

To: Byron Tang, City of Hayward, CA

From: Christopher Kidd, Alta Planning + Design

Date: April 2, 2026

Re: Hayward HIN Safety Plan: Round 2 Outreach Summary

Introduction

Round two of the Safe Streets Hayward Plan involved a range of engagement activities from January 5, 2026 through March 20, 2026. Outreach was a joint effort between staff from Alta, Kimley-Horn, City of Hayward, and Eden Youth & Family Center (project staff).

Outreach during Round 2 focused on sharing concept design alternatives for A Street, B Street, and Tennyson Road, and soliciting from the public their preferences for which concept design alternative to advance to 35% design. During this period, the project staff attended ten (10) events, reached seven hundred seventy (770) participants, and received one thousand forty two (1,042) comments/interactions.

Outreach activities were structured to reduce barriers for Haywards’s residents and visitors by:

- Bringing engagement to them at four pop-ups at existing community events or markets. Project staff also conducted a stakeholder meeting at an existing monthly meeting of local community based organizations.
- Project staff facilitated two in-person community workshops - each focused on one of the project corridors (A/B Street and Tennyson Road).
- Eden Youth conducted community canvassing during two events held in their community space. They also conducted business canvassing along the project corridors.

In-person outreach was supported by a project website, an online survey, and promotion via email, phone, text, and social media. Summaries of key outreach initiatives are provided in this memo. All project materials and communications were provided in English, Spanish, and Farsi. Spanish interpretation was present at all events.

Summary of Engagement

Event/Input Type	Number of Events	Participants	Total Comments/Interactions
Pop-up Events	4	537	282
Stakeholder Meeting	2	32	26
Community Workshops	2	44	76
Community Canvassing	2	157	157
Online and Paper Surveys	-	-	497
Emails	-	-	4
Total	10	770	1,042

Summary of Findings

The public was asked to rank three concepts for the following streets and segments. Each set of concepts presented a no-change scenario (Concept 1), improvements through travel lane narrowing (Concept 2), and a high-investment scenario that would involve either travel lane or parking removal (Concept 3).

A Street – Hesperian Blvd to Meekland Ave

Across surveys and in-person events, participants voted most for **Concept 2**. This concept would narrow travel lanes in order to implement separated bikeways. Comments for this section of A Street reflected strong concern for congestion impacts from removing travel lanes (Concept 3), but paired with strong support for measures to increase safety, reduce travel speeds, and curtail red-light running.

A Street – Meekland Ave to Watkins Street

Respondents for this section overall expressed preference for **Concept 3**, which would involve removal of parking on the south side of the street to implement separated bikeways. The online survey responses, however, had a slight preference for **Concept 2** over **Concept 3**, which would have retained street parking. Comments for this section of A Street focused on concerns about pedestrian safety and improving rates of crosswalk yielding by drivers. Concerns were raised about the impacts of parking removal on adjacent low-income residents or multi-generational housing.

A Street – Additional Input

Overall, residents considered the retention of travel lanes more important than retention of parking. Residents overwhelmingly preferred a project that maximized safety versus a project that could be built quickly.

B Street – MLK Dr to Montgomery St

Responses overall favored **Concept 3**, which would narrow the curb-to-curb roadway and construct a sidewalk-level Class IV separated bikeway on the south side of the street. In-person event responses most heavily favored Concept 3, while online and paper survey results showed near-equal support for **Concept 2** and **Concept 3**. Comments for this sections focused on a greater appetite for traffic calming, improved lighting, and prioritizing pedestrian safety & comfort.

B Street – Montgomery St to Watkins St

Responses for this section, which were only captured through the online survey, show an almost equal split between support for **Concept 2** (which would remove parking) and **Concept 3** (which would remove a travel lane). Comments noted that this segment is of lesser importance than other areas of the Safe Streets Hayward project.

B Street – Additional Input

Responses strongly favored the retention of travel lanes rather than parking for this corridor. Similarly, responses overwhelmingly preferred a solution that maximized safety over one that could be built quickly.

Tennyson Road – Hesperian Blvd to Mission Blvd

Responses across surveys and in-person events for Tennyson Road favored **Concept 3**, which would involve parking removal to implement separated bikeways. **Concept 2** scored close behind **Concept 3** in online and paper surveys. Comments focused on the safety concerns of driver speeds, red-light running, lack of lighting, unsafe freeway ramps, and failure of drivers to yield for pedestrians. A large number of comments expressed strong concerns about parking loss on Tennyson Road, with concern about harm to local businesses, street vendors, and low-income households with multiple vehicles.

Tennyson Road – Additional Input

While responses favored retaining travel lanes to retaining parking, there was less agreement compared to the other corridors. Responses for Tennyson also favored maximizing safety over building something quickly.

Round 2 Outreach Materials

The second round 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 six 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, what we learned from round one analysis and outreach, and the project schedule.
 - One visual glossary board with descriptions and images of recommended improvements. Icons in the bottom left of each improvement photo correspond to icons on the improvement maps for reach corridor.
 - Four concept boards - two boards for segments of A Street, one board for B Street, and one board for Tennyson Road. Each board has proposed intersection improvements at the top of the board and 3 concept options below. Participants are prompted to add a sticky note if we forgot an improvement on the corridor and/or place a sticky dot on the preferred concept for each corridor.
- 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.
- Three paper surveys – one for A Street, one for B Street and one for Tennyson Road. The survey had three components. First, participants are prompted to share if there are intersection improvements missing from the proposed safety improvement recommendations. Second, they are asked to rank and provide feedback on three concept designs. Lastly, participants are prompted to fill out an optional demographic survey.
- A project website with information about the project, draft recommendations, and the project schedule. The project website also hosts the online survey. The online survey mirrors the paper survey, except that A Street and B Street are split up into two different sections.

Due to space constraints for in-person materials, the project team and City consolidated input space for printed materials. The project team included all project segments in the online survey and combined project components in the paper survey and outreach boards.

Table 1: Round 2 input space by medium

	Paper survey	Online Survey	Outreach Boards
A Street (Hesperian Blvd to Meekland Ave)	Excluded	Included	Included
A Street (Meekland Ave to Watkins St)	Included	Included	Included
B Street (MLK to Montgomery)	Included	Included	Included
B Street (Montgomery to Watkins)	Excluded	Included	Excluded
Tennyson Road	Included	Included	Included

Summary of Promotion

The City of Hayward, Alta, and Eden Youth & Family Center conducted promotion for the second round of public outreach. Promotion included:

- Two rounds of city posts to LinkedIn, Facebook and Instagram.
- Over 3,200 postcard mailers sent out to all households within 500 feet of each project corridor.
- Four email blasts sent to the City, Alta, and Eden Youth’s contact lists.
- Six text blasts sent to participants who shared their contact information during the first phase of outreach for the project (over 100 recipients).
- Emails and phone calls to 10 key organizational stakeholders.
- Eden Youth conducted business canvassing, reaching eleven (11) businesses on A/B Streets and eleven (11) businesses along Tennyson Road.
- Canvassing and flyering at Burbank Elementary School during morning drop-off.
- Eden Youth conducted community canvassing during two events held at Eden Youth & Family Center.



Figure 1. Social Media Graphics

Summary of In-Person Engagement

Alta Planning + Design, city staff, Eden Youth, and Kimley-Horn staffed seven in-person engagement events during phase 2 of outreach. These pop-up events met the community where they were and gathered project feedback throughout the study area. **Table 2** summarizes the number of interactions and engagement at each event.

Table 2: Summary of In-Person Engagement

Event	Date	Staffed By	Interactions	Engagement ¹	Paper Surveys Administered
Hayward Rides	1/30	Alta, Eden Youth, & City staff	75	23	31
Hayward Farmer's Market	2/7	Alta, Eden Youth, & Kimley-Horn	190	128	48
Eden Hot Meals	2/14	Eden Youth	82	82	20
Hayward Farmer's Market	2/21	Alta, Eden Youth, & Kimley-Horn	152	32	39
Tennyson Road Workshop	3/2	Alta, Eden Youth, Kimley-Horn, & City Staff	15	35	4
A/B Street Workshop	3/10	Alta, Eden Youth, Kimley-Horn, & City Staff	29	41	25
Hayward 150 th Birthday Celebration	3/11	Alta, Kimley-Horn, & City Staff	120	94	2
Eden Hot Meals	3/17	Eden Youth	75	75	16
Neighborhood Health & Empowerment Network Meeting	3/27	Alta & City Staff	10	11	-
EngGAGE Resident meeting	4/7	Alta & City Staff	22	15	
Total			770	537	185

¹ Engagement includes either an outreach board dot vote or a verbal comment/question. Sticky notes are excluded from this count, as most accompanied a dot vote.

Pop-Up Events

Alta Planning + Design, city staff, Eden Youth, and Kimley-Horn staffed four pop-up engagement events at existing community events and markets. Translation/interpretation was provided in Spanish at all pop-up events, and Farsi interpretation was available when requested in advance. 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 concept designs.

At pop-up events, participants were encouraged to provide direct feedback on four concept design outreach boards:

- **Dot vote** – Participants used sticky dots to vote for their preferred concept design.
- **Sticky notes** – Using sticky notes, participants wrote ideas for additional intersection improvements that are missing from the proposed safety improvement recommendations.



Figure 2: Project staff speaking with participants at the Hayward Rides event.

Hayward Rides

On Friday, January 30, 2026, from 3:00 p.m. to 6:00 p.m., as part of their bike giveaway program “Hayward Rides”, the City of Hayward distributed free bikes to Hayward residents. During the bike giveaway, seventy five (75) individuals engaged with the Safe Streets Hayward Plan staff and placed twenty-three (23) dot votes. Participants did not place any ideas via sticky notes. During the event, Eden Youth administered thirty-one (31) paper surveys.

Hayward Farmer’s Market

On Saturday, February 2, 2026, from 9 a.m. to 1 p.m., the City of Hayward held its weekly farmer’s market. During the market, one hundred ninety (190) individuals engaged with the Safe Streets Hayward Plan staff and placed one hundred and twenty-eight (128) dot votes. Among the seven sticky note ideas placed, a key theme was ensuring sufficient vehicle traffic flow and visibility for drivers. During the market, Eden Youth administered forty eight (48) paper surveys.



Figure 3: Project staff speaking with participants at the Hayward Farmer’s Market

Hayward Farmer’s Market

On Saturday, February 21, 2026, from 9 a.m. to 1 p.m., the City of Hayward held its weekly farmer’s market. During the market, one hundred fifty two (152) individuals engaged with the Safe Streets Hayward Plan staff and placed thirty-two (32) dot votes. Among the six sticky note ideas placed, a key theme was prioritizing pedestrian safety improvements. During the Market, Eden Youth administered thirty nine (39) paper surveys.



Figure 4: Participant engaging with the outreach materials at the Hayward Farmer’s Market

Hayward 150th Birthday Celebration

On Wednesday, March 11, 2026, from 4:30 p.m. to 7 p.m., the City of Hayward marked the 150th anniversary of when Hayward was incorporated as a city. During the celebratory event, one hundred and twenty (120) individuals engaged with the Safe Streets Hayward Plan staff and placed ninety-four (94) dot votes. Among the two sticky notes placed, one was a question and one was a statement in support of concept three on B Street. During the Market, project staff administered two paper surveys.



Figure 5: Participant engaging with the outreach materials at the Hayward 150th Birthday Celebration

Stakeholder Meetings

Alta Planning + Design attended two stakeholder meetings during round 2 of outreach. During the stakeholder meeting, participants provided feedback via verbal questions or comments.

Neighborhood Health & Empowerment Network

On Friday, March 27, 2026, the city held its monthly Neighborhood Health & Empowerment Network meeting where Community Based Organizations convene, share resources and network with each other. During the meeting, Alta gave a presentation to ten (10) individuals who shared eleven (11) questions or comments about the concept designs. Among the feedback, key themes included:

- Desire for crossing improvements
- Interest in the number of bicyclists in Hayward and how collisions compare with other communities
- Interest in future outreach opportunities

EngAGE Resident Meeting

The organization EngAGE facilitates resident services for an affordable housing complex for seniors at 808 A Street. The project team attended a lunch-time resident meeting to provide an update on the project and solicit input on A Street concepts. Twenty two (22) residents attended, five of whom used powerchairs due to mobility disabilities. Themes from the discussion included:

- Drivers on A Street speeding, failing to yield at crosswalks, and running red lights
- Requests for quick-build improvements that could be implemented before the main project
- Requests for signal timing changes and signal phase changes at the intersection of Watkins St at A St. Drivers leaving the Lucky's at Watkins Street often fail to yield to senior pedestrians in the crosswalk while making left turns onto A Street. Almost every resident shared having a near-miss experience and one resident in a powerchair was hit by a turning driver in the crosswalk.
- Requests for more enforcement and measures to reduce traffic speeds.
- Note that more affordable housing is being built along A Street near Western St, so more safety improvements are needed in the eastern area of the corridor.

Community Workshops

The City of Hayward hosted two in-person workshops during phase 2 of outreach. These were stand-alone events created specifically for the project and hosted by community spaces proximate to the project corridors. Each workshop consisted of a 30-minute presentation followed by interactive posterboard activity. During the interactive posterboard activity, residents were encouraged to provide direct feedback with sticky notes and color dots on a map of the city regarding their preferred concept designs. Translation interpretation and children’s activities were provided for each workshop.

Tennyson Road Community Workshop

On Monday, March 2, 2026, from 6 p.m. to 7:30 p.m., project staff held a Tennyson Road focused workshop at Eden Youth. Fifteen (15) members of the public attended, placing thirty-five (35) dot votes and fourteen (14) notes with ideas. Four paper surveys were also filled out during the workshop.

Below is a summary of the Q&A session, overall themes, and general comment on the poster boards.

Overall Themes from Outreach Boards

- Concept 1 was most favorable for Tennyson Road. The community members liked the fact that there were protected intersection improvements recommended across the corridor.
- Concept 1 and 2 were most favorable for B St.
- Concept 1 was most favorable for A St. between Hesperian and Meekland.
- Concept 3 was most favorable for A St. between Meekland to Watkins. The recommendation for redlight cameras was preferred along this corridor.

General Comments on Outreach Boards and Paper Surveys

The community members overall wanted safer streets for crossing, while also ensuring that lanes were not reduced. Members are concerned with speeding vehicles, the lack of lighting, and need for more enforcement along these corridors. Community members expressed concerns about how long the project would take to implement, sometimes choosing Concept 2 over Concept 3 for fear that Concept 3 would be too expensive to ever get built.

With the recent fatality at Tennyson Road and Balwin, the community was concerned that it would happen again and wanted to know what improvements could be made quickly. The City of Hayward has installed quick-build measures at this intersection, and the public hopes additional pedestrian crossing improvements can be installed to make this intersection safer.



Figure 6. Staff presenting to and speaking with residents during the Tennyson Road Community Workshop.

A/B Street Community Workshop

On Tuesday, March 10, 2026, from 4:30 p.m. to 6 p.m., project staff held an A/B Street focused workshop at the Hayward Central Library. Twenty nine (29) members of the public attended, placing forty one (41) dot votes and fourteen (14) notes with ideas. Twenty five (25) paper surveys were also filled out during the workshop.

Below is a summary of the Q&A session, overall themes, and general comment on the poster boards.

Overall Themes from Outreach Boards

- Concept 3 was most favorable for A St. between Hesperian and Meekland.
- Concept 3 was most favorable for A St. between Meekland to Watkins.
- Concept 3 was most favorable for B St.
- Concept 3 was most favorable for Tennyson Road.

General Comments on Outreach Boards and Paper Surveys

The community members wanted safer streets, and traffic calming measures that would slow vehicles down. Feedback included wanting a protected left turn signal on Grand at A Street, wanting a traffic circle at Aloe and B street, liked the idea of traffic diverters at Myrtle on B Street for a bike boulevard, and support for protected bike lanes on B Street to get to BART.



Figure 7. Staff presenting to and speaking with residents during the A/B Street Community Workshop.

Summary of Input

Participants provided input through the online survey, paper survey, or in-person activity board. For the online and paper survey, participants were asked to rank three concepts in order of preference. For the in-person activity board, participants were asked to use sticker dots to vote for their preferred concept and place sticky-notes.

For both paper surveys and online surveys, participants were asked to identify any missing corridor improvements, give comments on the concepts provided, rank preference for travel lane removal vs parking lane removal, rank preference for building a project quickly vs maximizing safety, and to provide optional demographic responses.

Table 3: Surveys taken by language

Language	Online Survey	Paper Survey	Total
English	284	77	361
Spanish	27	108	135
Farsi		1	1

Concept voting

Due to space constraints, some project segments were not included in paper surveys and in-person activity boards. The table below shows concept voting results, organized by corridor and input type. Cells grayed-out indicate input not collected through that medium. Because activity-boards used dot-voting, all votes are considered the first rank. Scores represent weighted scoring based on ranking provided (1st rank = 3 points, 2nd rank = 2 points, 3rd rank = 1 point). Cells shaded in green show the leading vote in each category.

Table 4: Concept Voting results by Corridor and Input Type

Street	Corridor	Concept	Total	Online	Paper	Boards
A Street	Hesperian Blvd to Meekland Ave	Concept 1	170	107		63
		Concept 2	234	132		102
		Concept 3	184	103		81
	Meekland Ave to Watkins St	Concept 1	261	98	109	54
		Concept 2	311	117	107	87
		Concept 3	353	103	121	129
B Street	MLK Dr to Montgomery St	Concept 1	213	84	78	51
		Concept 2	251	115	79	57
		Concept 3	356	114	89	153
	Montgomery St to Watkins St	Concept 1	71	71		
		Concept 2	107	107		
		Concept 3	110	110		
Tennyson Road	Hesperian Blvd to Mission Blvd	Concept 1	271	91	123	57
		Concept 2	295	96	148	51
		Concept 3	442	106	156	180

Parking vs Travel Lanes

Participants for online and paper surveys were asked to vote on a scale for their preference between removing parking to improve a corridor or to remove travel lanes to improve a corridor. The charts below show the distribution of votes for A Street, B Street, and Tennyson Road, divided between online surveys and paper surveys. Responses on the far left prioritize retaining parking while responses to the far right prioritize retaining travel lanes.

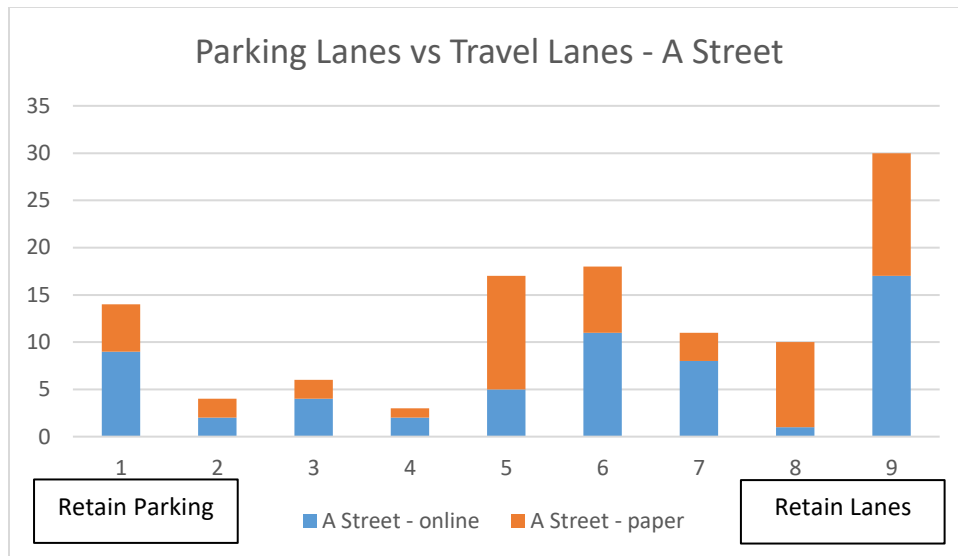


Figure 8: Parking vs Travel Lanes - A Street

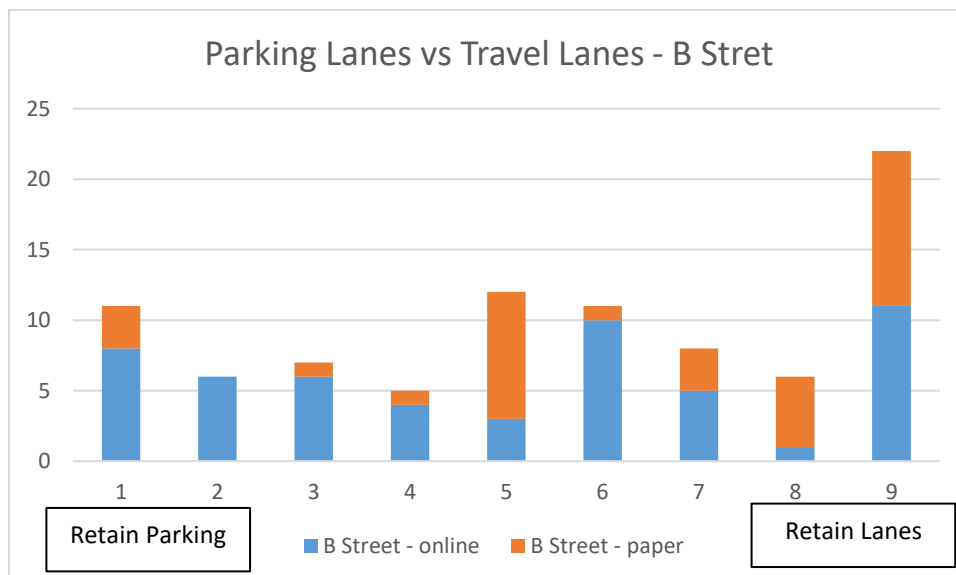


Figure 9: Parking vs Travel Lanes - B Street

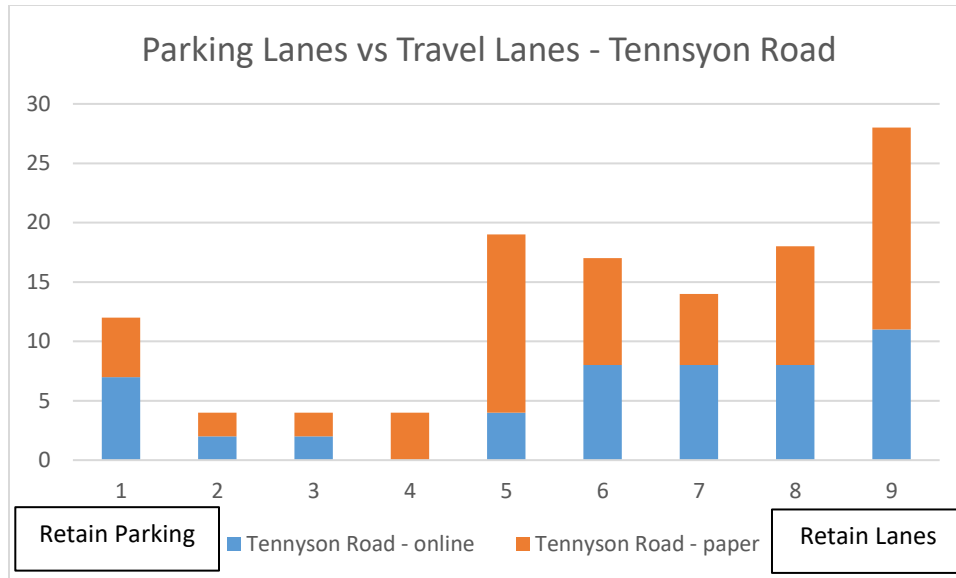


Figure 10: Parking vs Travel Lanes - Tennyson Road

Quick-Build vs Safety

Participants for online and paper surveys were asked to vote on a scale for their preference between building project improvements quickly versus taking longer to maximize safety improvements. The charts below show the distribution of votes for A Street, B Street, and Tennyson Road, divided between online surveys and paper surveys. Responses on the far left prioritize building a project quickly while responses to the far right prioritize maximizing safety.

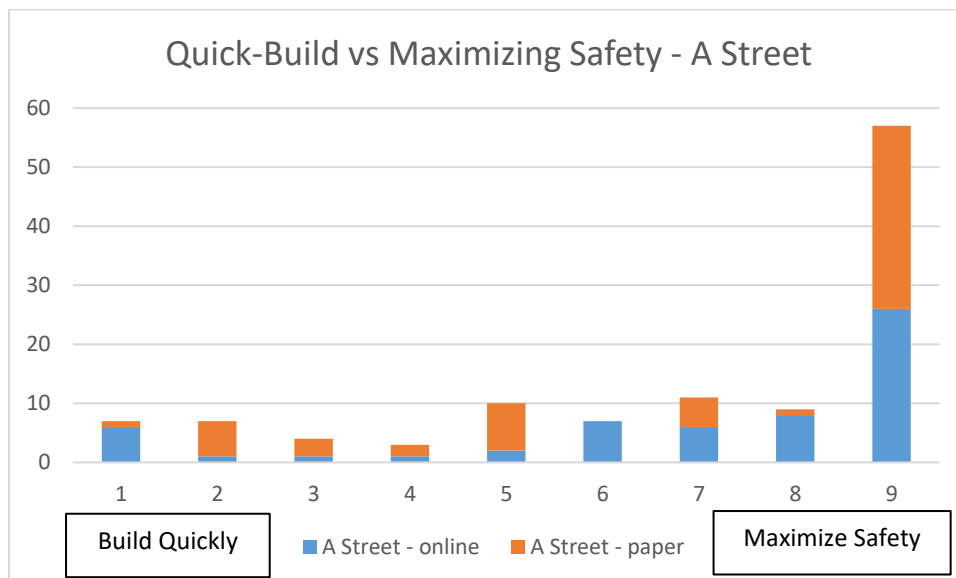


Figure 11: Quick-Build vs Maximizing Safety - A Street

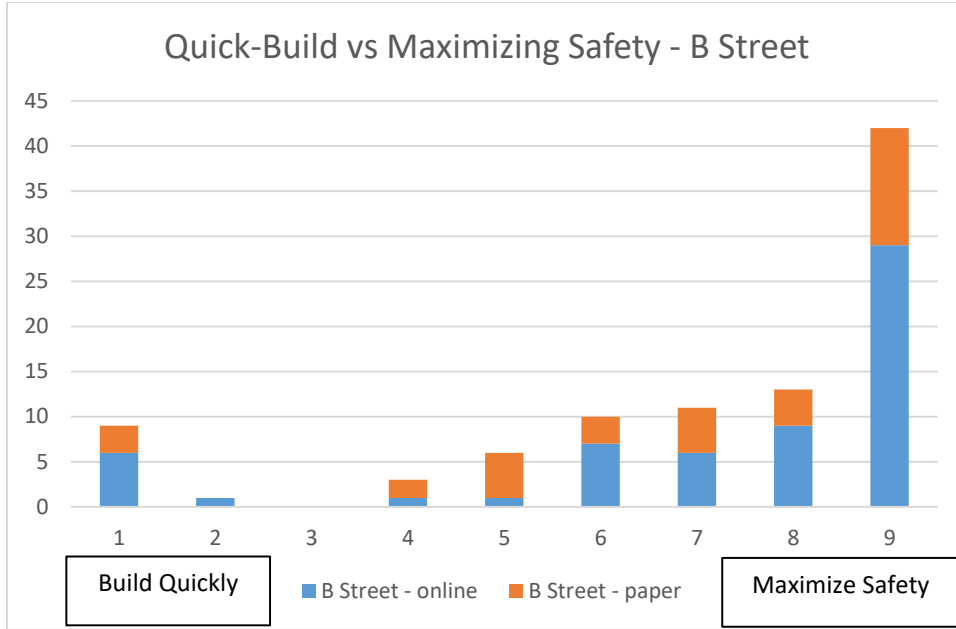


Figure 12: Quick-Build vs Maximizing Safety - B Street

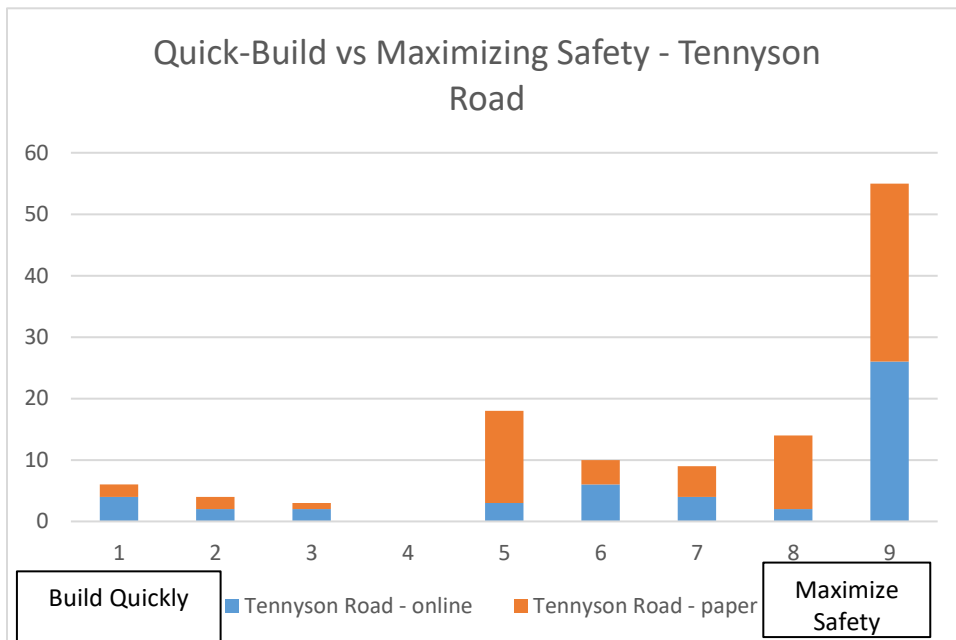


Figure 13: Quick-Build vs Maximizing Safety - Tennyson Road

Corridor Comments

Participants also provided comments in online surveys and through sticky-notes on activity boards. Areas of input were:

- Is there anything missing from intersection improvements along the corridor?
- What comments do you have about each concept provided?
- Are there any other comments you want to share?

The following table shows the volume of comments by corridor and by category:

Table 5: Round 2 comments by corridor

Corridor	Total	Missing project comment	Concept comment	General comment
A Street	181	59	91	31
B Street	137	48	61	28
Tennyson Road	200	65	71	64

A Street Comments

Hesperian Blvd to Meekland Avenue

Comments on this segment show a sharp tension between safety improvements and congestion concerns. Many respondents describe this stretch as already heavily congested and express strong opposition to lane reductions, frequently stating that reducing travel lanes would “invite disaster,” worsen backups, and undermine A Street’s role as a major crosstown connector. These respondents tend to favor Concept 1 or Concept 2, framing them as more realistic and less disruptive to traffic flow.

At the same time, there is a clear and persistent safety narrative, especially around:

- Dangerous intersections (notably A & Mission, A & Grand, and left turns from Grand into B Street),
- Senior pedestrian safety, including insufficient crossing time and red-light running,
- High vehicle speeds and aggressive driving behavior.

Many commenters call for speed cameras, red-light cameras, increased police presence, and better signal timing as either supplements to or substitutes for physical redesigns. Several commenters explicitly argue that enforcement-based solutions should be implemented first, before major capital changes.

Supporters of Concept 3 frame it as the only alternative that meaningfully prioritizes human life and long-term safety, highlighting protected facilities, trees, and climate benefits. However, even some Concept 3 supporters acknowledge that congestion impacts are a real political and functional concern on this segment.

Meekland Ave to Watkins St

This segment generates more safety-forward and pedestrian-focused commentary than the western portion of A Street. While congestion and parking loss are still mentioned, respondents also highlight the high number of residential and senior-serving uses and the unsuitability of the current street for bicyclist and pedestrian safety.

A dominant theme is severe pedestrian risk near Lucky's, Watkins St, and senior housing, with multiple comments referencing:

- People being struck in crosswalks,
- Drivers failing to yield or speeding through intersections,
- Insufficient crossing time for seniors and people using mobility devices.

Requests that respondents feel are missing or under-emphasized include:

- Mid-block crossings on long blocks,
- Raised or signalized crosswalks, not just RRFBs,
- Protected left-turn phases at Watkins St, Western Blvd/Grand St, and Hathaway Ave/Santa Clara St,
- Physical protection for bike facilities (barriers instead of paint).

There is strong support for Concept 3 on this segment, often justified by the need to slow traffic, protect seniors, and improve neighborhood livability. Supporters frequently describe Concept 1 as insufficient and Concept 2 as better but still limited by painted or partially protected facilities.

Opposition tends to focus on parking loss, especially for lower-income residents and multi-generational households. Some respondents argue that removing on-street parking without providing alternatives would disproportionately harm vulnerable residents and small businesses.

B Street Comments**MLK Dr to Montgomery St**

Comments reinforce B Street as a neighborhood street and not a major vehicle corridor, with respondents generally more positive towards traffic calming than on A Street.

Key safety themes include:

- Speeding concerns, especially near schools,
- Poor visibility and lighting, particularly near Filbert St and Walnut St,
- Dooring risks between parked cars and bicyclists,
- Left turn conflicts, especially at Grand St/B St and Montgomery St/B St.

There is strong support for Concept 3, often described as the only option that truly protects cyclists and pedestrians. Some commenters characterize bike lanes between moving traffic and parked cars as “fatally dangerous,” rejecting Concepts 1 and 2 on that basis alone.

At the same time, a smaller but vocal group argues that:

- B Street already functions acceptably as is,
- Excessive speed humps or bulb-outs could inconvenience drivers or school traffic,
- Traffic circles are preferable to speed bumps or additional signals.

Montgomery Street to Watkins Street

Feedback on this shorter segment is more mixed and lower-priority in tone. Several respondents note that this section is only one block, and that many people biking already bypass it or ride on the sidewalk.

Supporters emphasize:

- The need to slow traffic entering downtown,
- The importance of protected bike facilities, especially near City Hall,
- Visibility and safety at intersections.

Opposition is more common here than on the southern segment of B Street. When preferences are stated, Concept 3 again emerges as the most supported, primarily for its separation and clarity, while Concept 2 is often framed as an acceptable compromise.

Tennyson Road

Hesperian Blvd to Mission Blvd

Across Tennyson Road comments, the dominant theme is perceived danger combined with deep disagreement about the solution. There was broad agreement among comments about safety concerns, which included:

- High vehicle speeds, red-light running, and drivers failing to yield at crosswalks with RRFBs
- Poor nighttime lighting,
- Unsafe freeway ramp crossings
- Overly-wide intersections (notably Calaroga Ave, Patrick Ave, Tampa Ave, and Ruus Rd),

Many commenters describe Tennyson as “scary” for walking and biking, with several referencing recent pedestrian injuries or fatalities.

A defining feature of Tennyson feedback is the split between infrastructure solutions and enforcement-first approaches:

- Many respondents advocate strongly for speed cameras, red-light cameras, police presence, and strict enforcement, sometimes explicitly opposing physical changes.
- Others argue that infrastructure is necessary because enforcement alone has failed, and that protected facilities are required to change driver behavior.

Parking loss is a central and emotionally charged issue. Respondents frequently mention:

- Multi-generational households with multiple vehicles,
- Safety concerns about walking farther at night in a corridor perceived as unsafe,
- Potential harm to local businesses and street vendors.

These concerns drive support for Concept 2, which was several times described as the “best balance” between safety and community impacts. Concept 3 is supported by those prioritizing maximum safety and long-term transformation but also saw the strongest resistance due to parking removal. Concept 1 is favored by respondents focused on congestion, transit operations, and minimizing disruption.

Demographic survey

At the end of the survey, respondents were prompted to complete an optional demographic survey. Each question was optional, and thus the total number of responses varies by question. In some questions respondents selected that they “prefer not to respond” or did not answer the question at all.

Below are key themes from the demographic survey results:

- In total, 276 survey respondents completed the optional demographic survey, with 36% from online surveys and 64% from in-paper surveys.
- The two most common zip codes among survey respondents were from the immediate project area. The 94544 and 94541 zip codes represented 80% of all surveys completed.
- For online surveys, the largest ethnic groups represented were Asian (28%), Latinx (28%), and White (23%). For paper surveys, Latinx were the overwhelming majority (73%), with Asian and White represented at 10% and 6%, respectively. Black respondents represented between 3-4.5% of surveys.
- Survey responses online were balanced between men and women, but 59% of paper surveys were completed by women.
- A majority (51%) of paper survey responses had annual household income under \$75,000, while a majority (50%) of online survey responders reported an annual household income of over \$100,000.
- Online survey responses skewed younger (59% between the ages of 25-44), while paper surveys had the largest responses by people over the age of 65 (14%).
- Among survey respondents, 64% report speaking English at home and 52% report speaking Spanish at home. 11 other languages were represented in survey responses.

Appendix A: Outreach Materials

Safe Streets
Hayward

Planificación de calles
seguras Hayward

برنامه ریزی خیابان های ایمن
Hayward

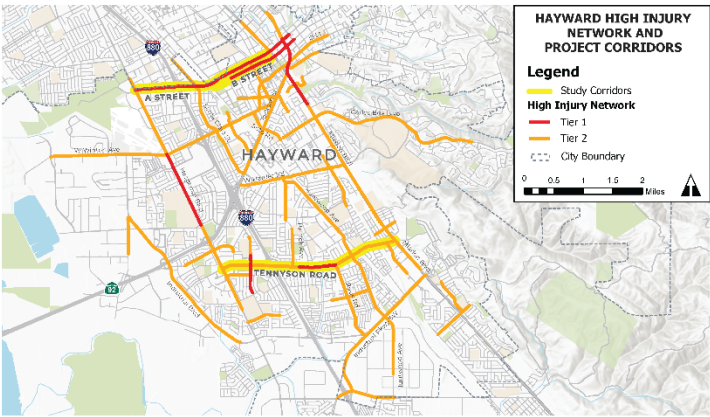




The City of Hayward is bringing safety improvements to streets with the most serious injury and fatal collisions. We want to share what we've heard from you and what we've learned. **We need your voice to develop community-supported designs.**

La ciudad de Hayward está mejorando la seguridad en las calles con mayor índice de lesiones graves y colisiones mortales. Queremos compartir lo que hemos escuchado de ti y lo que hemos aprendido. **Necesitamos tu opinión para desarrollar diseños que cuenten con el apoyo de la comunidad.**

شهر هیوارد در حال ارتقای ایمنی خیابانهای با جدی ترین آسیب ها و تصادفات مرگبار است. ما می خواهیم آنچه را که از شما شنیده ایم و آنچه آموخته ایم به اشتراک بگذاریم. ما برای توسعه طرح های پشتیبانی شده توسط جامعه به صدای شما نیاز داریم.



What we learned | Lo que aprendimos | آنچه یاد گرفتیم

- 385** crashes on A/B Streets and Tennyson Road since 2019
385 choques en las calles A/B y Tennyson Road desde 2019
۵۸۳ تصادف در خیابان های A/B و جاده تنیسون از سال ۹۱۰۲ تاکنون
- 31** severe injuries or fatalities since 2019
31 lesiones graves o fallecidos desde 2019
۱۳ تصادف شدید یا مرگبار از سال ۹۱۰۲ تاکنون
- 46%** of severe injury or fatal crashes involved someone walking or biking
46% de los choques con lesiones graves o fatales involucraron a personas que caminaban o iban en bicicleta.
۴۶٪ از تصادفات منجر به جرح شدید یا مرگ، مربوط به افرادی است که پیاده یا دوچرخه سوار بوده اند.

What we heard | Lo que escuchamos | آنچه شنیدیم

- 54%** Slow Cars Down | Reducir la velocidad de los automóviles | آهسته شدن اتومبیل ها
- 46%** Safer Crosswalks | Cruces peatonales más seguros | گذرگاه های امن تر
- Better Bike Lanes | Mejores carriles para bicicletas | مسیرهای دوچرخه بهتر
- More Lighting | Más iluminación | روشنایی بیشتر
- 23** Community Events | Eventos comunitarios | رویدادهای جامعه
- 2,049** People Reached | Personas alcanzadas | تعداد افرادی که به آن ها دسترسی پیدا شده است
- 1,000+** Public Comments | Comentarios públicos | نظرات عمومی

Project Schedule | Calendario del proyecto | هژورپ یدن بنامز هم ان رب

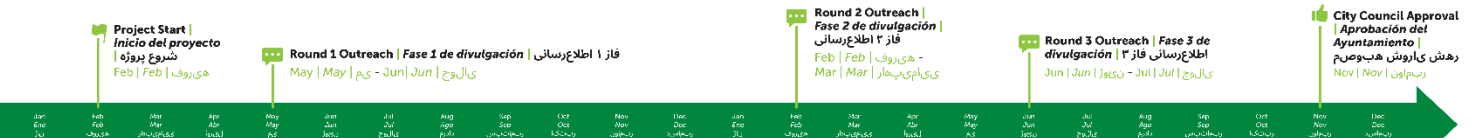


Figure 14. Project Overview Outreach Board

Safe Streets Hayward | **Planificación de calles seguras Hayward** | **برنامه ریزی خیابان های ایمن Hayward**




Visual Glossary | Glosario visual | واژه نامه بصری

Corridor Improvements | Mejoras en el corredor | بهبودهای راهرو



Specific Intersection Recommendations | Recomendaciones específicas para intersecciones | توصیه های تقاطع خاص

Signal/Turning Restrictions | Restricciones de señalización/giro | محدودیت های سیگنال-چرخش

Speed Deterrants | Disuadores de velocidad | بازدارنده های سرعت



Figure 15. A Street and B Street Outreach Board

Safe Streets Hayward

Planificación de calles seguras Hayward

Hayward برنامه ریزی خیابان های ایمن



A Street Safety Improvements

Mejoras de Seguridad بهبودهای ایمنی

Below are all of the intersection & corridor improvements proposed for A Street. See photo examples on the Visual Glossary board.

A continuación se muestran todas las mejoras de intersección y corredor propuestas para la calle A. Consulta los ejemplos en fotos en el tablero del Glosario Visual.

در ادامه تمام بهبودهای تقاطع ها و گذرگاههای پیشنهادی برای خیابان A ارائه شده است. نمونه های عکس را در تابلوی واژه نامه بصیری مشاهده کنید.

Hesperian Blvd to Meekland Ave

- Protected Intersection
- Bulb-Out
- Red Light Camera
- Rapid-Rectangular Flashing Beacon (RRFB)
- Close Left Turning Movement
- Improvements that are part of another project



Are there any intersection improvements missing from this map? Leave a comment on a sticky-note.

¿Hay alguna mejora en las intersecciones que falte en este mapa? Deja un comentario en una nota adhesiva.

آیا هیچگونه بهبود تقاطعی از این نقشه جا افتاده است؟ در مورد یک یادداشت چسبیده نظر بگذارید.

Instructions: Place a sticker on the concept you like most, or write a comment on a sticky-note.

Instrucciones: Coloca una calcomanía en el concepto que más te guste o escribe un comentario en una nota adhesiva.

دستورالعمل: روی طرحی که بیشتر دوست دارید یک برچسب قرار دهید یا در مورد یک یادداشت چسبیده نظر بنویسید.

Concept 1

Keeps the roadway the way it is, but makes intersection and crosswalk improvements.

Mantiene la carretera tal como está, pero realiza mejoras en las intersecciones y los pasos peatonales.

جاده را همانطور که هست نگه می دارد، اما تقاطع و گذرگاه را بهبود می بخشد.



Bicyclist safety Seguridad de los ciclistas ایمنی دوچرخه	
Pedestrian safety Seguridad peatonal سواران ایمنی عابر	
Speed reduction Impacto en el estacionamiento پیاده کاهش سرعت	
Effect on parking Efecto sobre el estacionamiento تأثیر بر پارکینگ	N/A
Effect on congestion Impacto en la congestión تأثیر بر ازدحام	
Cost & schedule Costo y cronograma هزینه و برنامه	\$

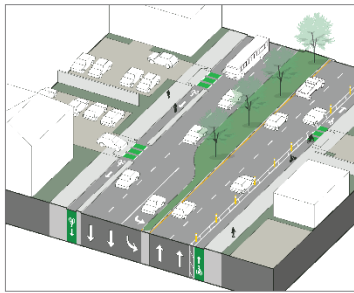
Vote for Concept 1! | Vota | رأی گیری

Concept 2

Narrows travel lanes to make continuous safety improvements on the corridor.

Reduce el ancho de los carriles de circulación para implementar mejoras continuas de seguridad en el corredor.

خطوط سفر را برای بهبود مستمر ایمنی در راهرو باریک می کند.



Bicyclist safety Seguridad de los ciclistas ایمنی دوچرخه	
Pedestrian safety Seguridad peatonal سواران ایمنی عابر	
Speed reduction Impacto en el estacionamiento پیاده کاهش سرعت	
Effect on parking Efecto sobre el estacionamiento تأثیر بر پارکینگ	N/A
Effect on congestion Impacto en la congestión تأثیر بر ازدحام	
Cost & schedule Costo y cronograma هزینه و برنامه	\$\$

Vote for Concept 2! | Vota | رأی گیری

Concept 3

Reduces travel lanes for maximum safety & comfort improvements.

Reduce los carriles de circulación para lograr mejoras máximas en seguridad y comodidad.

خطوط سفر را برای حداکثر بهبود ایمنی و راحتی کاهش می دهد.



Bicyclist safety Seguridad de los ciclistas ایمنی دوچرخه	
Pedestrian safety Seguridad peatonal سواران ایمنی عابر	
Speed reduction Impacto en el estacionamiento پیاده کاهش سرعت	
Effect on parking Efecto sobre el estacionamiento تأثیر بر پارکینگ	N/A
Effect on congestion Impacto en la congestión تأثیر بر ازدحام	
Cost & schedule Costo y cronograma هزینه و برنامه	\$\$\$

Vote for Concept 3! | Vota | رأی گیری

Figure 16. Activity Outreach Board (A St – one of two boards)

Safe Streets Hayward

Planificación de calles seguras Hayward

Hayward برنامه ریزی خیابان های ایمن



A Street Safety Improvements

Mejoras de Seguridad بهبودهای ایمنی

Below are all of the intersection & corridor improvements proposed for A Street. See photo examples on the Visual Glossary board.

A continuación se muestran todas las mejoras de intersección y corredor propuestas para la calle A. Consulta los ejemplos en fotos en el tablero del Glosario Visual.

در ادامه تمام بهبودهای تقاطع ها و گذرگاههای پیشنهادی برای خیابان A ارائه شده است. نمونه های عکس را در تابلوی واژه نامه بصری مشاهده کنید.

Meekland Ave to Watkins St

- Bulb-Out
- Red Light Camera
- Rapid-Rectangular Flashing Beacon (RRFB)
- Close Left Turning Movement



Are there any Intersection Improvements missing from this map? Leave a comment on a sticky-note.

¿Hay alguna mejora en las intersecciones que falte en este mapa? Deja un comentario en una nota adhesiva.
آیا هیچگونه بهبود تقاطعی از این نقشه جا افتاده است؟ در مورد یک یادداشت چسبیده نظر بگذارید.

Instructions: Place a sticker on the concept you like most, or write a comment on a sticky-note.

Instrucciones: Coloca una calcomanía en el concepto que más te guste o escribe un comentario en una nota adhesiva.

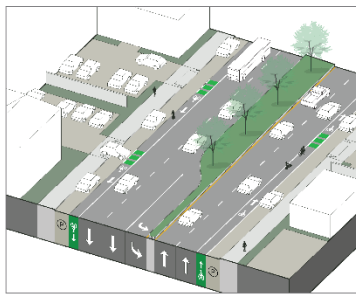
دستورالعمل: روی طرحی که بیشتر دوست دارید یک برچسب قرار دهید یا در مورد یک یادداشت چسبیده نظر بنویسید.

Concept 1

Keeps the roadway the way it is, but makes intersection and crosswalk improvements.

Mantiene la carretera tal como está, pero realiza mejoras en las intersecciones y los pasos peatonales.

جاده را همانطور که هست نگه می دارد، اما تقاطع و گذرگاه را بهبود می بخشد.



Bicyclist safety Seguridad de los ciclistas ایمنی دوچرخه	👍
Pedestrian safety Seguridad peatonal سواران ایمنی عابر	👍👍
Speed reduction Impacto en el estacionamiento پیاده کاهش سرعت	👍
Effect on parking Efecto sobre el estacionamiento تأثیر بر پارکینگ	👎
Effect on congestion Impacto en la congestión تأثیر بر ازدحام	👎
Cost & schedule Costo y cronograma هزینه و برنامه	\$

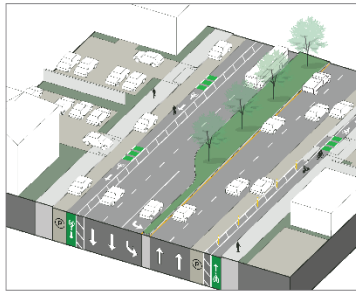
Vote for Concept 1! | Vota | رأی گیری

Concept 2

Narrows travel lanes with limited parking removal to make continuous safety improvements on the corridor.

Carriles más estrechos y eliminación limitada de estacionamiento para mejoras continuas de seguridad en el corredor.

عرض خطوط سفر را با حذف محدود پارکینگ برای بهبود ایمنی مداوم در امتداد مسیر کاهش میدهد.



Bicyclist safety Seguridad de los ciclistas ایمنی دوچرخه	👍👍
Pedestrian safety Seguridad peatonal سواران ایمنی عابر	👍👍
Speed reduction Impacto en el estacionamiento پیاده کاهش سرعت	👍👍
Effect on parking Efecto sobre el estacionamiento تأثیر بر پارکینگ	👎👎
Effect on congestion Impacto en la congestión تأثیر بر ازدحام	👎
Cost & schedule Costo y cronograma هزینه و برنامه	\$\$

Vote for Concept 2! | Vota | رأی گیری

Concept 3

Removes parking on the south side of the street for maximum safety & comfort improvements.

Elimina el estacionamiento en el lado sur de la calle para lograr mejoras máximas en seguridad y comodidad.

پارکینگ در سمت جنوبی خیابان را برای بهبود حداکثر ایمنی و راحتی حذف می کند.



Bicyclist safety Seguridad de los ciclistas ایمنی دوچرخه	👍👍
Pedestrian safety Seguridad peatonal سواران ایمنی عابر	👍👍
Speed reduction Impacto en el estacionamiento پیاده کاهش سرعت	👍👍
Effect on parking Efecto sobre el estacionamiento تأثیر بر پارکینگ	👎👎
Effect on congestion Impacto en la congestión تأثیر بر ازدحام	👎👎
Cost & schedule Costo y cronograma هزینه و برنامه	\$\$\$

Vote for Concept 3! | Vota | رأی گیری

Figure 17. Activity Outreach Board (A St – two of two boards)

Safe Streets Hayward

Planificación de calles seguras Hayward

Hayward برنامه ریزی خیابان های ایمن

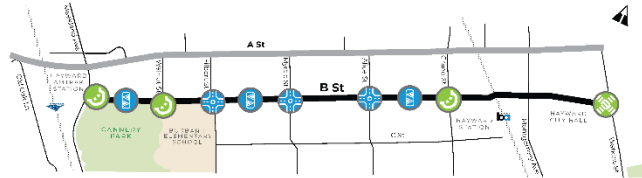


B Street Safety Improvements

Mejoras de Seguridad

بهبودهای ایمنی

- Pedestrian Scramble
- Bulb-Out
- Speed Hump
- Traffic Circle



Below are all of the intersection & corridor improvements proposed for B Street. See photo examples on the Visual Glossary board

A continuación se muestran todas las mejoras de intersección y corredor propuestas para la calle B. Consulta los ejemplos en fotos en el tablero del Glosario Visual.

در ادامه تمام بهبودهای تقاطع ها و گذرگاههای پیشنهادی برای خیابان B ارائه شده است. نمونه های عکس را در تابلوی واژه نامه بصری مشاهده کنید

Are there any Intersection improvements missing from this map? Leave a comment on a sticky-note.
 ¿Hay alguna mejora en las intersecciones que falte en este mapa? Deja un comentario en una nota adhesiva.
 آیا هیچگونه بهبود تقاطعی از این نقشه جا افتاده است؟ در مورد یک یادداشت چسبیده نظر بگذارید.

Instructions: Place a sticker on the concept you like most, or write a comment on a sticky-note.

Instrucciones: Coloca una calcomanía en el concepto que más te guste o escribe un comentario en una nota adhesiva.

دستورالعمل: روی طرحی که بیشتر دوست دارید یک برچسب قرار دهید یا در مورد یک یادداشت چسبیده نظر بنویسید.

Concept 1

Keeps the roadway the way it is, but makes intersection and crosswalk improvements.

Mantiene la carretera tal y como está, pero mejora las intersecciones y los pasos de peatones.

جاده را همانطور که هست نگه می دارد، اما تقاطع و گذرگاه را بهبود می بخشد.



Bicyclist safety Seguridad de los ciclistas ایمنی دوچرخه	
Pedestrian safety Seguridad peatonal سواران ایمنی عابر	
Speed reduction Impacto en el estacionamiento پیاده کاهش سرعت	
Effect on parking Efecto sobre el estacionamiento تأثیر بر پارکینگ	N/A
Effect on congestion Impacto en la congestión تأثیر بر ازدحام	
Cost & schedule Costo y cronograma هزینه و برنامه	\$

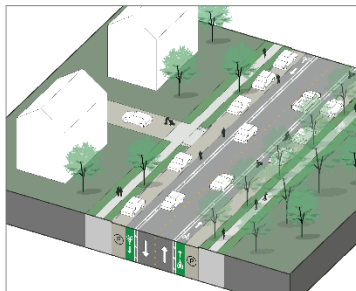
Vote for Concept 1! | Vota | رأی گیری

Concept 2

Narrows travel lanes to make continuous safety improvements on the corridor.

Se estrechan los carriles de circulación para realizar mejoras continuas de seguridad en el corredor.

خطوط سفر را برای بهبود مستمر ایمنی در راهرو باریک می کند.



Bicyclist safety Seguridad de los ciclistas ایمنی دوچرخه	
Pedestrian safety Seguridad peatonal سواران ایمنی عابر	
Speed reduction Impacto en el estacionamiento پیاده کاهش سرعت	
Effect on parking Efecto sobre el estacionamiento تأثیر بر پارکینگ	N/A
Effect on congestion Impacto en la congestión تأثیر بر ازدحام	
Cost & schedule Costo y cronograma هزینه و برنامه	\$\$

Vote for Concept 2! | Vota | رأی گیری

Concept 3

Narrows roadway for maximum safety & comfort improvements.

Estrecha la calzada para mejorar al máximo la seguridad y la comodidad.

جاده را برای بهبود حداکثر ایمنی و راحتی باریک می کند.



Bicyclist safety Seguridad de los ciclistas ایمنی دوچرخه	
Pedestrian safety Seguridad peatonal سواران ایمنی عابر	
Speed reduction Impacto en el estacionamiento پیاده کاهش سرعت	
Effect on parking Efecto sobre el estacionamiento تأثیر بر پارکینگ	N/A
Effect on congestion Impacto en la congestión تأثیر بر ازدحام	
Cost & schedule Costo y cronograma هزینه و برنامه	\$\$\$

Vote for Concept 3! | Vota | رأی گیری

Figure 18. Activity Outreach Board (B Street)

Safe Streets Hayward

Planificación de calles seguras Hayward

Hayward برنامه ریزی خیابان های ایمن



Tennysen Rd Safety Improvements

Mejoras de Seguridad

بهبودهای ایمنی

Below are all of the intersection & corridor improvements proposed for Tennysen Road. See photo examples on the Visual Glossary board.

A continuación se muestran todas las mejoras de intersección y corredor propuestas para Tennysen Road. Consulta los ejemplos en fotos en el tablero del Glosario Visual.

در زیر تمام بهبود تقاطع و راهرو پیشنهادی برای جاده تنیسون آورده شده است. نمونه های عکس را در تابلوی واژه نامه تصویری مشاهده کنید.

- Diamond Interchange
- Protected Intersection
- Bulb-Out
- Red Light Camera
- Pedestrian Hybrid Beacon (PHB)
- Close Left Turning Movement
- Improvements that are part of another project
- East Bay Greenway



Are there any intersection improvements missing from this map? Leave a comment on a sticky-note.
 ¿Hay alguna mejora en las intersecciones que falte en este mapa? Deja un comentario en una nota adhesiva.
 آیا هیچگونه بهبود تقاطعی از این نقشه جا افتاده است؟ در مورد یک یادداشت چسبیده نظر بگذارید.

Instructions: Place a sticker on the concept you like most, or write a comment on a sticky-note.

Instrucciones: Coloca una calcomanía en el concepto que más te guste o escribe un comentario en una nota adhesiva.

دستورالعمل: روی طرحی که بیشتر دوست دارید یک برچسب قرار دهید یا در مورد یک یادداشت چسبیده نظر بنویسید.

Concept 1

Keeps the roadway the way it is, but makes intersection and crosswalk improvements.

Se mantiene la vía tal como está, pero se realizan mejoras en las intersecciones y los pasos peatonales.

جاده را همانطور که هست نگه می دارد. اما تقاطع و گذرگاه را بهبود می بخشد.



Bicyclist safety Seguridad de los ciclistas ایمنی دوچرخه	
Pedestrian safety Seguridad peatonal سواران ایمنی عابر	
Speed reduction Impacto en el estacionamiento پیاده کاهش سرعت	
Effect on parking Efecto sobre el estacionamiento تأثیر بر پارکینگ	
Effect on congestion Impacto en la congestión تأثیر بر ازدحام	
Cost & schedule Costo y cronograma هزینه و برنامه	\$

Vote for Concept 1! | Vota | رأی گیری

Concept 2

Narrows travel lanes to make continuous safety improvements on the corridor.

Reduce el ancho de los carriles de circulación para implementar mejoras continuas de seguridad en el corredor.

خطوط سفر را برای بهبود مستمر ایمنی در راهرو باریک می کند.



Bicyclist safety Seguridad de los ciclistas ایمنی دوچرخه	
Pedestrian safety Seguridad peatonal سواران ایمنی عابر	
Speed reduction Impacto en el estacionamiento پیاده کاهش سرعت	
Effect on parking Efecto sobre el estacionamiento تأثیر بر پارکینگ	
Effect on congestion Impacto en la congestión تأثیر بر ازدحام	
Cost & schedule Costo y cronograma هزینه و برنامه	\$\$

Vote for Concept 2! | Vota | رأی گیری

Concept 3

Narrows roadway for maximum safety & comfort improvements.

Se estrecha la vía para mejorar al máximo la seguridad y la comodidad.

جاده را برای بهبود حداکثر ایمنی و راحتی باریک می کند.



Bicyclist safety Seguridad de los ciclistas ایمنی دوچرخه	
Pedestrian safety Seguridad peatonal سواران ایمنی عابر	
Speed reduction Impacto en el estacionamiento پیاده کاهش سرعت	
Effect on parking Efecto sobre el estacionamiento تأثیر بر پارکینگ	
Effect on congestion Impacto en la congestión تأثیر بر ازدحام	
Cost & schedule Costo y cronograma هزینه و برنامه	\$\$\$

Vote for Concept 3! | Vota | رأی گیری

Figure 19. Activity Outreach Board (Tennysen Rd)