

HAYWARD

Hesperian Blvd Workshop

Safe Streets Hayward

Public Meeting – November 2, 2026

Project Team

HAYWARD

CONSULTANT TEAM

KITTELSON & ASSOCIATES

TOOLE DESIGN

winter

Agenda

- Project Overview
- Challenges and Opportunities
- Design Concepts
- Next Steps
- Small Group Activity

Project Corridors

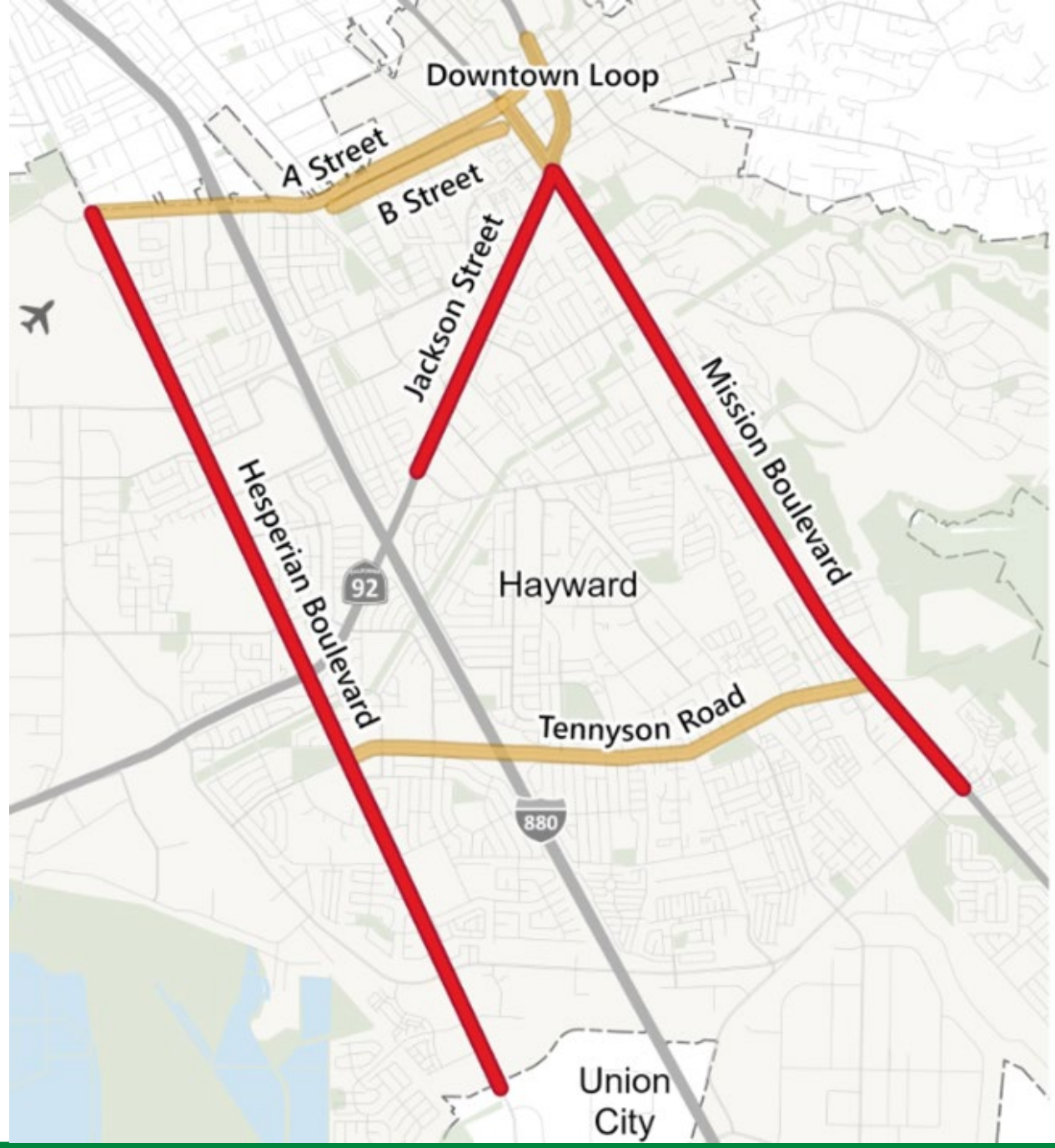
The City's **High-Injury Network (HIN)** are the streets where a disproportionate number of people crash and **severely injure or kill** people in Hayward

Safe Streets Downtown

- **The Loop**
  A St, Mission Blvd, Foothill Blvd

Safe Streets Hayward (Phase I)

- **Tennyson Road**
- **A Street**
- **B Street**



Project Goals
Safe Streets Hayward Phase II

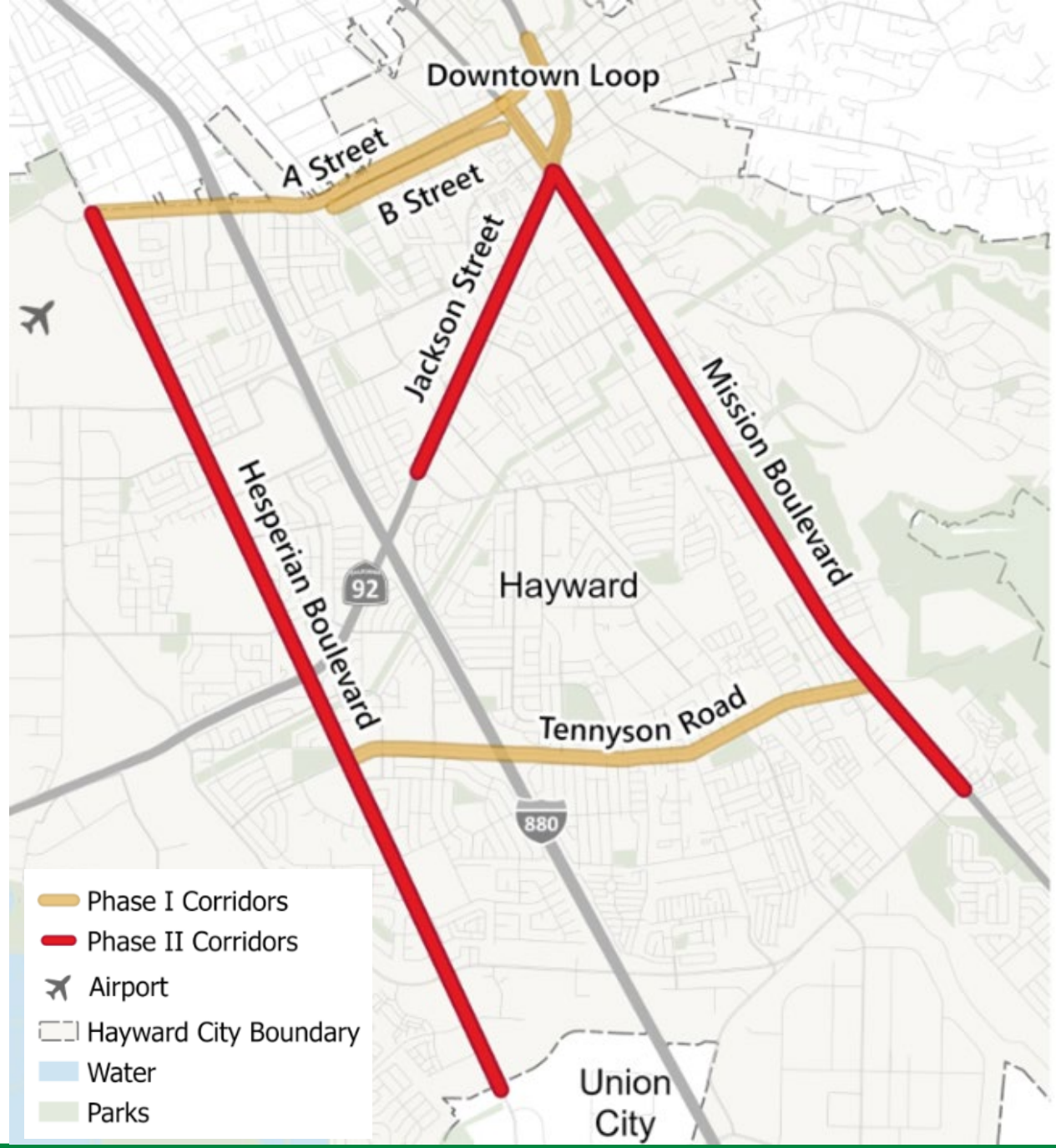
Eliminate fatal and severe injuries on these roadways, supporting Hayward's Vision Zero goal by 2050

- Make walking, biking, transit, and driving **safer and easier**
- Design streets for people of **all ages and abilities**
- **Reduce reliance on driving** for short trips
- **Expand multimodal** infrastructure and travel options
- Position the City to compete for **future funding**

Project Corridors

Safe Streets Hayward (Phase II)

- **Jackson Street**
  Santa Clara St to Mission Blvd
- **Hesperian Boulevard**
  A St to Union City border
- **Mission Boulevard**
  Jackson St to Industrial Pkwy



Hesperian Boulevard

- **Destinations:** Chabot College, Mt Eden High, St. Joachim School, Costco, Southland Mall, Mt Eden Park, Eden Greenway, Alden Oliver Sports Park
- **4.3 miles** with 20 signalized and 12 unsignalized intersections
- **6 lanes** and a landscaped median, 35 mph posted limit
- **24,000–26,000** vehicles a day
- **Truck route** with heavy freight at A St, Winton Ave and Industrial Blvd
- **AC Transit Line 97:** about 3,000 weekday rides, a bus every 15–30 minutes; and Line 60 which connects residents and commuters to the BART stations
- **0.5 mile** of bike lane, south of Industrial Blvd only

Source: HIN Phase 2 Safety Factbook (Kittelson, July 2026 draft) and Road Safety Audit (Toole Design Group, Oct 2026).

Hesperian Boulevard

What we have done so far:

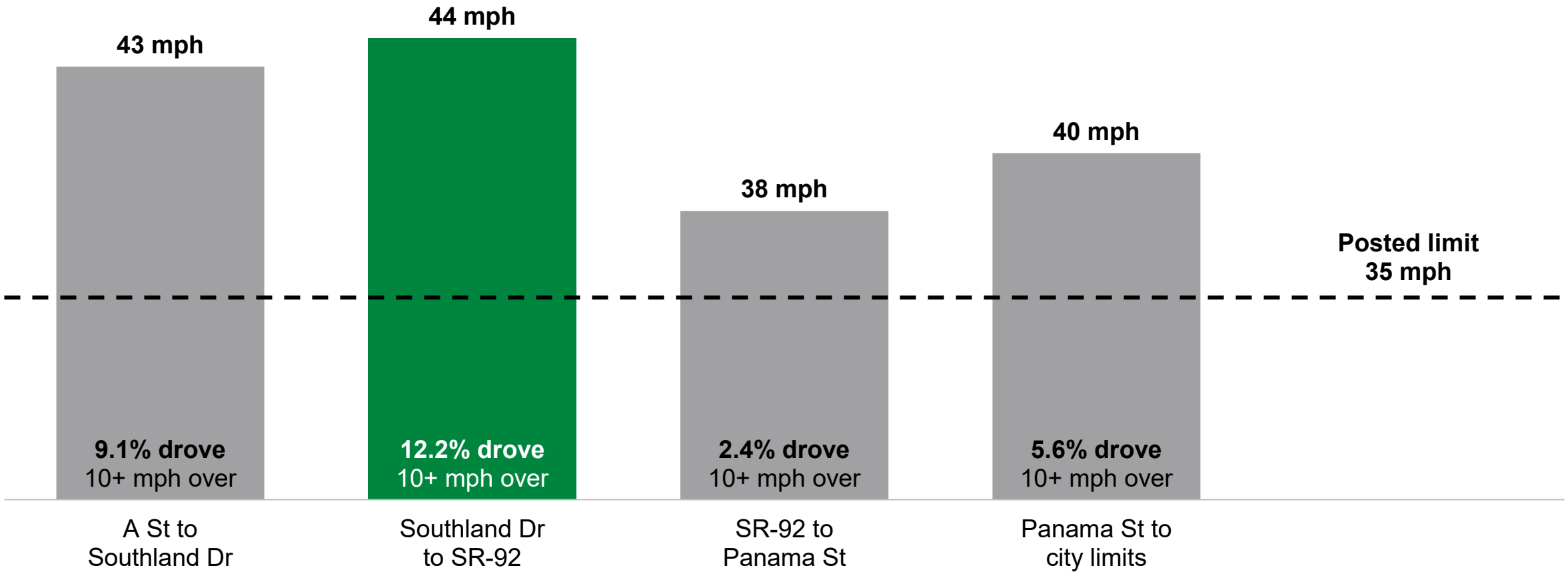
- **Reviewed** five years of crash data (2021–2025)
- **Collected** traffic counts, speeds, and near-miss data
- **Walked** the corridor with City staff for a Road Safety Audit



What We Found

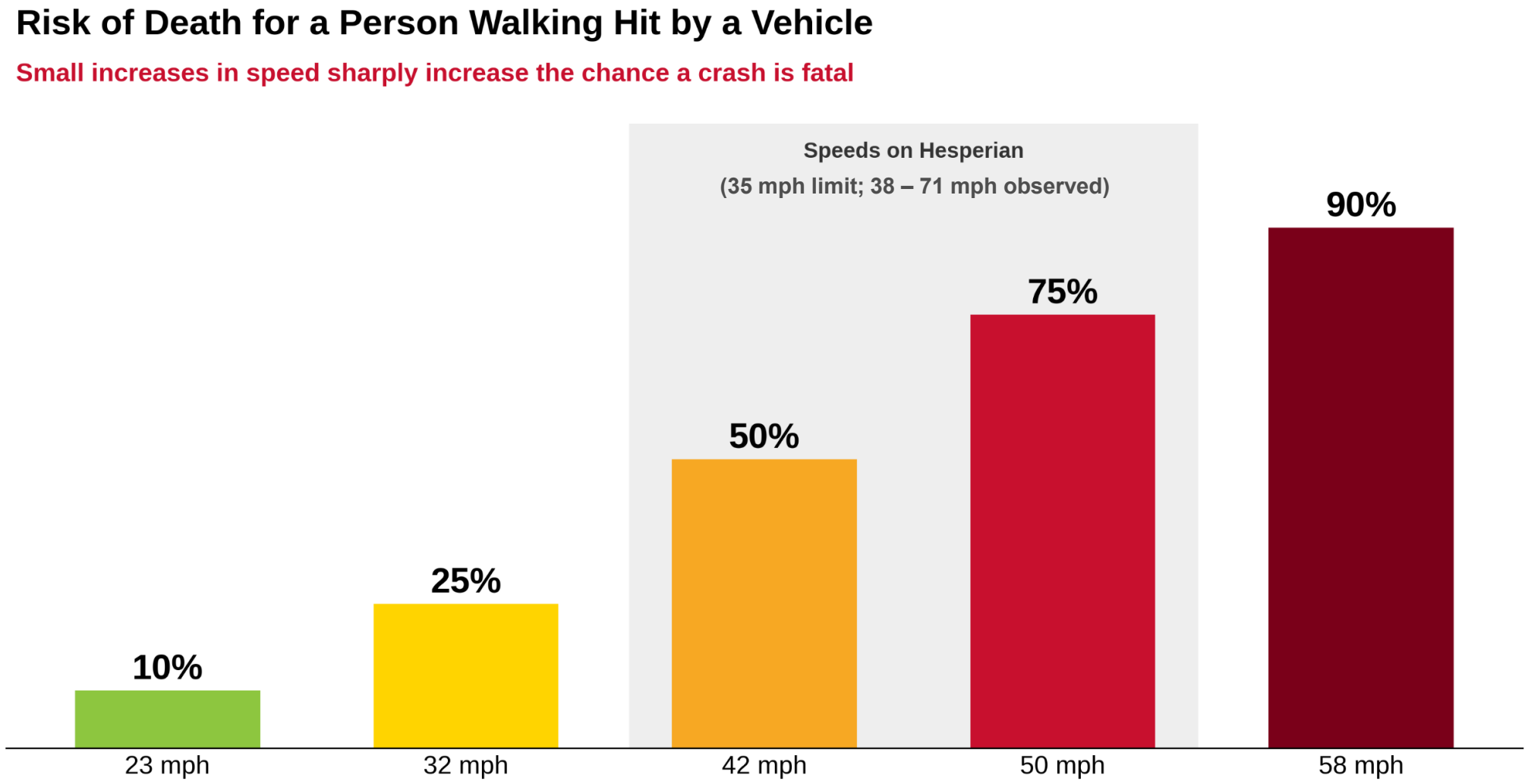
Drivers speed on every stretch: 85th-percentile speeds are 3 to 9 mph over the 35 mph limit

85th-percentile driving speed by segment, with share of drivers 10+ mph over the limit



85th-percentile speed: the speed at or below which 85% of drivers travel. Source: Hayward HIN Phase 2 Safety Factbook (Kittelson, July 2026 draft).

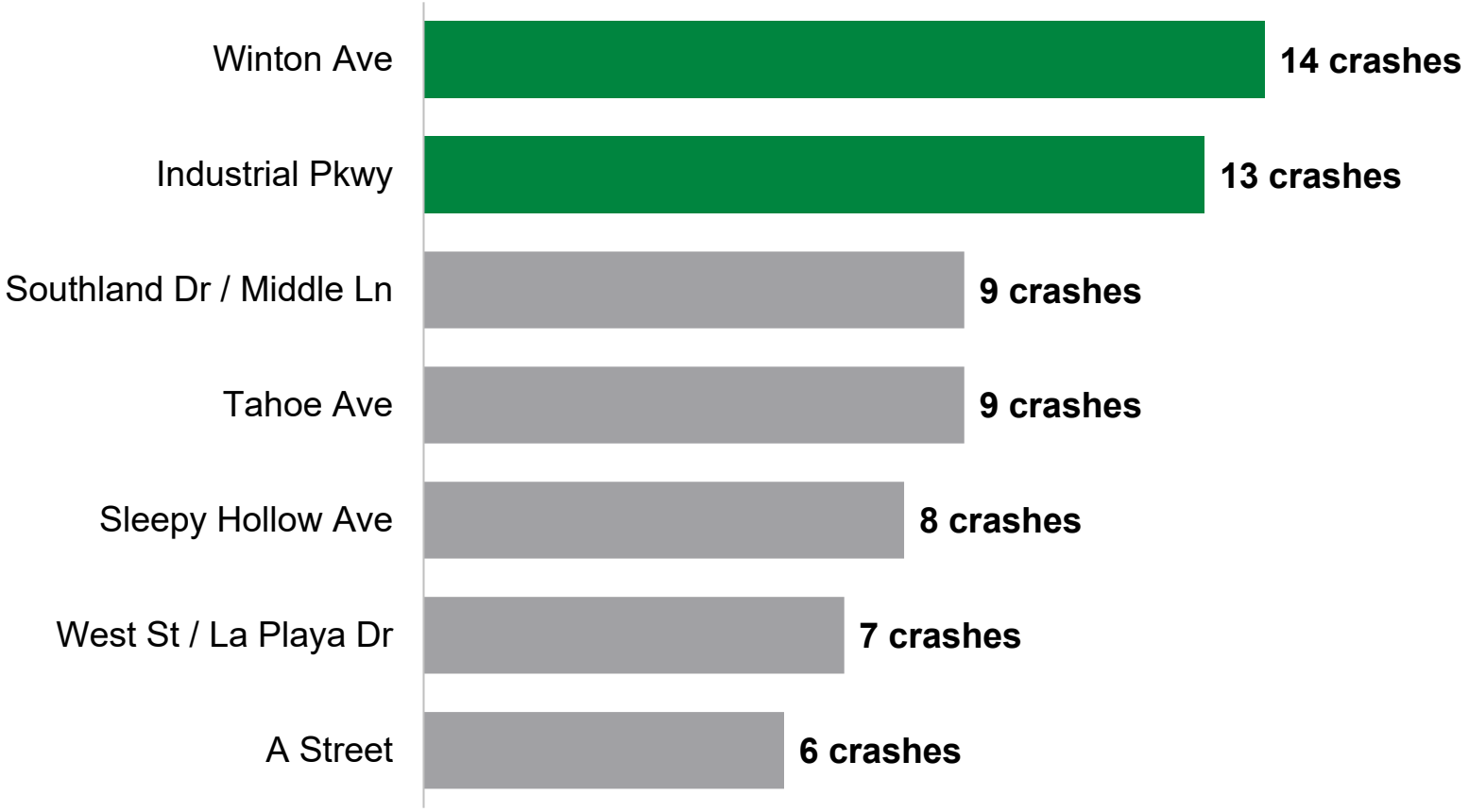
A person walking has a 50% chance of dying if hit at 42 mph



Source: Tefft, B.C., Impact Speed and a Pedestrian's Risk of Severe Injury or Death, AAA Foundation for Traffic Safety, 2011. Average risk for adult pedestrians.

Winton Ave and Industrial Pkwy had 27 of the corridor's 150 injury crashes in five years

Injury and fatal crashes by intersection, 2021–2025



150

injury and fatal crashes in five years, about one every 12 days

99

crashes (66%) happened at the 17 study intersections

3

of the 150 crashes were fatal: Sueirro, Oliver, and Industrial

Source: Hayward HIN Phase 2 Safety Factbook (Kittelson, July 2026 draft) and Road Safety Audit. Counts are approximate pending final reconciliation. Chart shows the 7 of 17 study intersections with the most crashes; the other 9 had 2 to 5 each. West St / La Playa Dr combines two intersections.

Turning drivers hurt people walking and biking
Red light running and speed hurt drivers

15

People walking

15 crashes, 4 fatal or serious. Most involved turning drivers, many after dark.

7

People biking

7 crashes, 2 fatal or serious. Turning drivers and crashes after dark.

128

People driving only

128 crashes, 11 fatal or serious. Red-light broadsides and speed-related rear-ends.

Result: Turning, red-light running and speeding drive the crashes on Hesperian.

Source: HIN Phase 2 Safety Factbook (Kittelson, July 2026 draft) and Road Safety Audit (Toole Design Group, Oct 2026). Injury and fatal crashes, 2021–2025.

Speeding, long crossings, and no space for people outside cars are the biggest safety issues

38–44

mph vs 35 limit

Speeding and red-light running. 221 red-light runs at Longwood Ave in 48 hours

105 ft

Longest crossing

Six lanes, with marked crossings 1,000+ ft apart. People cross mid-block

0.5 mi

Of bike lane

No separated space to bike, and no pedestrian-scale lighting

Result: Hesperian needs safety improvements now.

Source: HIN Phase 2 Safety Factbook (Kittelson, July 2026 draft) and Road Safety Audit (Toole Design Group, Oct 2026). 85th-percentile speeds.

What’s Possible

Slower traffic and shorter crossings would improve safety

Reduce Speeds

Visually narrow corridor with narrower lanes and landscaping, improve signal timing, and install curb extensions to slow turns

Reduce Distances

Extend median noses into crosswalks to make refuge islands and add curb extensions

Give Time to Cross

Leading pedestrian intervals, high-visibility crosswalks, and added crossings near bus stops

Opportunity: Make it safer and easier to cross the boulevard.

Source: Road Safety Audit suggestions (Toole Design Group, Oct 2026). Lane changes and 30 mph limits are options to evaluate, subject to traffic analysis.

Better sidewalks, separated bike space, and lighting would serve everyone traveling along Hesperian

Improve Sidewalks

Repair panels, move poles, and widen sidewalks, with accessible curb ramps and pushbuttons at every crossing

Add Bike Space

Separated bike lanes or a shared-use path would get riders off the sidewalk and out of vehicular lanes

Improve Lighting

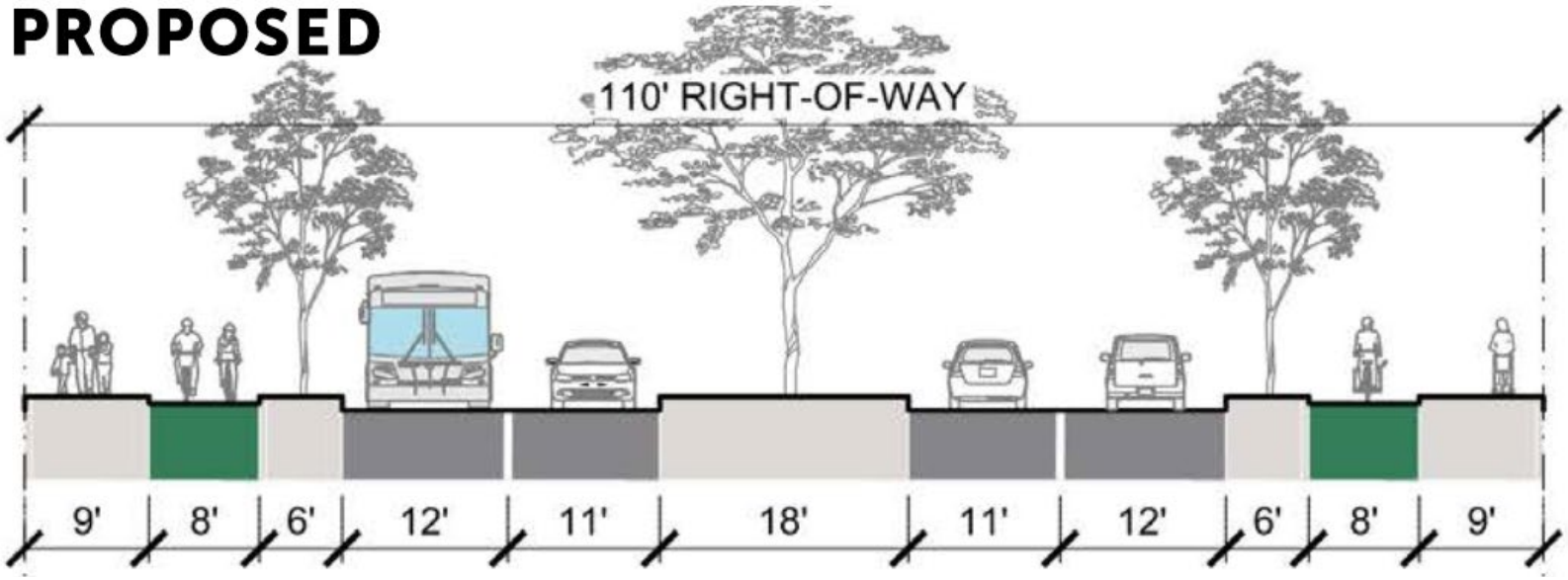
Crosswalk and pedestrian-scale lighting, as well as lit and sheltered bus stops

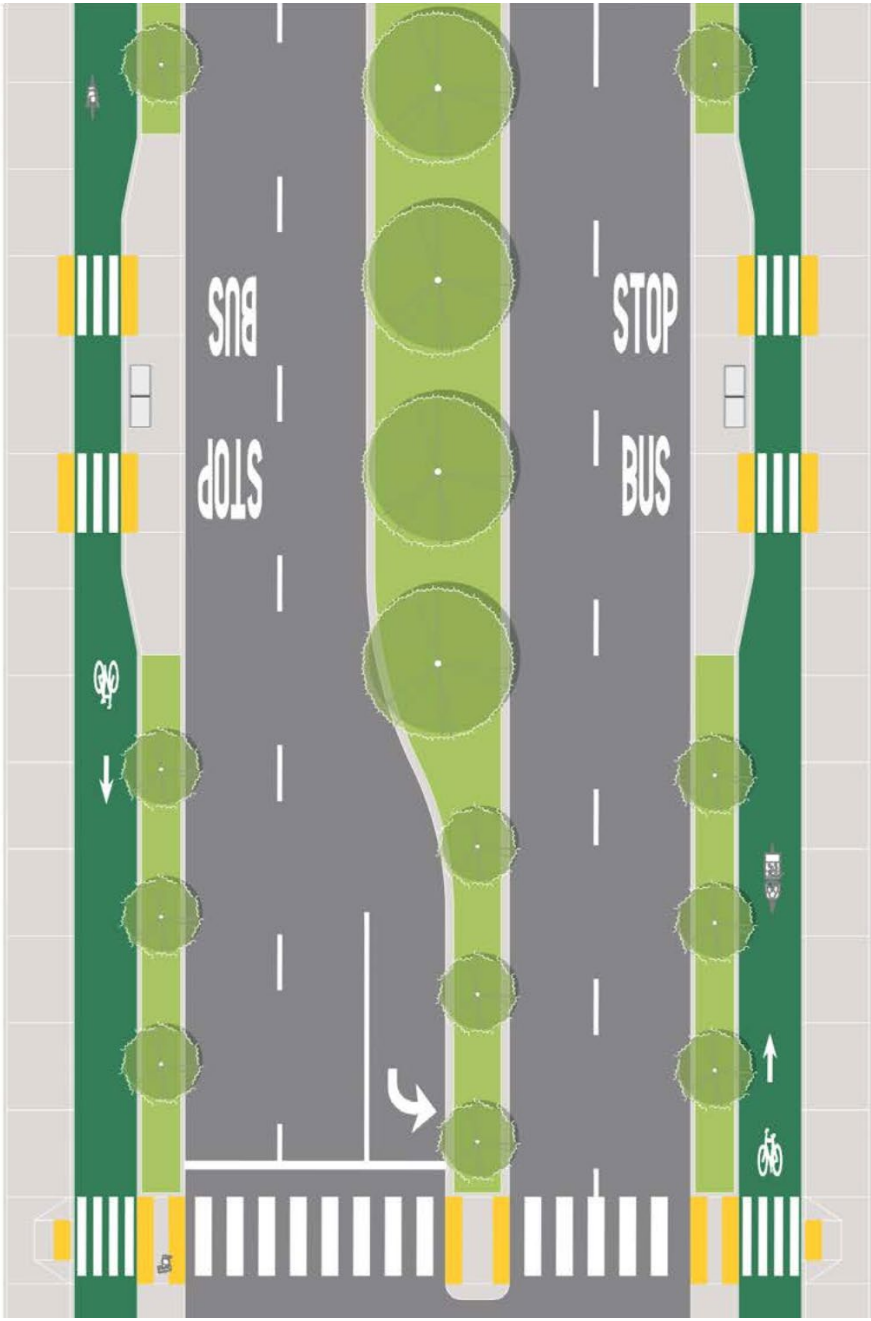
Opportunity: Give each way of getting around its own safe space.

Source: Road Safety Audit suggestions (Toole Design Group, Oct 2026). Nighttime conditions were not observed; a lighting review is recommended.

Concept 1 – The Cycle Street

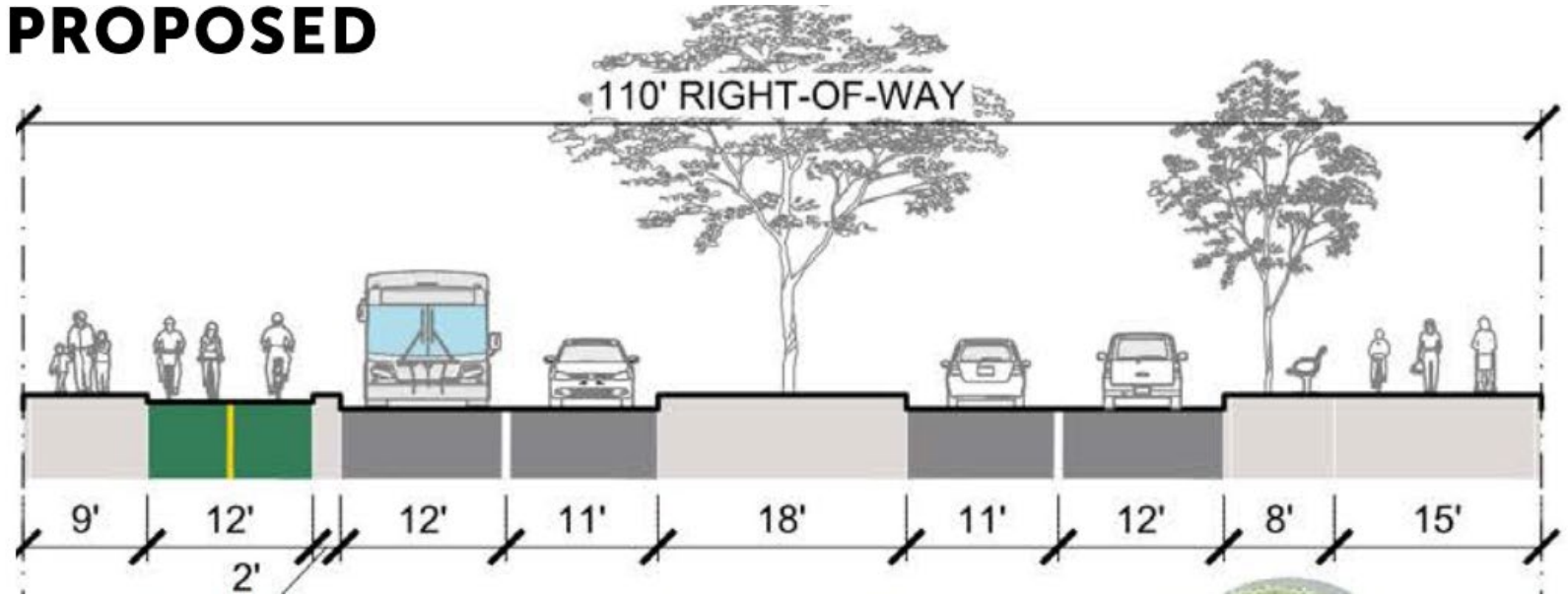
One-Way Separated Bikeway + **Landscape Strip** on Both Sides

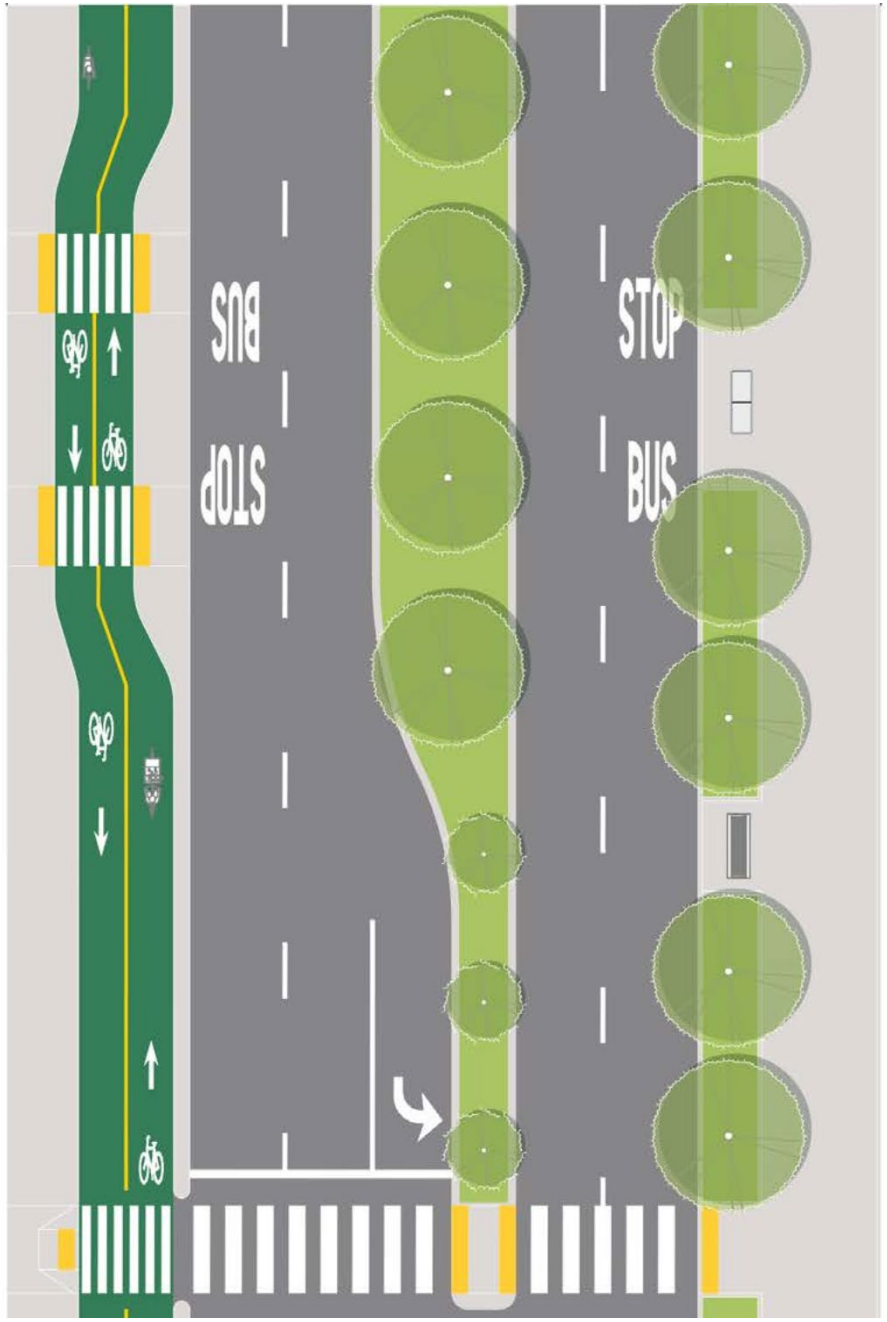




Concept 2 – The Trail

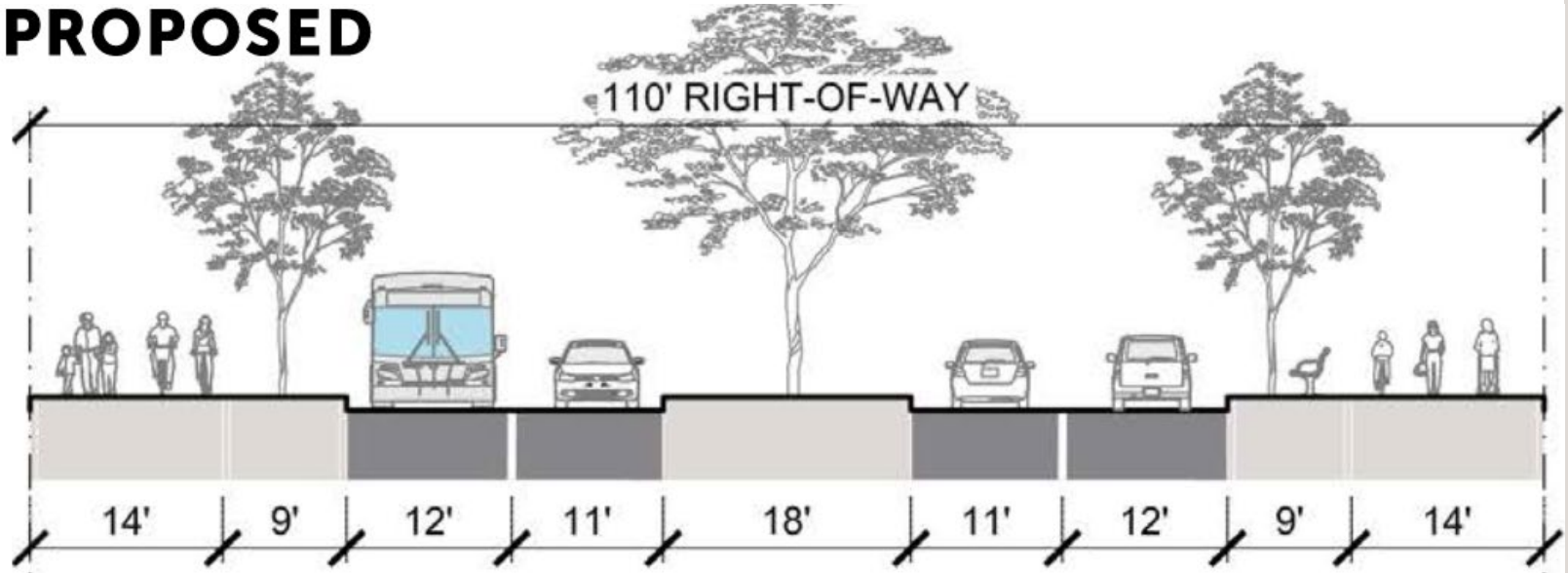
Two-Way Separated Bikeway + Shared-Use Path and Landscape Strip

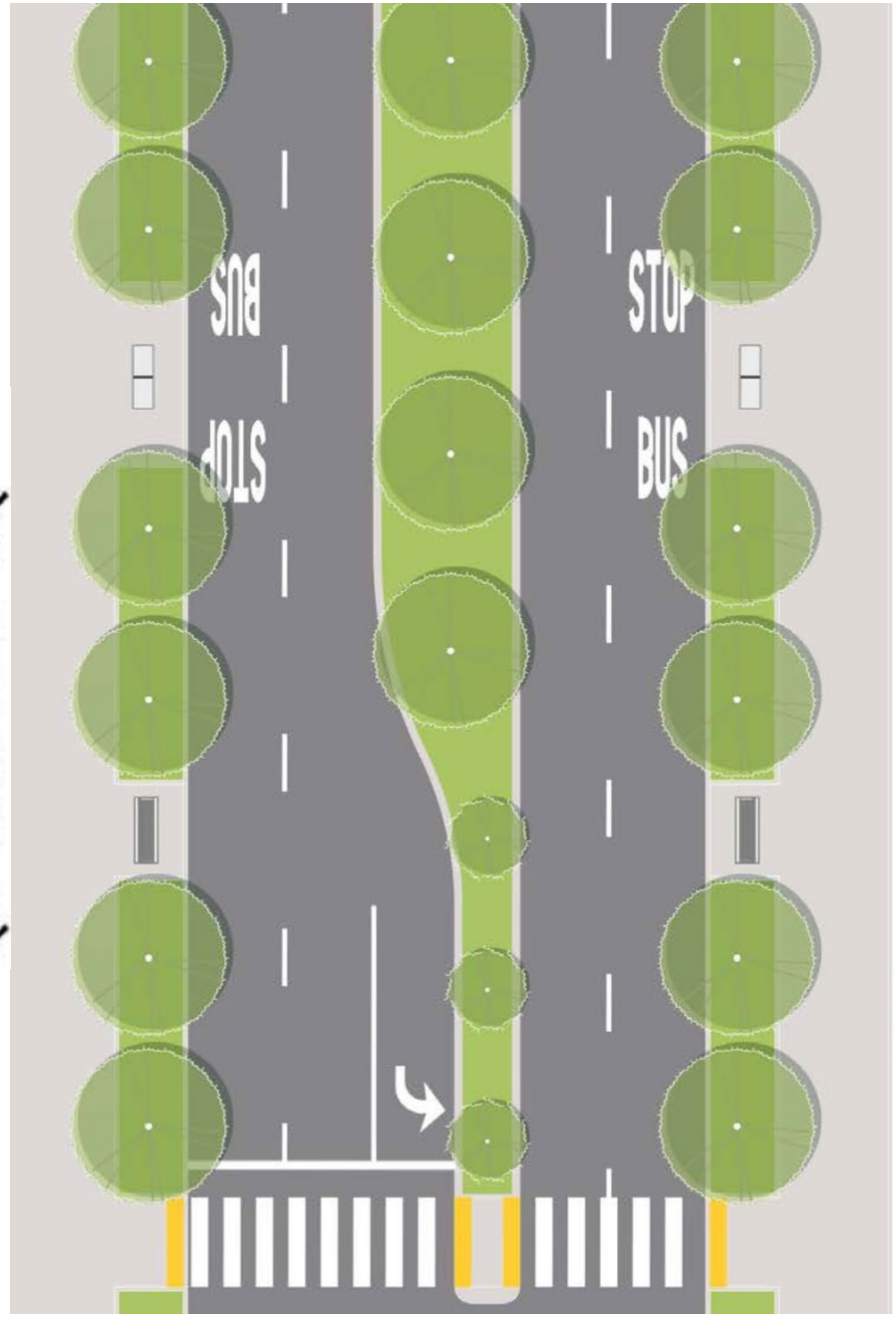




Concept 3 – The Boulevard

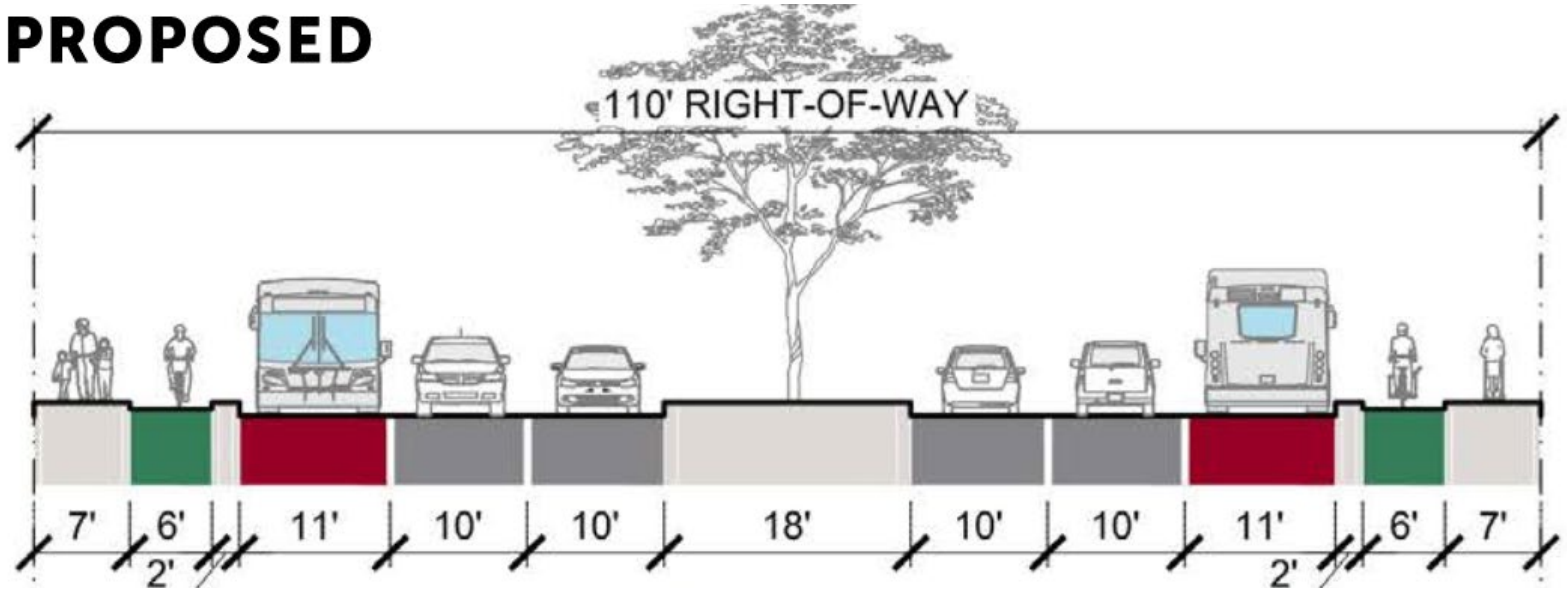
Shared-Use Path + **Generous Landscape Strip** on Both Sides

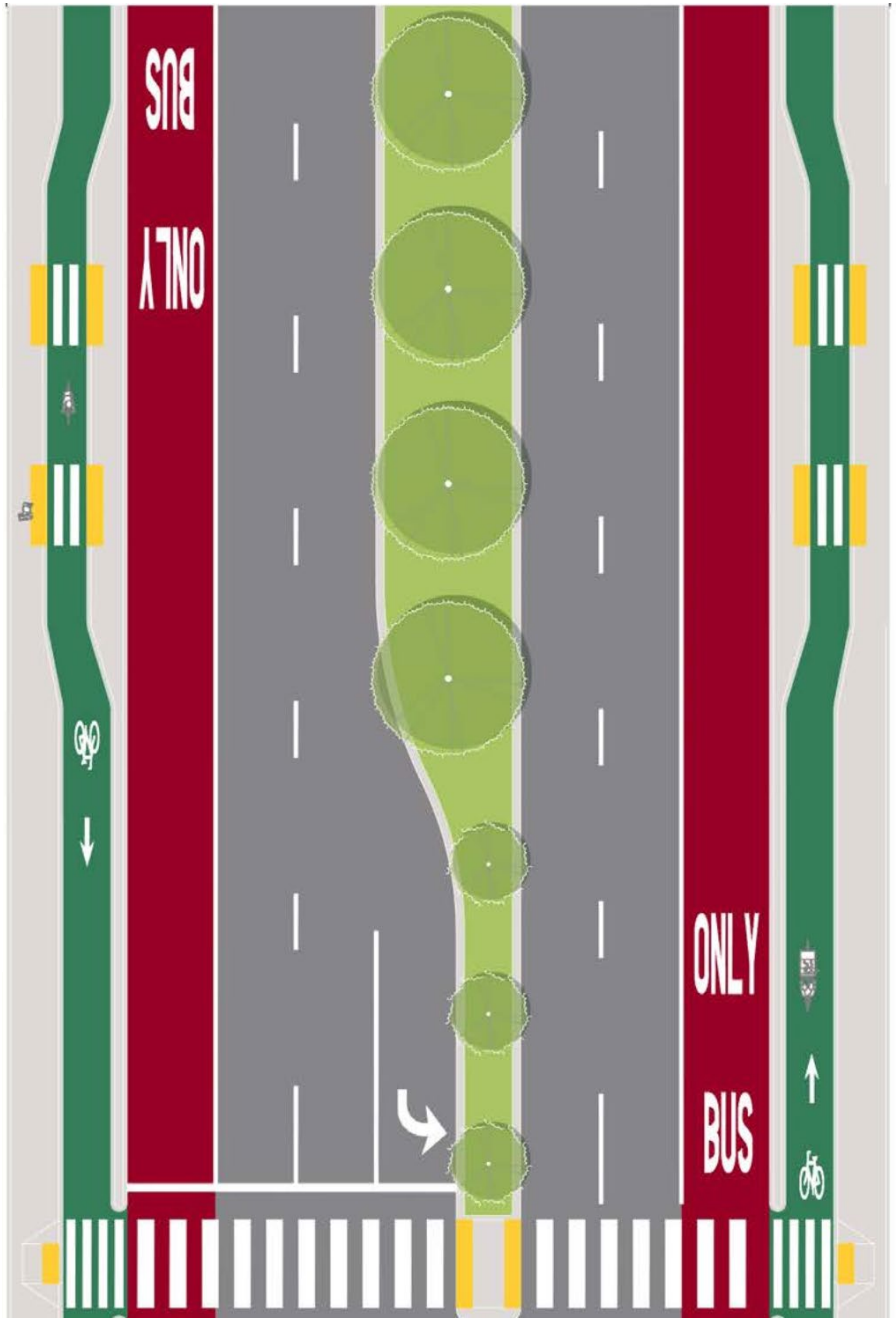




Concept 4 – The Transit Street

Bus-Only Lane + **One-Way Separated Bikeway** on Both Sides





Next Steps

Hesperian Blvd Timeline



Hesperian 3-Day Workshop

Public Schedule		
Monday, November 2	***Tuesday, November 3***	***Wednesday, November 4***
	Open Design Studio 8am-7pm	Open Design Studio 8am-4pm
Public Meeting >> **5:30-7pm**		Pin-Up and Open Studio 4-7pm

Location:

Chabot College Event Center
Building 700 South, Room 722D

Small Group Activity

1A

Mark the map

Write or draw where it is hard to walk, bike, ride the bus or drive.

1B

Share what to change

Write or draw on a note how you hope Hesperian could be different.

2

React to the concepts

Mark which of the four concepts you like and what worries you.

Tell us how you experience Hesperian today and how you hope it changes.

More ways to comment: SafeStreetsHayward.com

HAYWARD
Vision Zero

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Safe Streets Hayward (Phase 2)

The City of Hayward is developing roadway safety plans for Jackson St, Hesperian Blvd, and Mission Blvd

