

# HAYWARD BOULEVARD FEASIBILITY STUDY

## STUDY AREA AND FEEDBACK TO DATE

Welcome to the Hayward Boulevard Feasibility Study public meeting. Please sign in!

### Study Area

The City will be repaving Hayward Blvd between Carlos Bee Blvd and Farm Hill Rd. The current project has two components.

**Proposed Restriping of Hayward Blvd** to reduce speeds  
*Sidewalk present only on some segments; median width varies*  
*Restriping to be implemented by Fall 2025*

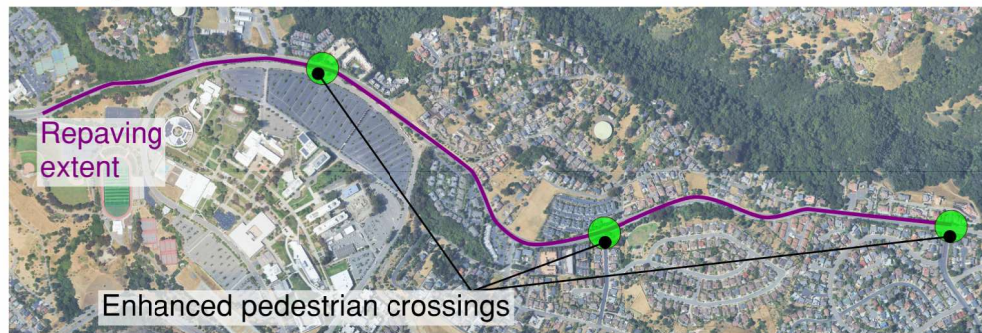
1



Separated bikeway uphill,  
bikes travel slower

**New Pedestrian Crossings** at three locations  
*Crossings would be implemented in 2026*

2



### **Key Questions Raised through Previous Outreach**

(place a dot if you share this concern)

Concerns about **emergency evacuation** - the City has developed a proposed cross section (at left) that allows the downhill lanes to remain available during evacuation.

The project will **increase congestion** - the traffic analysis shows no increase in congestion. Staff are seeking feedback on some modifications that will address these concerns.

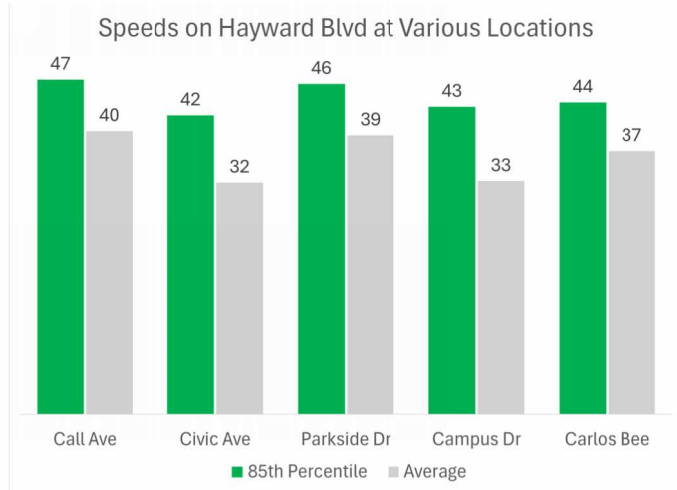
There are **excessive speeds** on Hayward Blvd - data show that Hayward Blvd has significant speeding. The proposed project elements were identified to help reduce speeds.

**Safer pedestrian crossings** are needed at multiple locations. The project includes several new or enhanced pedestrian crossings.

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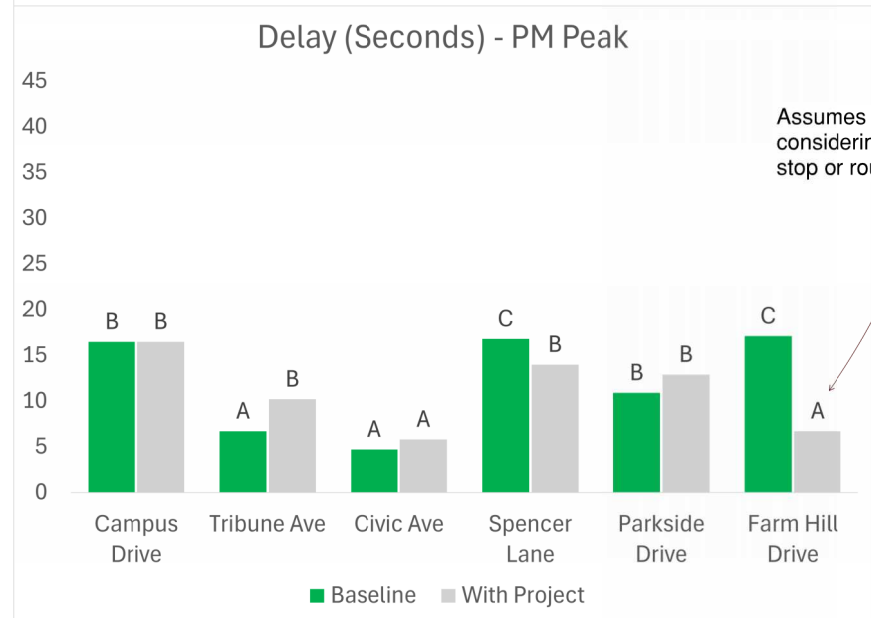
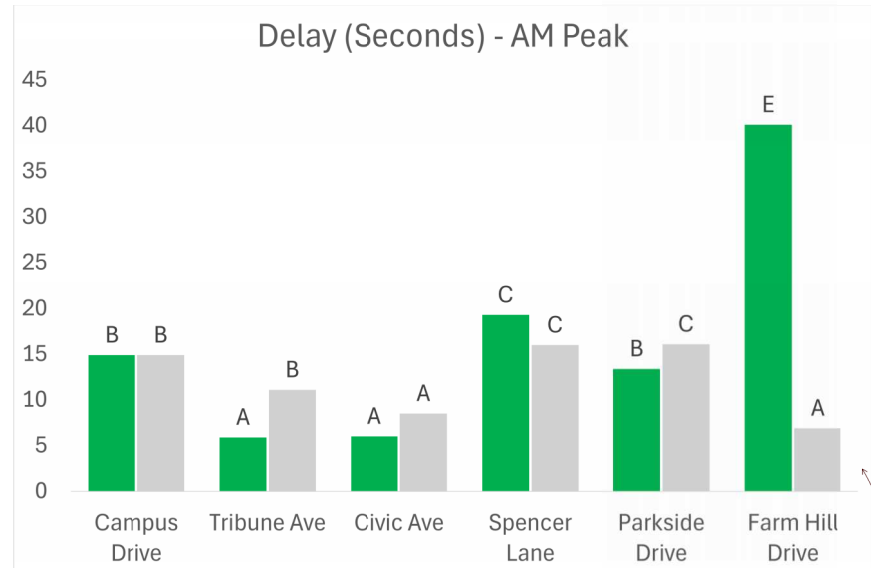
## VOLUMES, SPEEDS, AND TRAFFIC ANALYSIS

### Hayward Blvd has high average and peak speeds



Source: Streetlight insight. All days in March, April, May, September, and October 2024. No variation was found during peak weekday travel periods or weekends.

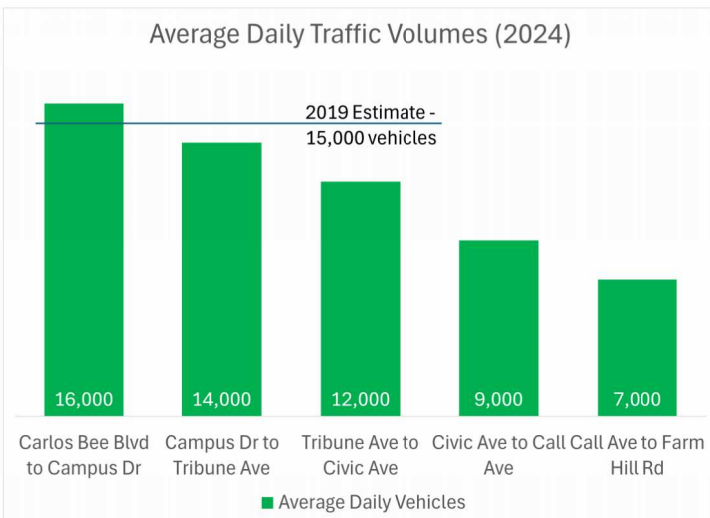
### Traffic analysis shows limited impact on delay



Assumes roundabout - considering all way stop or roundabout

Source: Kimley-Horn & Associates Traffic Analysis conducted in 2020

### 2024 traffic volumes are unchanged from 2019

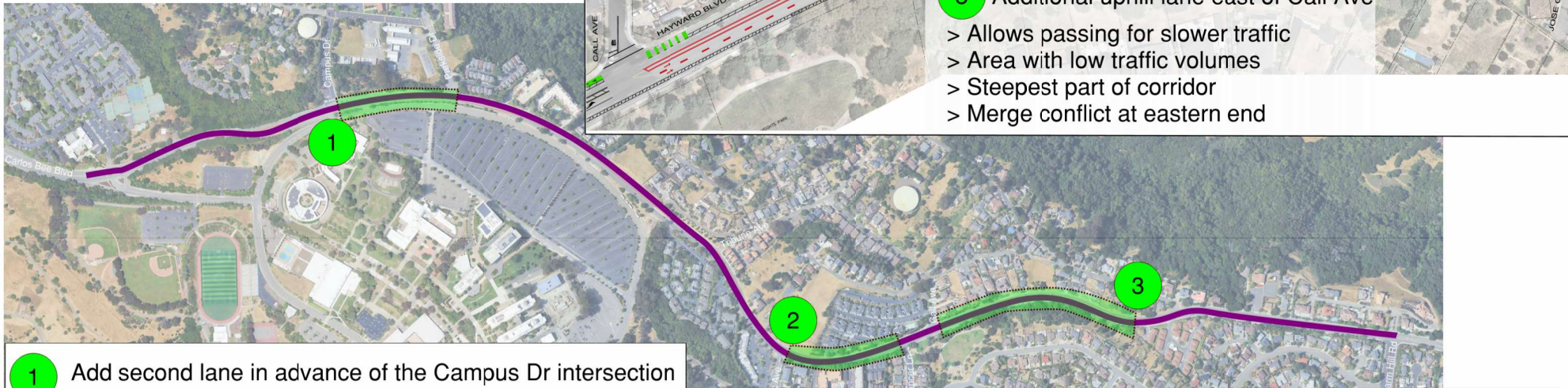


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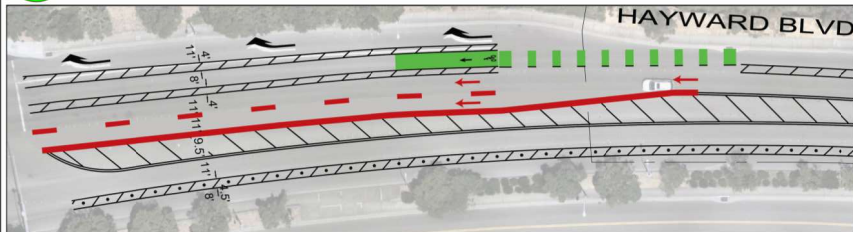
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## PHASE 1 - OPTIONS FOR ADDITIONAL CAPACITY

Based on feedback at the February Council Infrastructure & Airport Committee meeting, staff explored options to address concerns raised about congestion.



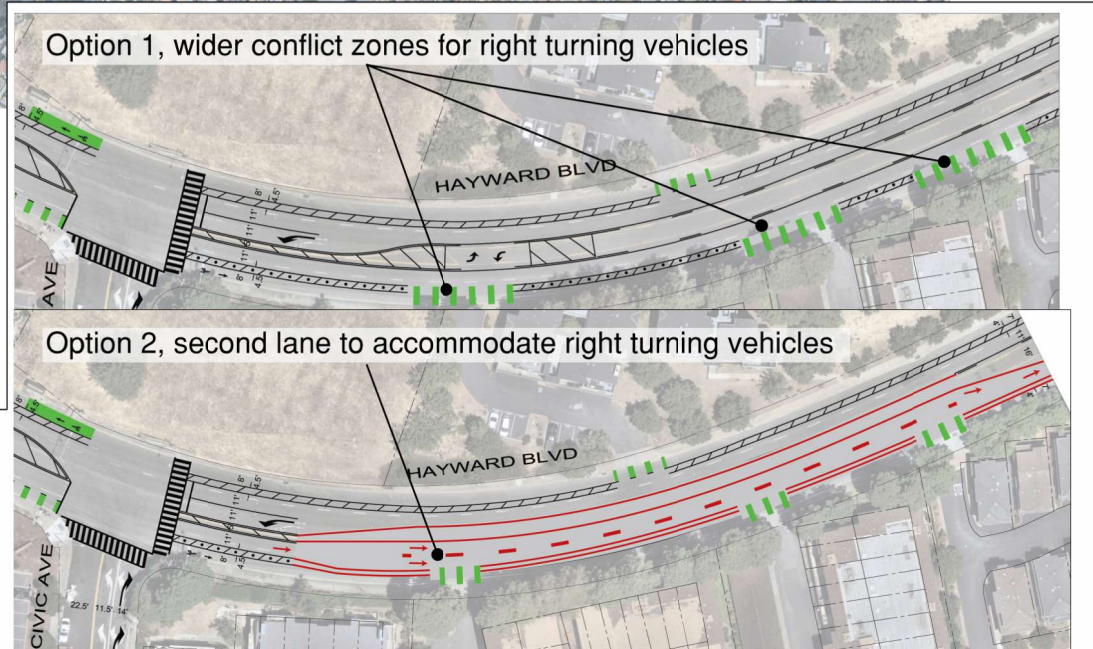
**1** Add second lane in advance of the Campus Dr intersection



- > Reduces potential delay at Campus Dr
- > In the area with the highest traffic volumes
- > Hayward Blvd/Carlos Bee Blvd to the west is 2 lanes
- > Some potential for increased speeds

**2** Separate through and right turns east of Civic Ave

- > Area with direct access to Hayward Blvd from homes
- > Reduces friction between through and turning vehicles
- > Two concepts shown to the right, others may be possible
- > Option 2 may create merging conflicts



**3** Additional uphill lane east of Call Ave

- > Allows passing for slower traffic
- > Area with low traffic volumes
- > Steepest part of corridor
- > Merge conflict at eastern end

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## COMPARABLE ROAD EXAMPLES



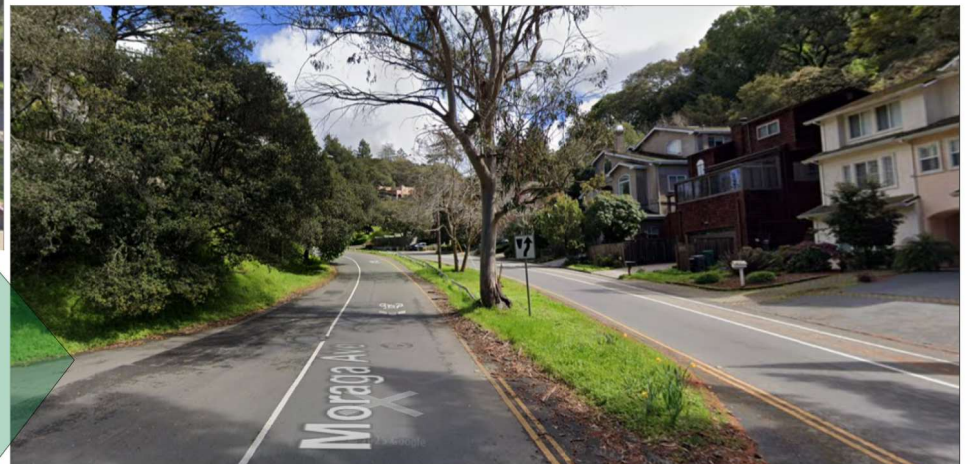
Crow Canyon Rd  
Castro Valley  
17,000 to 20,000 vehicles per day  
No median on most of the corridor  
4-lane segments at major intersections



Camino Pablo Rd  
Orinda  
15,000 vehicles per day  
No median  
No direct land access



Arlington Ave  
Berkeley  
16,000 vehicles per day  
Median on most of the corridor  
Direct access to residences & retail



Moraga Ave  
Oakland  
14,000 vehicles per day  
Some segments with medians  
Uphill bike lane  
Direct access to residences

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## PHASE 2 - PEDESTRIAN CROSSINGS AND SIDEWALK IMPROVEMENTS

