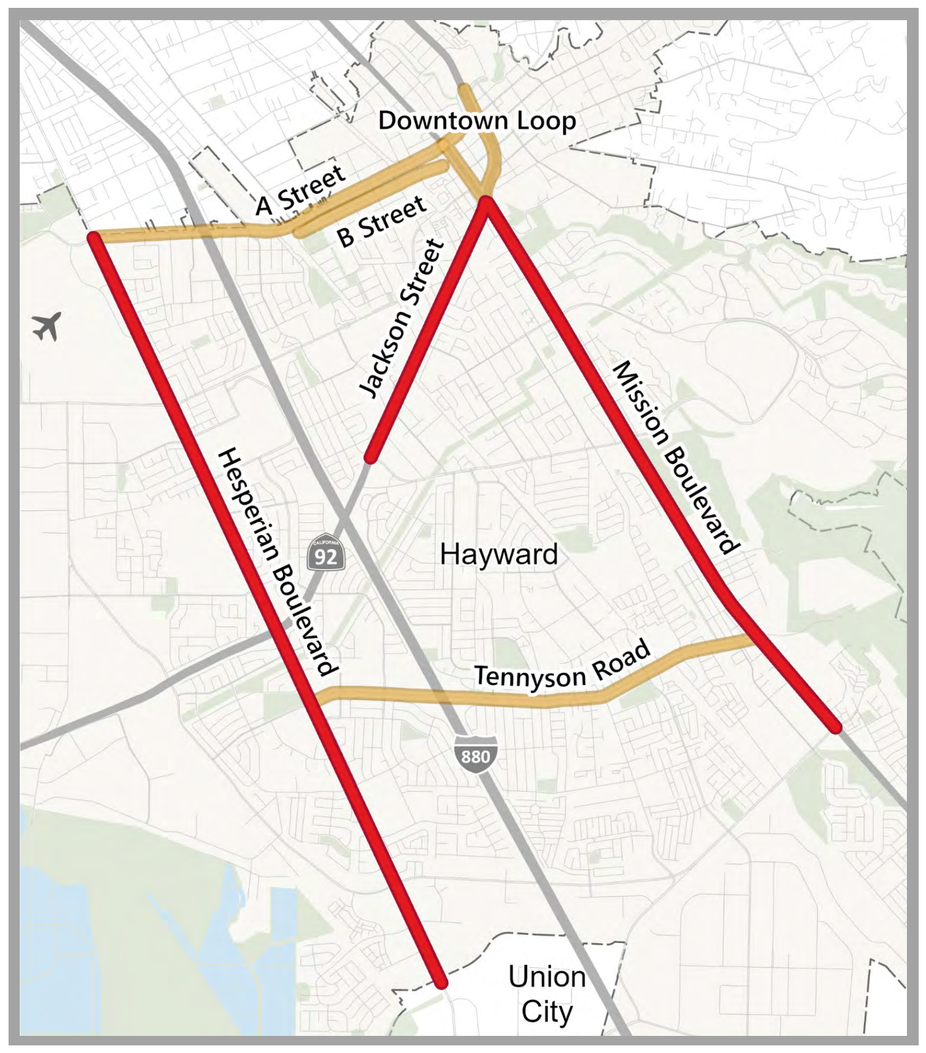
PROJECT OVERVIEW

WHAT IS SAFE STREETS HAYWARD?

Safe Streets Hayward aims to eliminate traffic fatalities and severe injuries by redesigning Hayward's busiest streets. The project is currently in its second phase, which focuses on **Hesperian Blvd**, Jackson St, and Mission Blvd.



HAYWARD HIGH-INJURY NETWORK PRIORITY CORRIDORS

PROJECT GOALS

- **Eliminate fatal and severe injuries on High-Injury Network roadways**
- Make it **easier and safer for people traveling in all different ways**: walking, biking, driving, and using transit
- Design roads that are **safe for people of all ages**
- **Reduce reliance on driving** short distances
- Prepare the City for **funding opportunities** to build these designs

WHY HESPERIAN BOULEVARD?

CURRENT CONDITIONS

High vehicle speeds with most drivers traveling 8-10 mph over the speed limit

Desire for improved safety at intersections and mid-block crossings

Six **underutilized traffic lanes** makes the street feel **oversized** and **hard to cross**

Narrow sidewalks with limited tree cover

No dedicated **space for people biking** or **scooting**

OPPORTUNITIES

Main north-south road through west Hayward

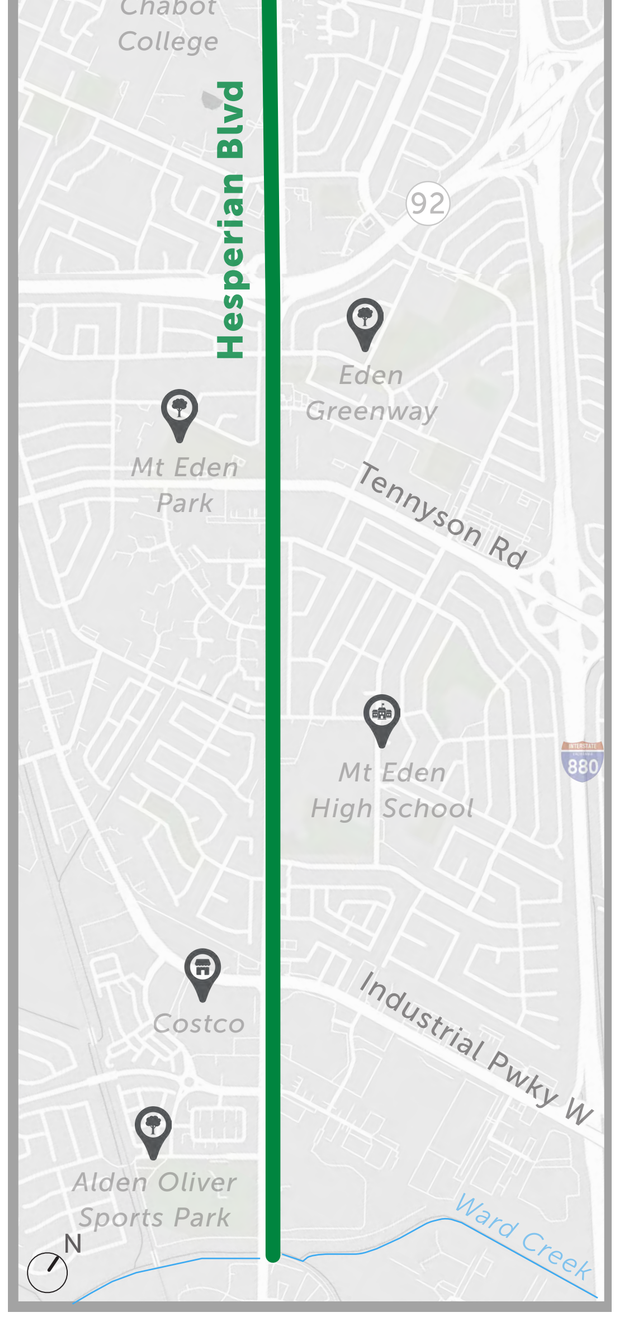
Major **bus corridor** with 3,000 weekly riders

Access to key destinations, including **schools** and **jobs**

Wide streets offer **room to rebalance space** for all users

Current traffic volumes **support reducing lanes**

PROJECT AREA



TIMELINE



Safe Streets Hayward: https://safestreetshayward.com/

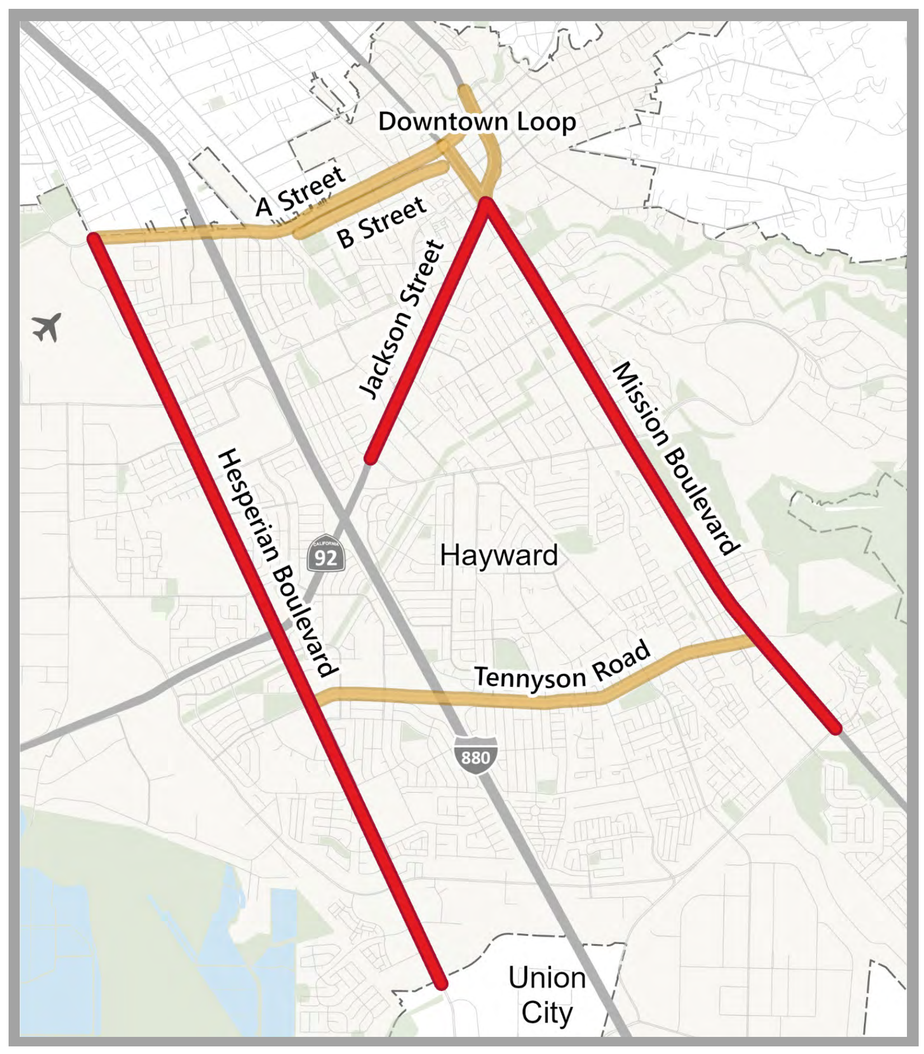
RESUMEN DEL PROYECTO

¿QUÉ ES SAFE STREETS HAYWARD?

El programa «Safe Streets Hayward» tiene como objetivo eliminar las muertes y lesiones graves por choques de tránsito mediante el rediseño de las calles más transitadas de Hayward. El proyecto se encuentra actualmente en su segunda fase, que se centra en **Hesperian Blvd**, Jackson St y Mission Blvd.

METAS DEL PROYECTO

- **Eliminar las lesiones mortales y graves** en las vías de la Red de Alto Riesgo de Lesiones
- **Hacer que sea más fácil y seguro** para las personas desplazarse de todas las formas posibles: a pie, en bicicleta, en auto y en transporte público
- Diseñar vías que sean **seguras para personas de todas las edades**
- **Reducir la dependencia del auto** para recorrer distancias cortas
- Preparar a la ciudad para aprovechar **oportunidades de financiamiento** con el fin de implementar estos diseños



CORREDORES PRIORITARIOS DE LA RED DE ALTA INCIDENCIA DE LESIONES DE HAYWARD

¿POR QUÉ HESPERIAN BOULEVARD?

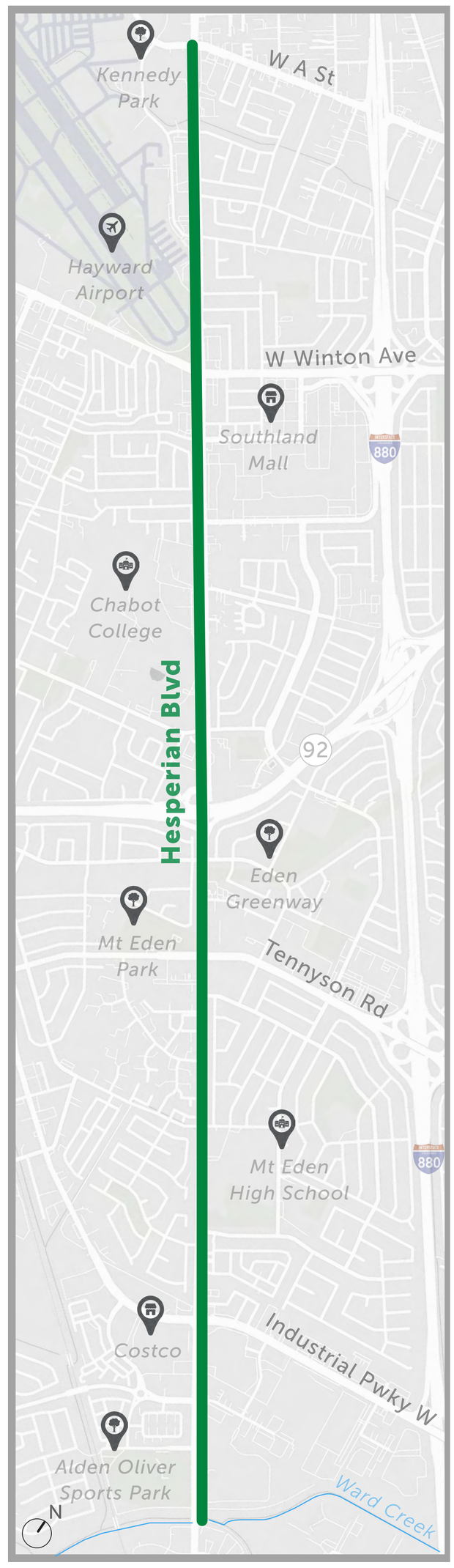
CONDICIONES ACTUALES

- Altas velocidades de los vehículos, ya que la mayoría de los conductores circulan entre 8 y 10 mph por encima del límite de velocidad
- Deseo de mejorar la seguridad en las intersecciones y los cruces en medio de la cuadra
- Seis carriles de tránsito poco utilizados hacen que la calle parezca demasiado ancha y difícil de cruzar
- Aceras estrechas con poca cobertura arbórea
- No hay un espacio exclusivo para quienes andan en bicicleta o en patineta eléctrica

OPORTUNIDADES

- vía principal norte-sur que atraviesa el oeste de Hayward
- Importante corredor de autobuses con 3,000 pasajeros a la semana
- Acceso a destinos clave, como escuelas y centros de trabajo
- Las calles anchas ofrecen permiten redistribuir el espacio entre todos los usuarios
- Los volúmenes actuales de tráfico permiten reducir el número de carriles

ÁREA DEL PROYECTO



CRONOLOGÍA



HOW DO YOU MOVE ON HESPERIAN?

WHAT'S YOUR ROUTE?
¿CUÁL ES SU RUTA?

Use a **BLUE MARKER** to trace your route.
*Usa un **MARCADOR AZUL** para trazar tu ruta.*

WHERE DO YOU FEEL UNSAFE?
¿EN QUÉ LUGARES SE SIENTE INSEGURO?

Use a **RED MARKER** to note areas and crossings that feel unsafe.

*Usa un **MARCADOR ROJO** para señalar las áreas y cruces que se parezcan inseguras.*

TRAVELING TODAY
VIAJANDO HOY

How do you travel along Hesperian?
Put a dot by all that apply.

¿Cómo se viaja por Hesperian? Marca con un punto las opciones que correspondan.

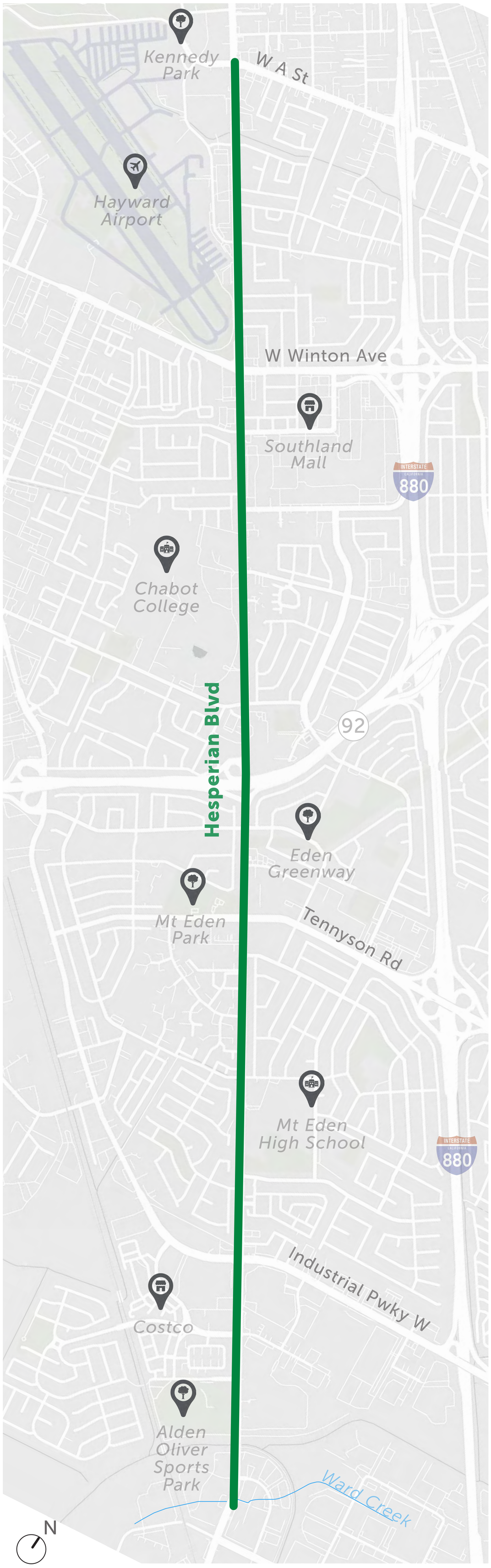


ENVISIONING TOMORROW
IMAGINANDO MAÑANA

If the environment was different, how would you like to travel along Hesperian? Put a dot by all that apply.

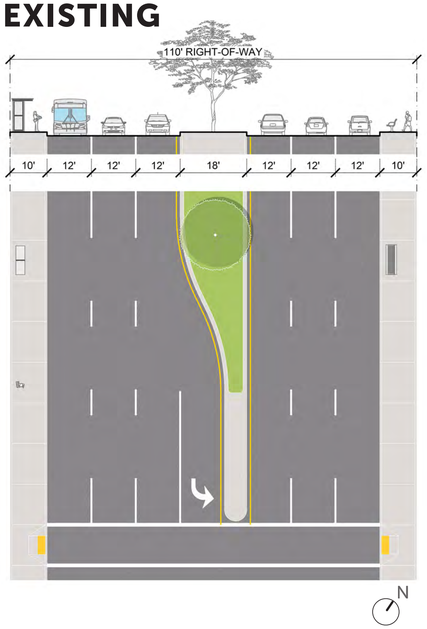
Si el ambiente fuera diferente, ¿cómo le gustaría viajar por Hesperian? Marca con un punto las opciones que correspondan.



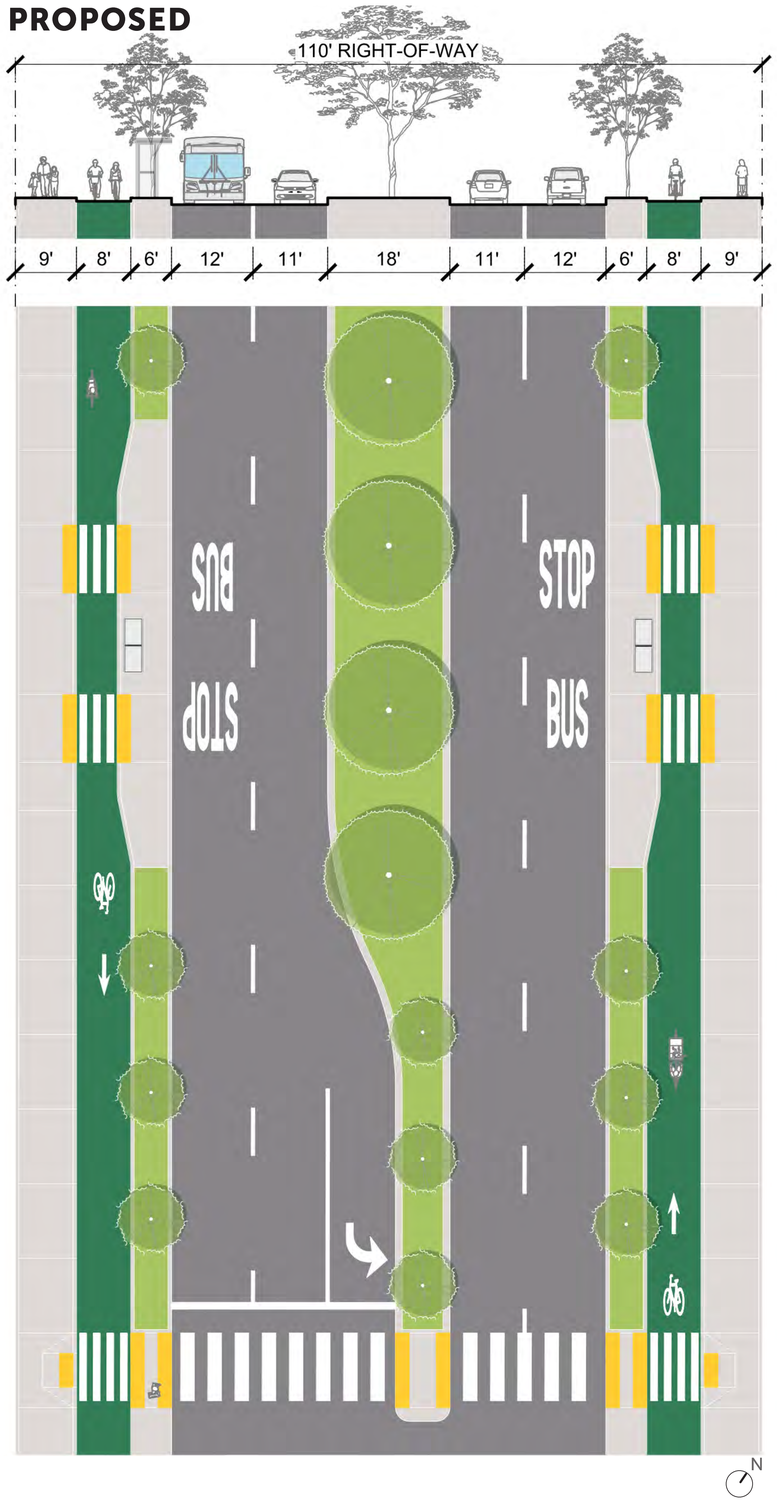


CONCEPT 1 - THE CYCLE STREET (Separated bikeways + landscape strip on both sides)

EXISTING



PROPOSED



Opportunities

- **One-way bike lanes** are more predictable for all users.
- **6' landscaped buffer** provides shade and greenery on both sides, as well as extra protection between bicycle riders and vehicles.
- Utilities that would otherwise be in the sidewalk can be placed in the landscape buffer, providing an **unobstructed path for people walking.**
- Wide bike lane can accommodate **passing and side-by-side bike riding.**
- Bike lane buffer breaks up pedestrian crossing and **creates shorter crossing distances.**
- **Bus stop islands** provide room for amenities such as bus shelters, benches, and trash cans, and facilitate more visibility between bus drivers and riders.
- **Operational improvements to bus service** such as increased frequency and reliability.
- **Retimed traffic signals** improves vehicle traffic flow.
- Can be installed with lower-cost, quick-build materials if a phased implementation approach is desired.

Constraints

- Placement of the landscape buffer may offer less shade for pedestrians than for bicyclists.
- In-lane bus stops may cause vehicle queuing.
- Bike lane width narrows at bus stops.
- Requires moving curbs which is expensive.







WHAT DO YOU LIKE?
LEAVE A STICKY NOTE.

¿QUÉ LE GUSTA?
DEJE UN COMENTARIO EN UNA NOTA ADHESIVA

WHAT DON'T YOU LIKE?
LEAVE A STICKY NOTE.

¿QUÉ NO LE GUSTA?
DEJE UN COMENTARIO EN UNA NOTA ADHESIVA

LIKE THIS CONCEPT?
ADD A STICKER!

(4 STICKERS TOTAL ACROSS ALL BOARDS)

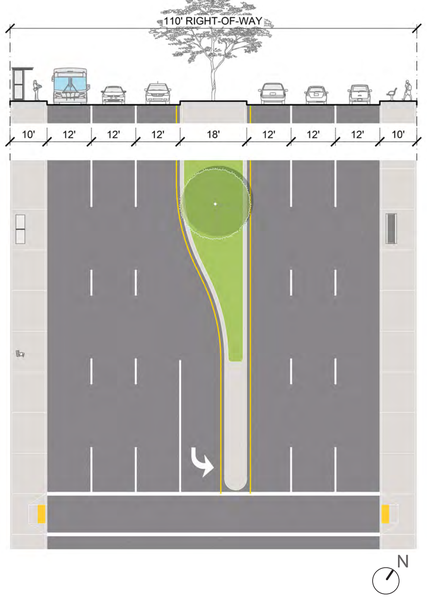
¿LE GUSTA ESTE CONCEPTO?
AGREGUE UN PUNTO

(4 PUNTOS EN TOTAL EN TODAS LAS TABLEROS)

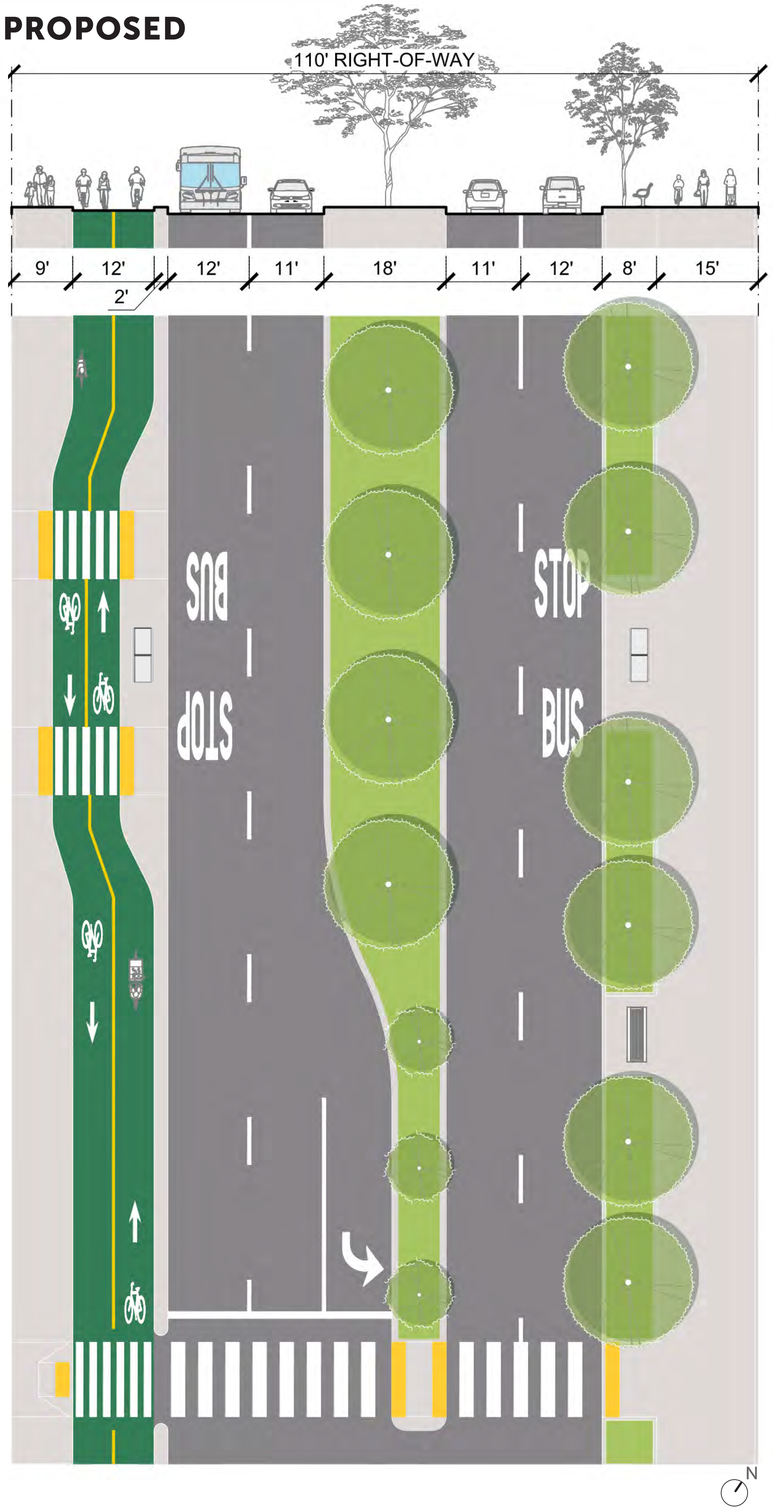
CONCEPT 2 - THE TRAIL (Two-way bikeway one side + shared-use path and landscape strip on the other)

H

EXISTING



PROPOSED

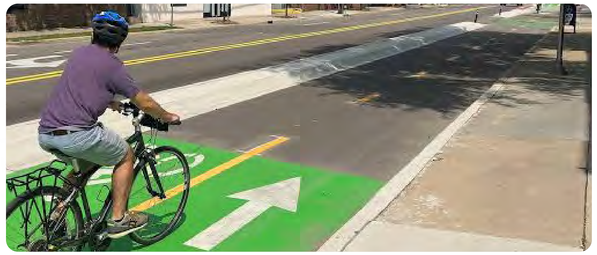


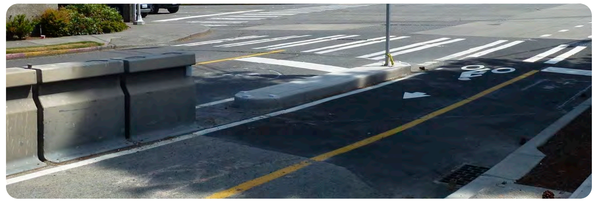
Opportunities

- More confident bike riders can use the designated **two-way bike lane, while children or less confident riders may opt to use the shared use path.**
- Shared-use path provides **wider pedestrian zone** to accommodate larger groups.
- Consolidating bike lanes to one side of the road allows the bikeway to be placed where driveways are less frequent, reducing conflict points and creating a more comfortable ride
- **8' landscape zone** on the shared-use path can accommodate larger street trees with a wider canopy.
- **Bus stop islands** provide room for amenities such as bus shelters, benches, and trash cans, and facilitate more visibility between bus drivers and riders.
- **Operational improvements of bus service** such as increased frequency and reliability.
- **Retimed traffic signals** improves vehicle traffic flow.
- Can be installed with lower-cost, quick-build materials if a phased implementation approach is desired.

Constraints

- Constrained buffer along two-way bike lane cannot accommodate landscaping or a pedestrian refuge island.
- In-lane bus stops may cause vehicle queuing
- Bike lane and sidewalk narrows at bus stops.







WHAT DO YOU LIKE?
LEAVE A STICKY NOTE.

¿QUÉ LE GUSTA?
DEJE UN COMENTARIO EN UNA NOTA ADHESIVA

WHAT DON'T YOU LIKE?
LEAVE A STICKY NOTE.

¿QUÉ NO LE GUSTA?
DEJE UN COMENTARIO EN UNA NOTA ADHESIVA

LIKE THIS CONCEPT?
ADD A STICKER!

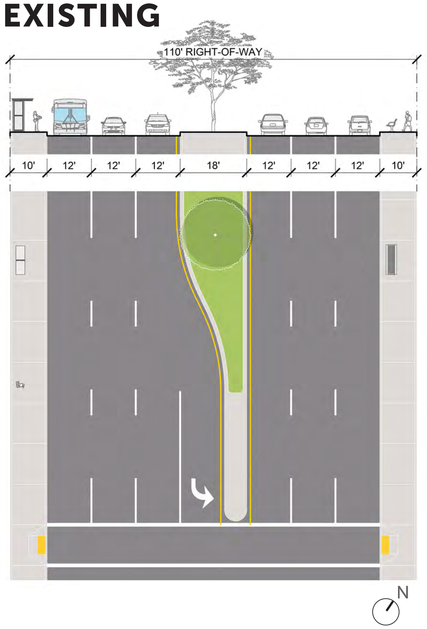
(4 STICKERS TOTAL ACROSS ALL BOARDS)

¿LE GUSTA ESTE CONCEPTO?
AGREGUE UN PUNTO

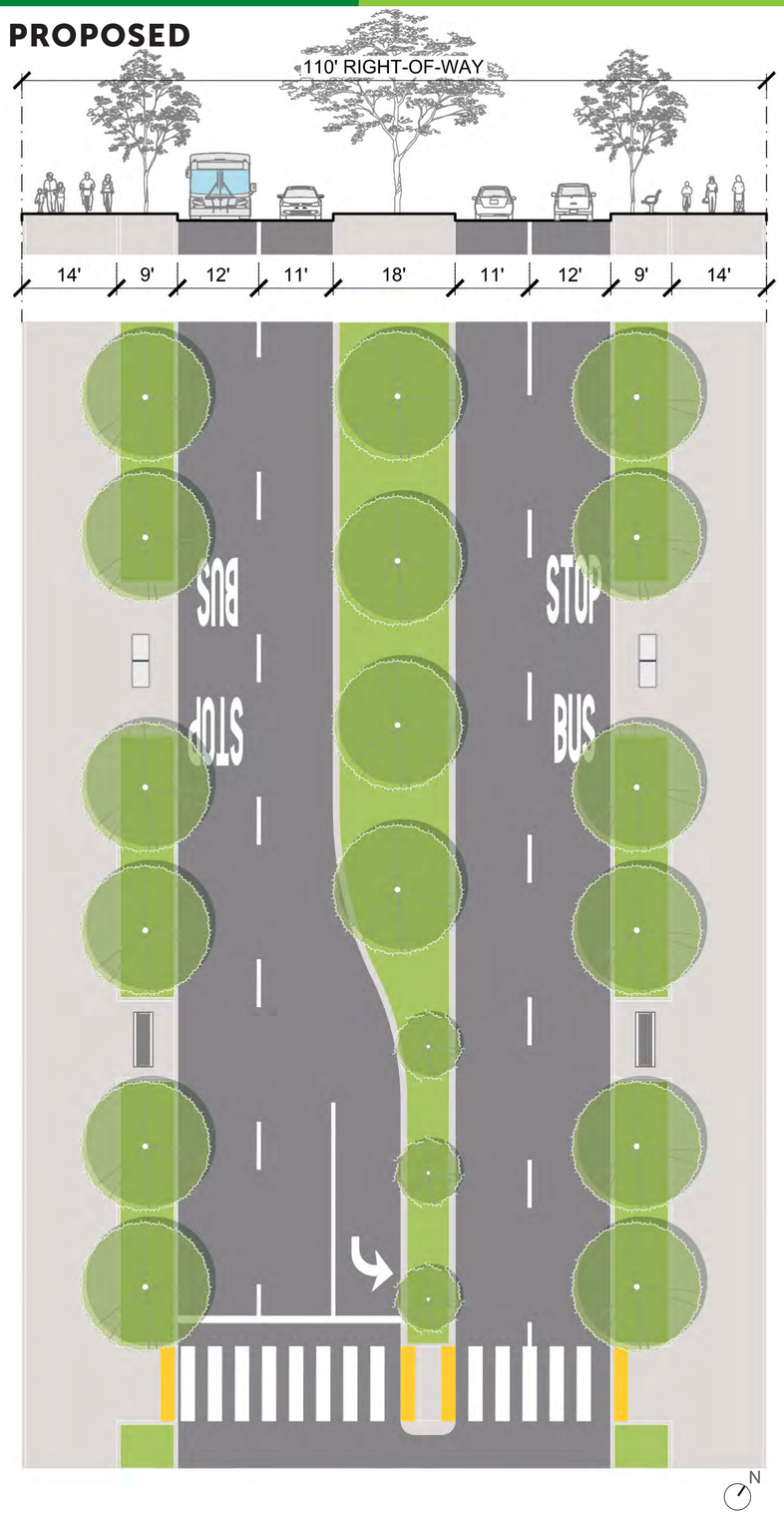
(4 PUNTOS EN TOTAL EN TODAS LAS TABLEROS)

CONCEPT 3 - THE BOULEVARD (Shared-use path with generous landscape strip on both sides)

EXISTING



PROPOSED



Opportunities

- **Aligns with current use patterns on Hesperian of shared sidewalk space** between bicyclists and pedestrians.
- Shared use path provides a **comfortable option for new or less confident bike riders**.
- **9' landscape zone** provides the most shade and greenery between the alternatives.
- **Shortest pedestrian crossing** distance among the concept alternatives.
- **Operational improvements of bus service** such as increased frequency and reliability.
- **Retimed traffic signals** improved vehicle traffic flow.

Constraints

- People walking, scooting, biking, and waiting for the bus all share the same space.
- In-lane bus stops may cause vehicle queuing.
- Requires moving curbs which is expensive.
- Costly due to required curb relocation and related utility impacts.





WHAT DO YOU LIKE?
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WHAT DON'T YOU LIKE?
LEAVE A STICKY NOTE.

¿QUÉ NO LE GUSTA?
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LIKE THIS CONCEPT?
ADD A STICKER!

(4 STICKERS TOTAL ACROSS ALL BOARDS)

¿LE GUSTA ESTE CONCEPTO?
AGREGUE UN PUNTO

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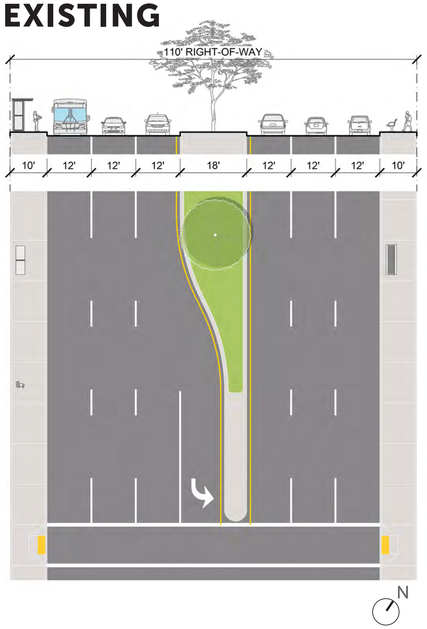
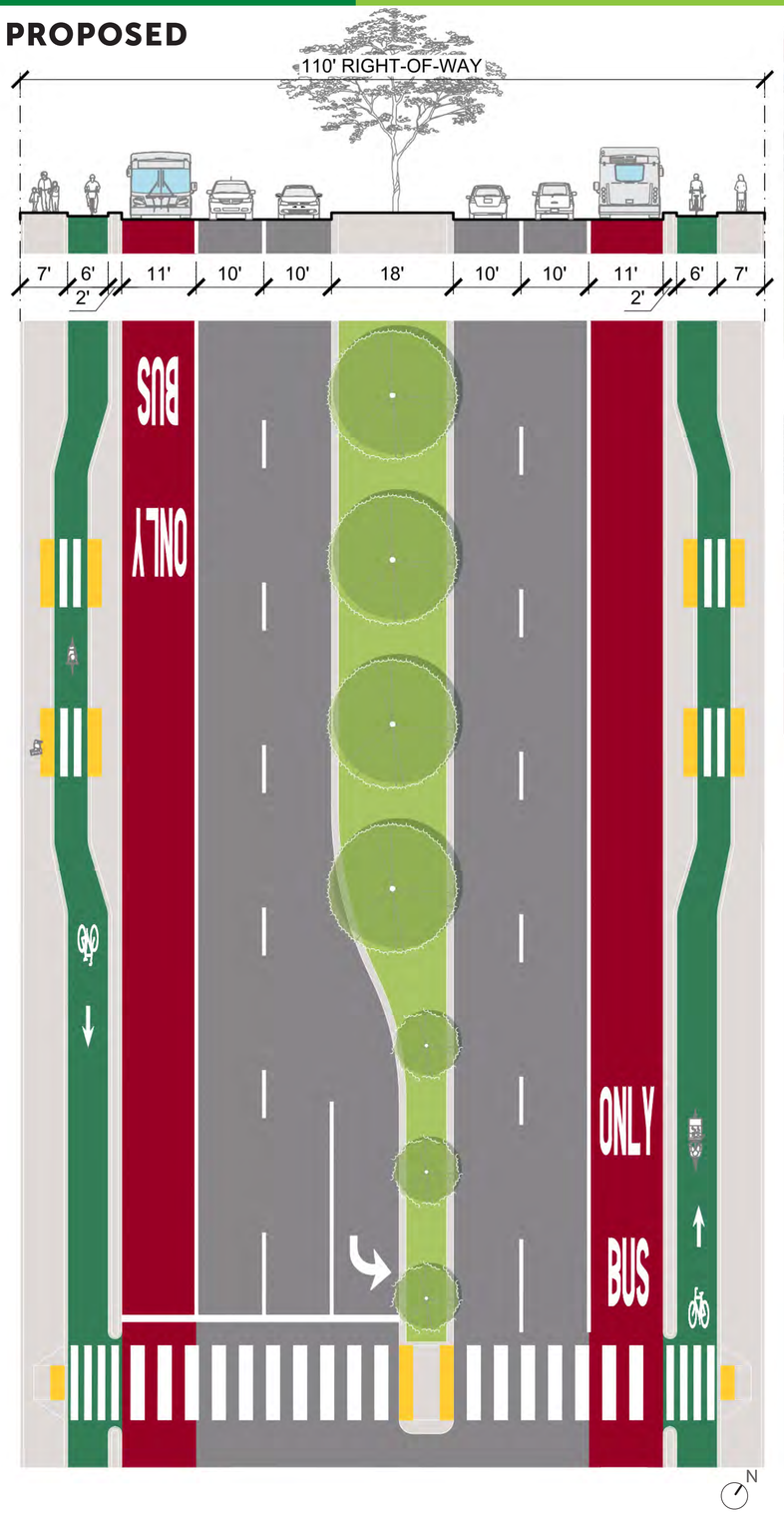
CONCEPT 4 - THE TRANSIT STREET (Bus-only lanes with separated bikeways on both sides)

EXISTING



PROPOSED



Opportunities

- Bus Only lane facilitates **more reliable and frequent** AC Transit bus service with reduced travel and wait times.
- One-way bike lanes are more predictable for all users.
- Allows for **vehicle traffic to flow uninterrupted** by transit stops.
- Retimed traffic signals improves vehicle traffic flow.

Constraints

- Bus stops, bike lanes, and sidewalks are the most constrained in this alternative due to the extra travel lane.
- No landscape zone to accomodate trees, vegetation or streetscape amenities.
- Widest crossing distance of the alternatives.
- Bike lane and sidewalk width narrows at bus stops.
- Costly due to required curb relocation and related utility impacts.





LIKE THIS CONCEPT?
ADD A STICKER!

(4 STICKERS TOTAL ACROSS ALL BOARDS)

¿LE GUSTA ESTE CONCEPTO?
AGREGUE UN PUNTO

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WHAT DON'T YOU LIKE?
LEAVE A STICKY NOTE.

¿QUÉ NO LE GUSTA?
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TARGETED TREATMENTS

Pedestrian Hybrid Beacon



User-activated signal that stays dark until a pedestrian pushes the button, then stops traffic with a red indication.

Bus Boarding Island



A dedicated, raised platform for passengers to wait, board, and get off bus out of the flow of vehicle and bicycle traffic.

Protected Intersection



Intersection design that uses corner islands to keep people biking physically separated from cars all the way through the intersection.

Leading Pedestrian and Bike Interval



Signal timing change that displays the WALK signal a few seconds before drivers get a green light, so people walking and biking can start crossing the street before drivers begin turning.

High-Visibility Crosswalk



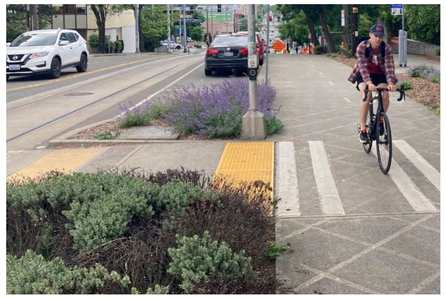
Bold pavement markings to indicate where pedestrians can cross safely.

Bike Signal



Dedicated traffic lights for people biking that protect people biking from right-turning vehicles.

Pedestrian Refuge Island



A curb-protected area within the roadway where pedestrians can safely wait partway through a crossing, so that they only have to cross one direction of traffic at a time.

Right-Turn on Red Restrictions



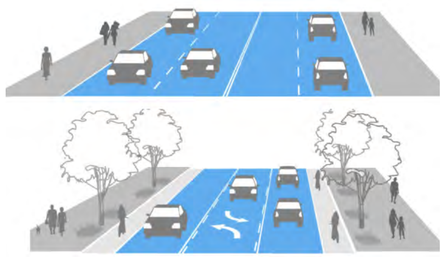
Prohibits drivers from turning right while the signal is red, and cuts down on drivers blocking or encroaching on sidewalks while people are crossing.

Curb Extensions



An extension of the sidewalk to narrow the street, shorten the length of the crosswalk, and reduce turning vehicle speeds.

Right-Sizing Roadway



A lane reconfiguration that reduces the number of travel lanes and repurposes that space to other uses such as bike lanes, landscaping, bus stops, or wider sidewalks.