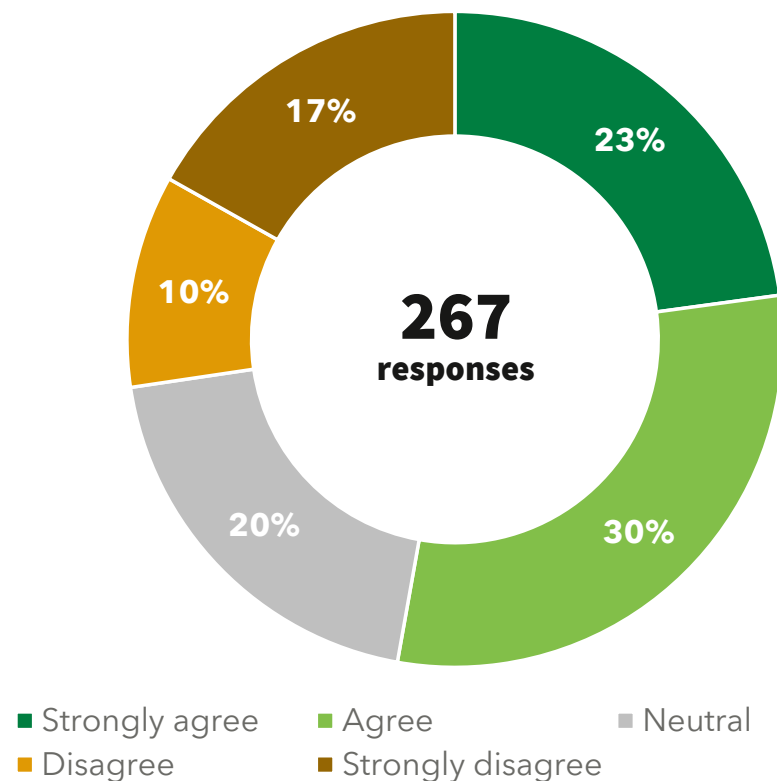
Adding bike lanes

Suggestions to add bike lanes

Access options with pedestrianization

Concerns about not losing business if restricted for cars

Over half of the respondents are in favor of changes to C Street



Support for two-way: People generally prefer two-way circulation on C Street

Support for bike lanes: People generally support adding bike lanes, with some suggestions to extend to Watkins

Questions about on-street parking: Some feel downtown has enough off-street parking, but some would like to see more on-street parking

Questions about road diet: Some feel road diet/lane narrowing would make it safer, but some are concerned about added delays

Concern about Mission to Watkins block: Some concern about confusion where it changes from two-way to one-way