



East Bay Greenway Multimodal Project – Hayward Segment

March 2025

SHARE YOUR INPUT ON THE EAST BAY GREENWAY MULTIMODAL PROJECT IN HAYWARD!

EXISTING CHALLENGES

Currently, there is no continuous walking and biking path connecting downtown Hayward to the South Hayward BART station. People who walk or bike in this area may experience challenges like fast-moving traffic, missing or uneven sidewalks and crosswalks, and poor lighting.

PROPOSED IMPROVEMENTS

As part of the East Bay Greenway Multimodal Project, the Alameda County Transportation Commission (Alameda CTC) and the City of Hayward are partnering to address these challenges and improve travel options for people of all ages and abilities. We're excited to share our initial proposal for redesigning some of the streets in this area, including adding lighting and landscaping. Turn this flyer over to see the improvements we are proposing on page 2.

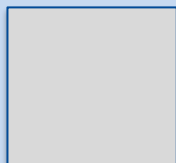
NEXT STEPS

We need the community's input! Your feedback will inform our initial designs. **We are collecting input for this phase of work through the end of April 2025.**

After developing the initial designs, we will secure environmental approval, prepare final designs, and secure funding to construct the Hayward segment.

SHARE YOUR THOUGHTS!

Please scan the QR code to share your thoughts on the proposed improvements through a feedback form. You can also call us at 510.583.4792 to share your thoughts by phone.

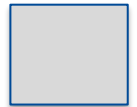


**SCAN THE QR
CODE TO SHARE
YOUR INPUT**

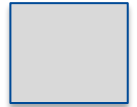
TRANSLATION AVAILABLE | TRADUCCIÓN DISPONIBLE 提供翻译 | BẢN DỊCH CÓ SẴN | MAGANDANG SALIN

This is about future changes to the streets that will benefit and may affect you. Scan the QR codes below to read in another language.

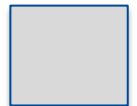
Se trata de futuros cambios en las calles que te beneficiarán y pueden afectarte. Escanear para leer en español.



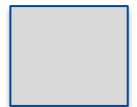
这是关于未来街道变化的，这些变化将使你受益并可能影响您。扫描阅读中文。



Đây là về những thay đổi trong tương lai đối với các đường phố sẽ có lợi và có thể ảnh hưởng đến bạn. Quét để đọc bằng tiếng Việt.



Ito ay tungkol sa mga pagbabago sa hinaharap sa mga kalye na makikinabang at maaaring makaapekto sa iyo. I-scan upang magbasa sa Tagalog.



PROJECT BENEFITS

The East Bay Greenway Multimodal Project will bring many benefits to residents of Hayward and people who live, work, and play in the East Bay.



Safety for people of all ages and abilities who walk and bike



Connections to transit, schools, housing, businesses, and other walking and biking routes



Trees and landscaping to visually improve the environment and reduce heat



Lighting to people using the road better navigate



Climate protection and sustainable communities through reduced greenhouse gas emissions



Health by providing additional active transportation choices

LEARN MORE

For more information about the East Bay Greenway Multimodal Project or the proposed improvements in Hayward, please visit the project website.



Scan to visit
the project
website

WHAT WILL THE NEW STREETS BE LIKE?

Each street in this area has unique challenges and opportunities. Our goal is to create a consistent experience while considering space, driveway and intersection locations, and other factors. In some areas, we may need to adjust parking or the number of lanes to make room for everyone using the road.



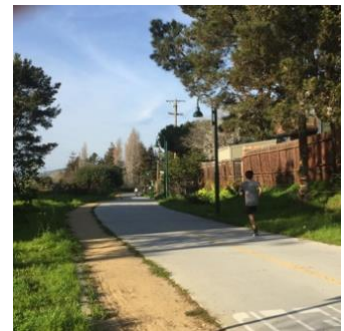
Proposed Improvements

Shown below with photo examples.

- 1 Bike Boulevards & Traffic Calming:**
On Montgomery Street and Silva Avenue



- 3 Shared-Use Paths:**
On Whitman Street

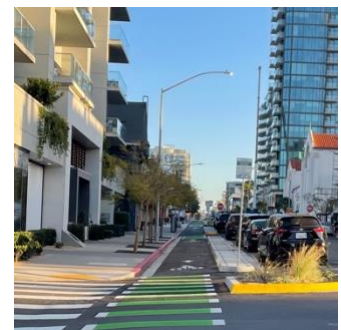


- 2 Protected Bike Lanes:**
On B Street, Grand Street, Meek Avenue, Sycamore Street, Whitman Street, Tennyson Road, and Dixon Street



Lighting & Landscaping:

Throughout the corridor



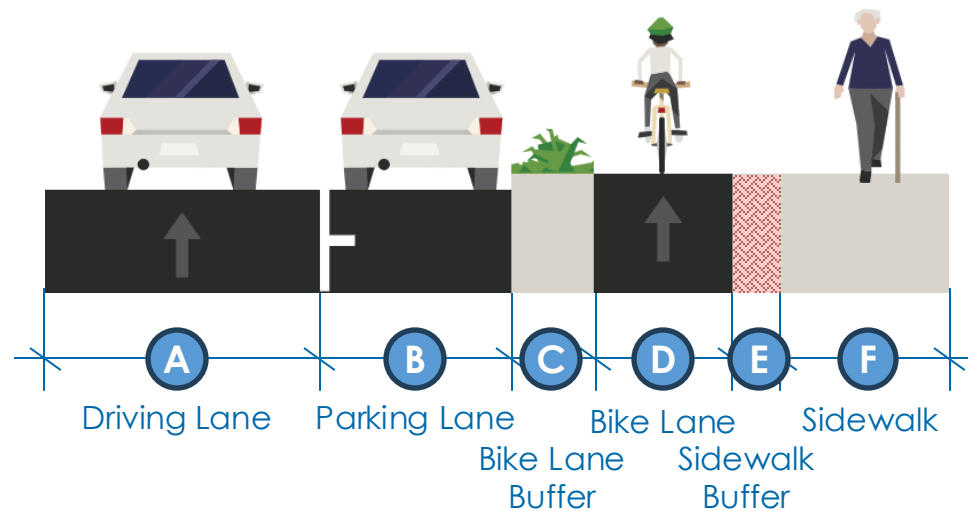
Potential Impacts

- A Vehicle lane reduction:**
B Street and Grand Street

- B Parking removal:**
Portions of Meek Avenue, Sycamore Street, Whitman Street, and Tennyson Road

- C Reduction to single lane of traffic:**
Portion of Silva Avenue

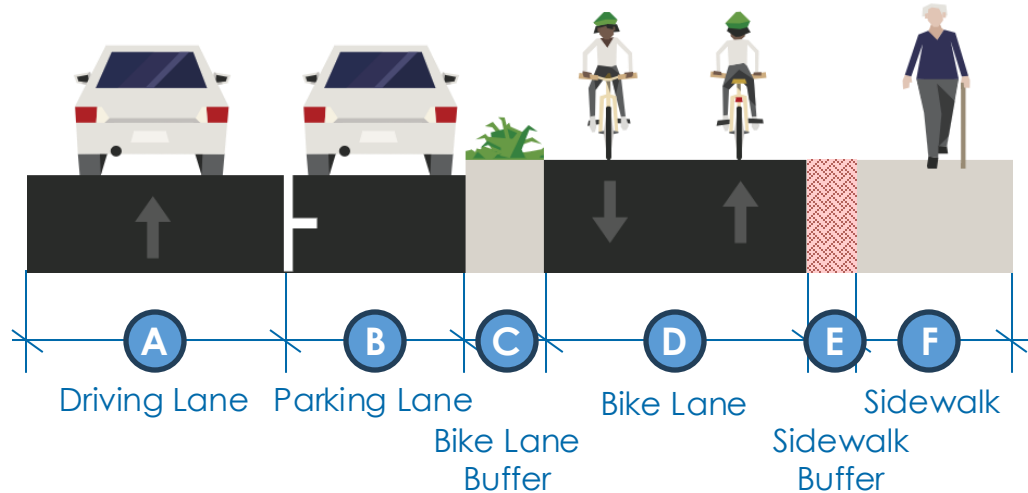
Minimum Dimensions – One Way Class IV Separated Bikeway



Lane	Minimum Dimensions
A Driving Lane	10' minimum 11' minimum if a transit route
B Parking Lane	7' minimum
C Bike Lane Buffer	2' minimum without parking 3' minimum with parking 3' minimum for landscape, 5' preferred
D Bike Lane	5' minimum 7'-8' preferred for side-by-side riding
E Sidewalk Buffer	6" minimum (not shown) 2' preferred
F Sidewalk	5' minimum

Sources: CA MUTCD (minimum), NACTO

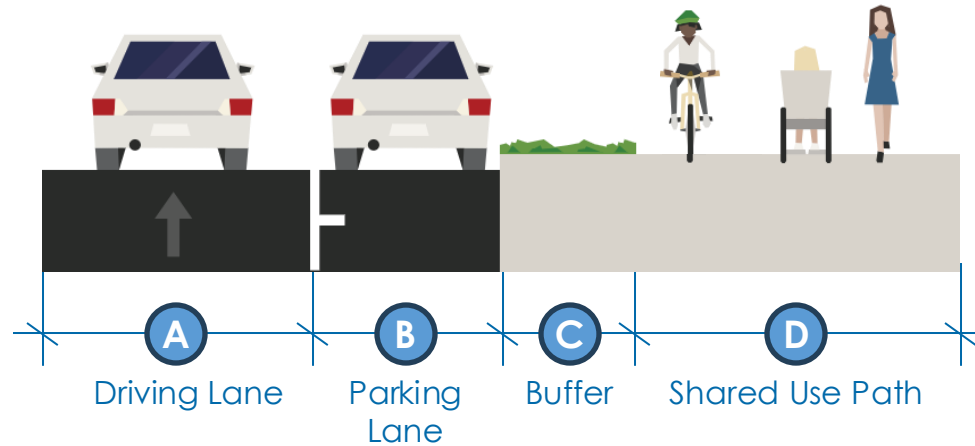
Minimum Dimensions – Two Way Class IV Separated Bikeway



Lane	Minimum Dimensions
A Driving Lane	10' minimum 11' minimum if a transit route
B Parking Lane	7' minimum
C Bike Lane Buffer	2' minimum without parking 3' minimum with parking 3' minimum for landscape, 5' preferred
D Bike Lane	8' minimum 10-12' preferred
E Sidewalk Buffer	6" minimum (not shown) 2' preferred
F Sidewalk	5' minimum

Sources: CA MUTCD (minimum), NACTO

Minimum Dimensions – Class I Shared Use Path

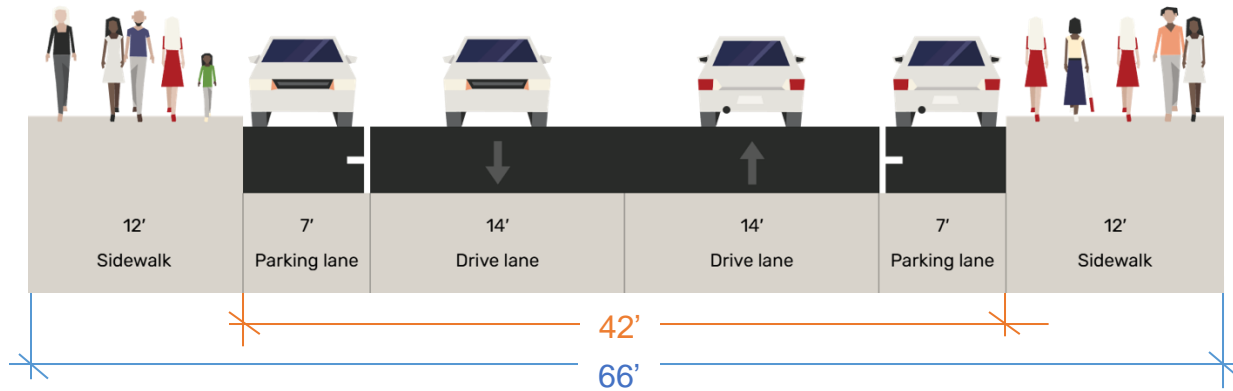


Lane		Minimum Dimensions
A	Driving Lane	10' minimum 11' minimum if a transit route
B	Parking Lane	7' minimum
C	Buffer	5' minimum
D	Shared Use Path	8' minimum 12' preferred for user comfort

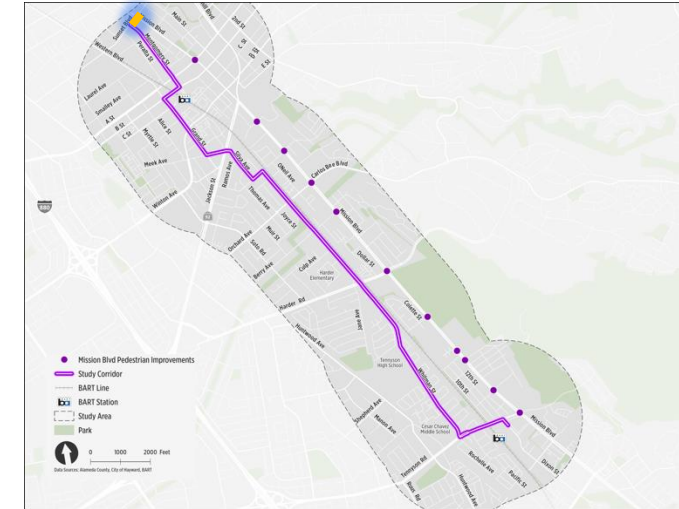
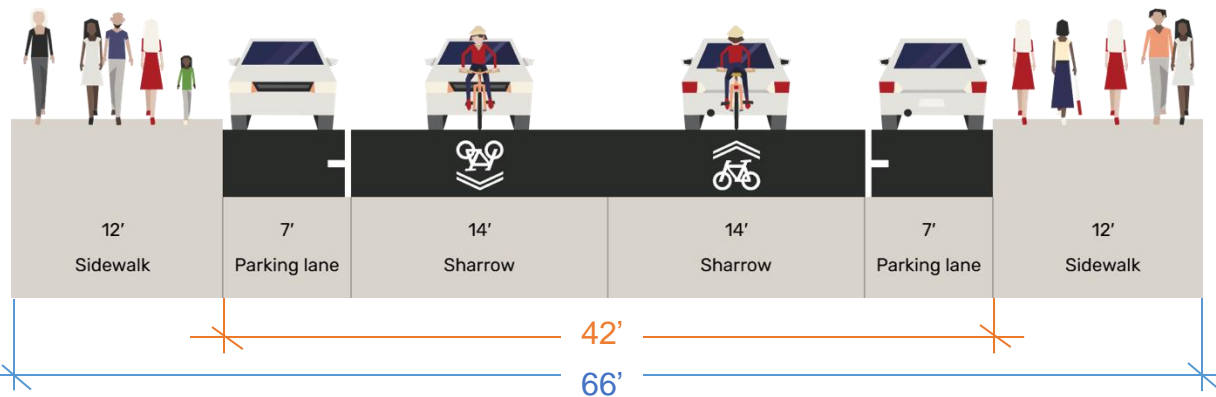
Sources: CA MUTCD (minimum), NACTO

Sunset Boulevard from Mission Blvd to Montgomery St (looking eastbound)

Existing Conditions



Draft Recommendation

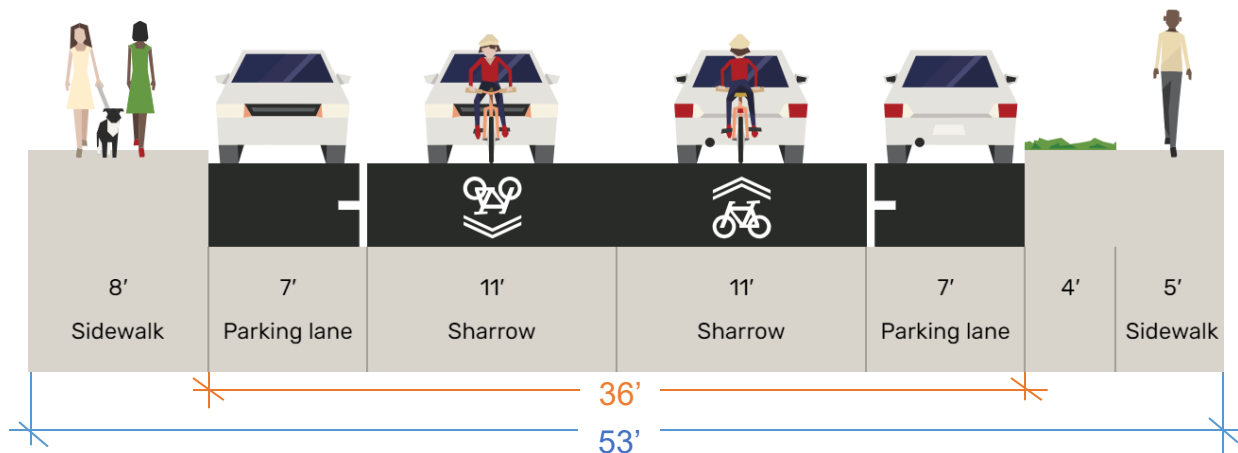


Bicycle Boulevard + Traffic Calming

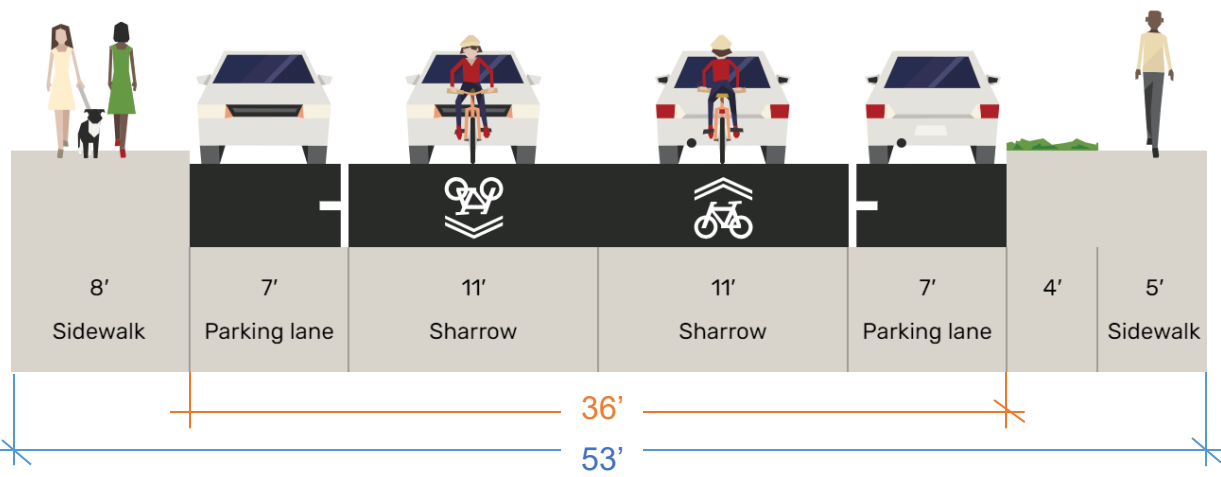
- Additional traffic calming treatments recommended to keep vehicle volumes low and reduce vehicle speeds to 20 MPH or less

Montgomery Avenue from Sunset Blvd to B St (looking northbound)

Existing Conditions



Draft Recommendation

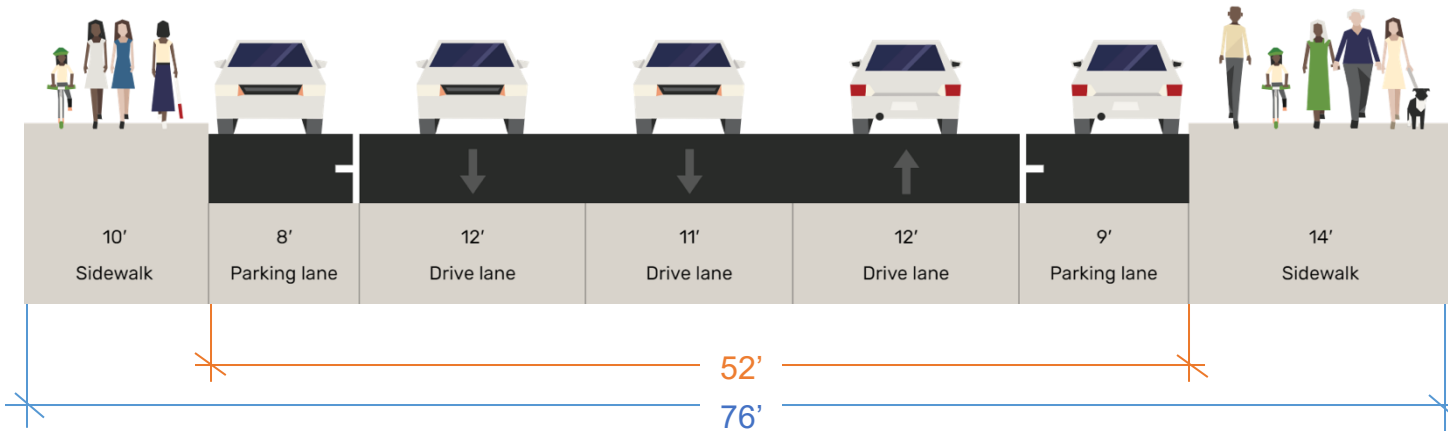


Bicycle Boulevard + Traffic Calming

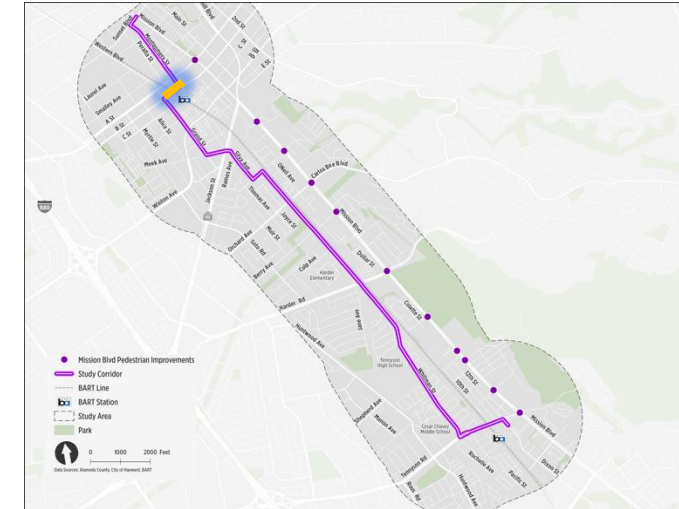
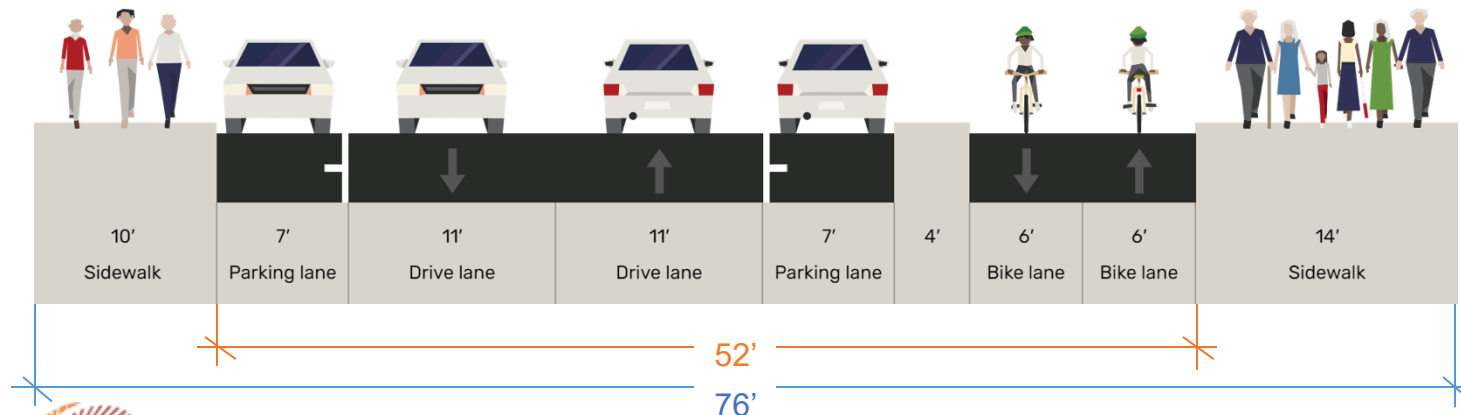
- Additional traffic calming treatments recommended to keep vehicle volumes low and reduce vehicle speeds to 20 MPH or less

B Street from Montgomery Ave to Grand St (looking eastbound)

Existing Conditions



Draft Recommendation

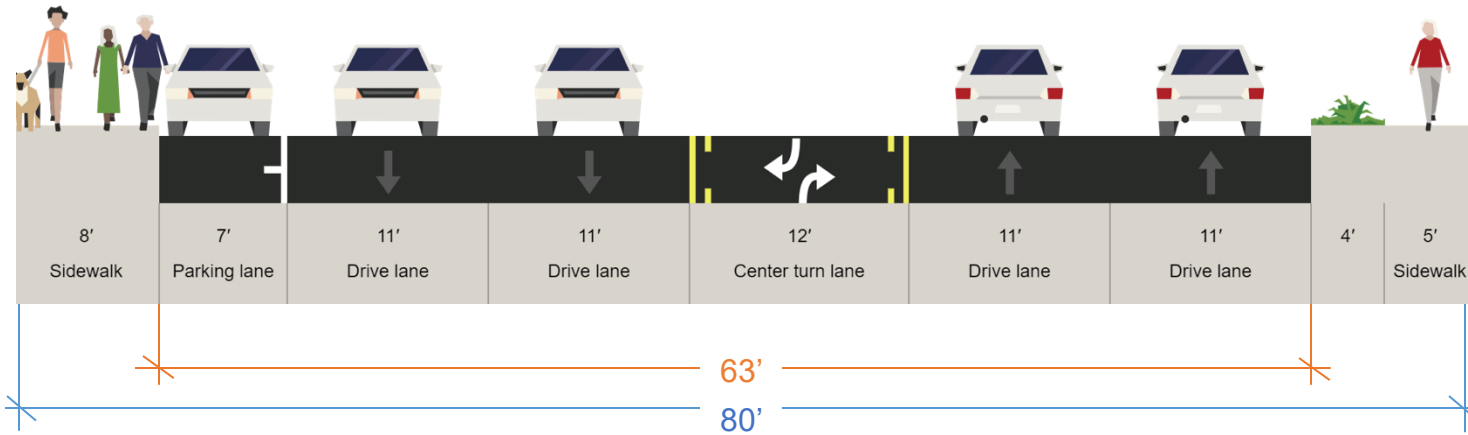


Two-Way Class IV Bikeway

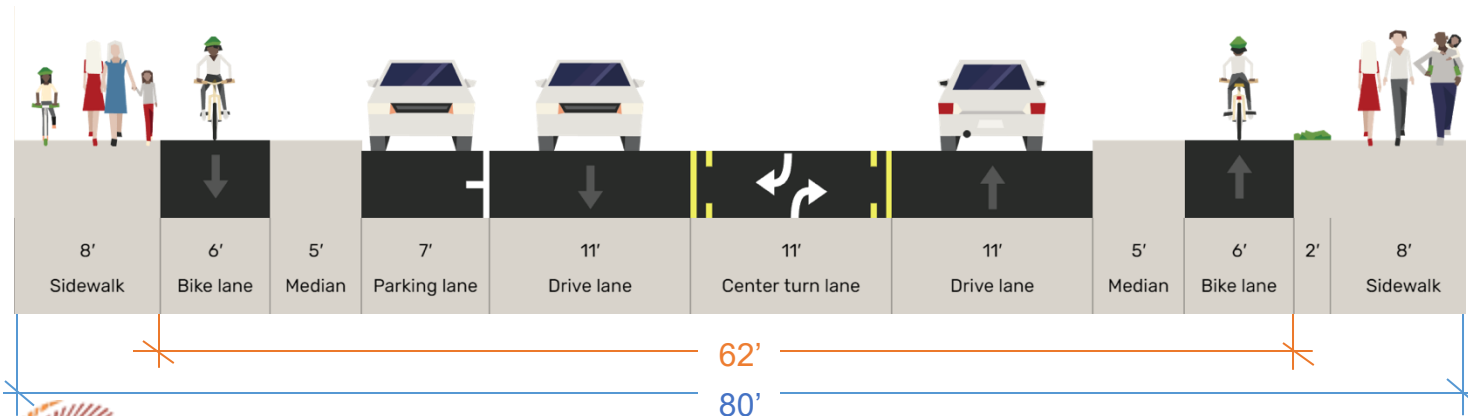
- Bikeway on south side of street next to BART station

Grand Street from B St to Meek Ave (looking northbound)

Existing Conditions



Draft Recommendation



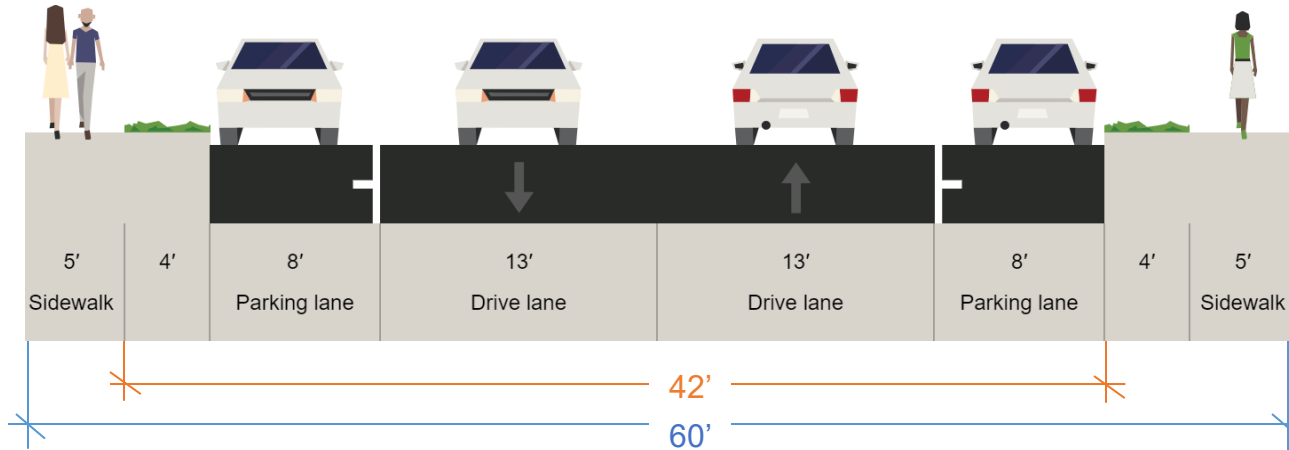
One-Way Class IV Bikeway

- Road diet from 5 lanes to 3
- On-street parking maintained

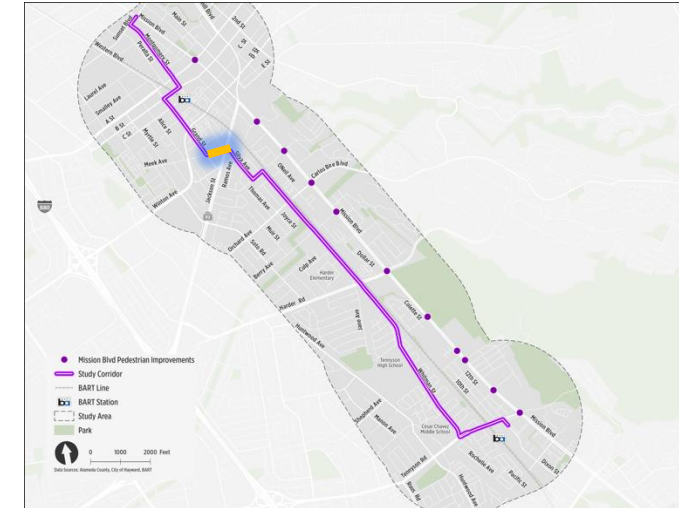
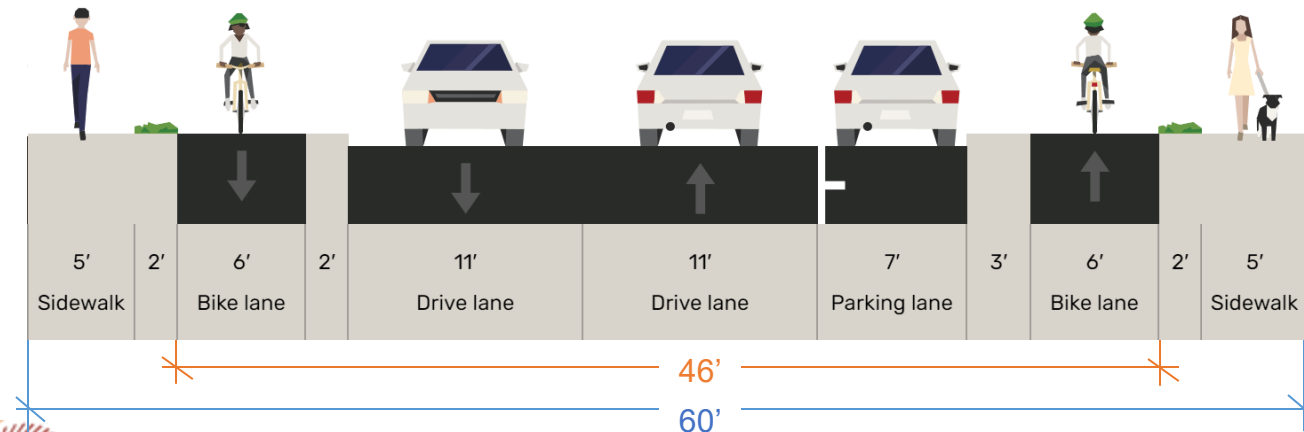


Meek Avenue from Grand St to Silva Ave (looking westbound)

Existing Conditions



Draft Recommendation

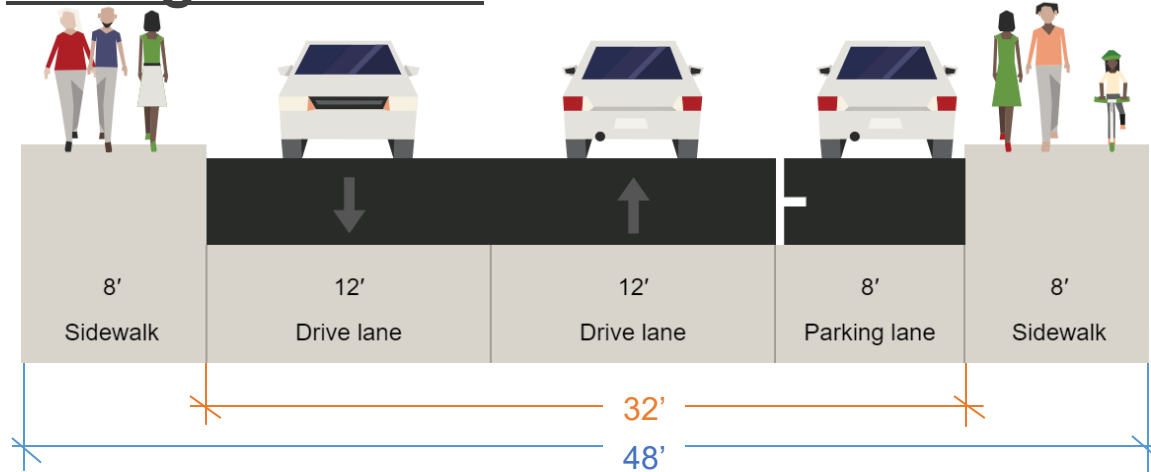


One-Way Class IV Bikeway

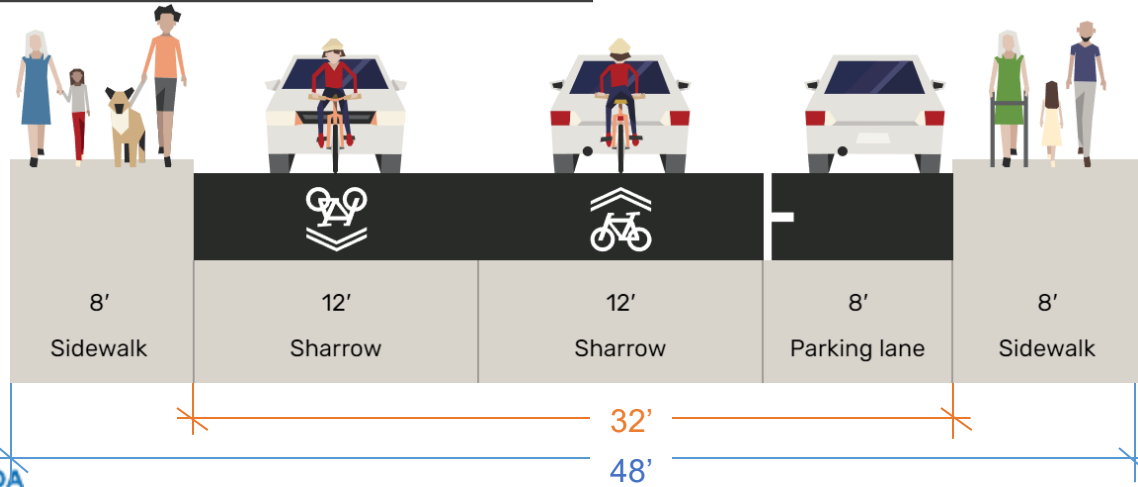
- Removes on-street parking on one side

Silva Avenue from Jackson St to Sycamore Ave (looking northbound)

Existing Conditions



Draft Recommendation

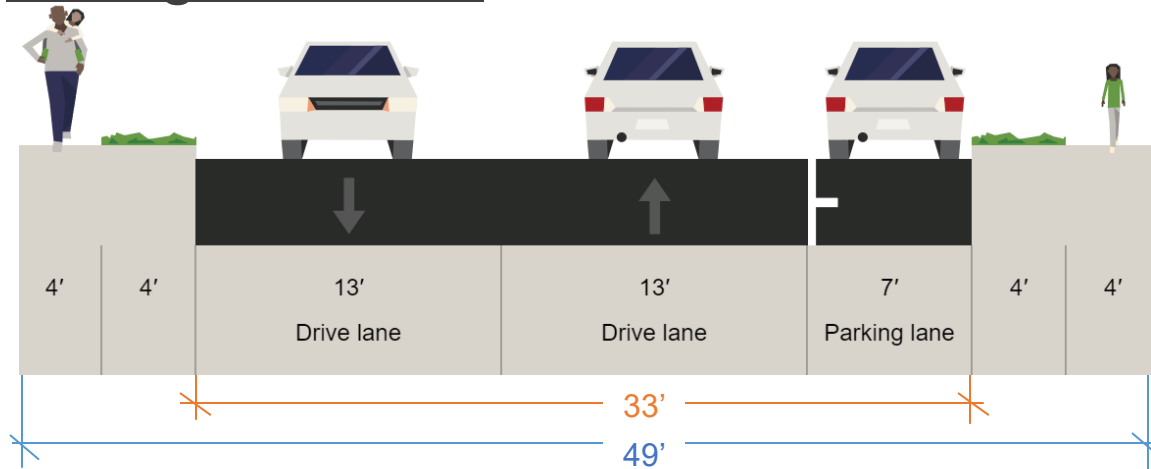


Bike Boulevard + Traffic Calming

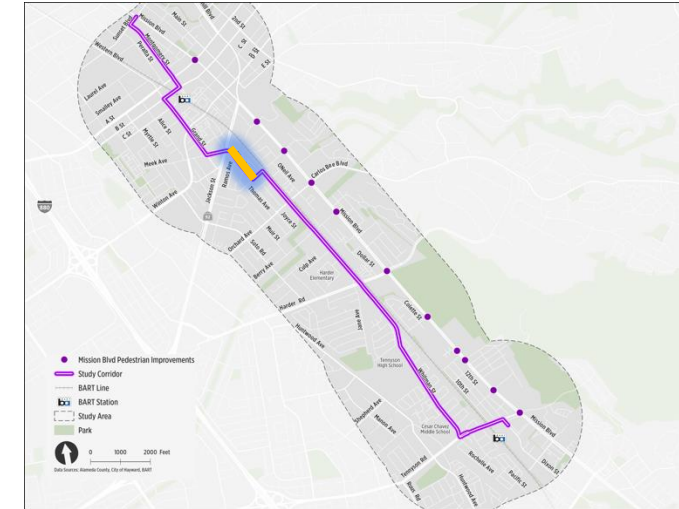
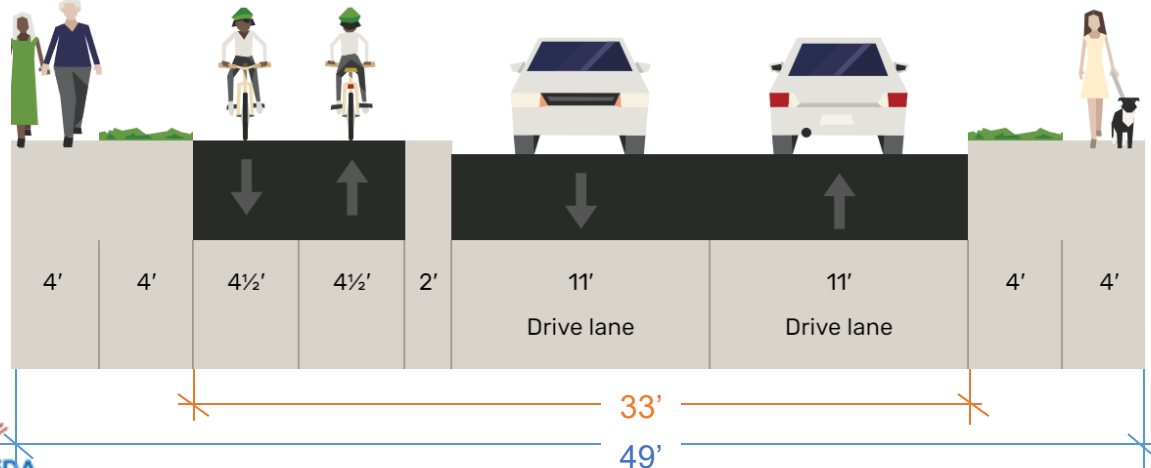
- Pinch point north of Leighton St. to restrict through traffic but allow for bus service
- On-street parking maintained
- Additional traffic analysis and community engagement needed in next phases of project

Sycamore Avenue from Silva Ave to Whitman St (looking eastbound)

Existing Conditions



Draft Recommendation

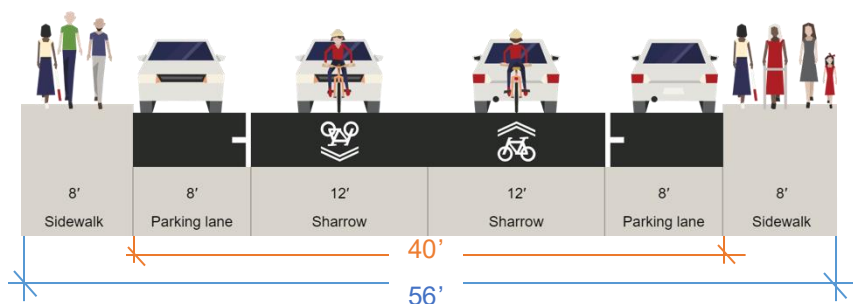


Two-Way Class IV Bikeway

- Bikeway on north side of street
- Provides continuous bike facility around curve to Whitman St
- On-street parking removed

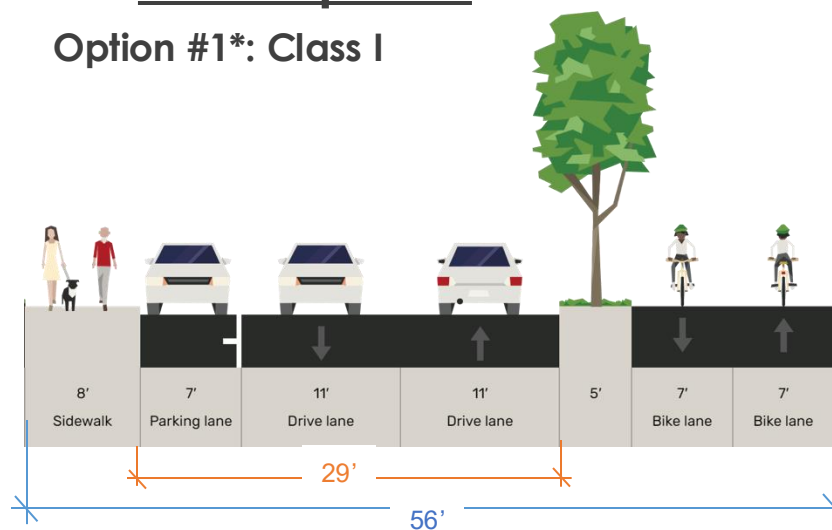
Whitman Street from Sycamore Ave to Orchard Ave (looking northbound)

Existing Conditions

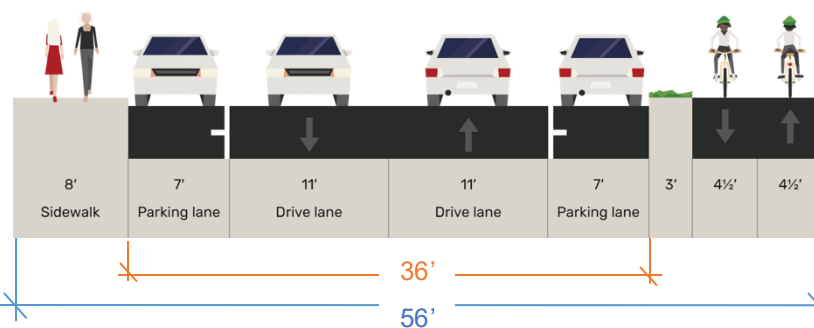


Draft Options

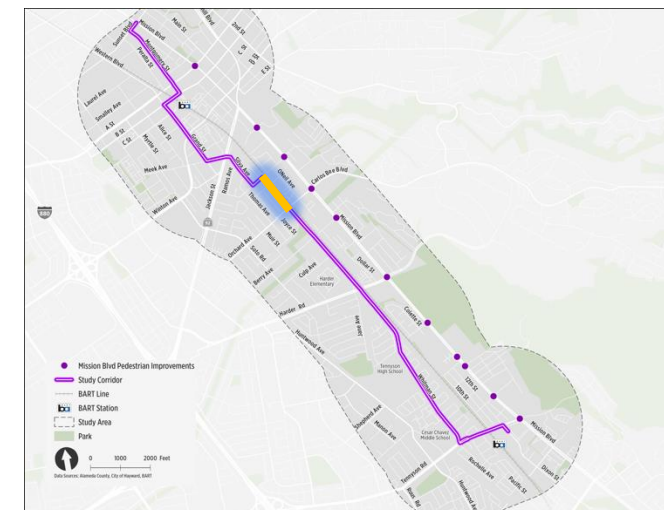
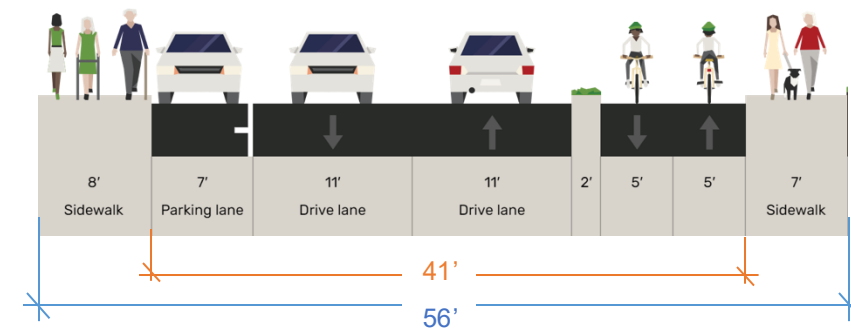
Option #1*: Class I



Option #2: Class I



Option #3: Class IV

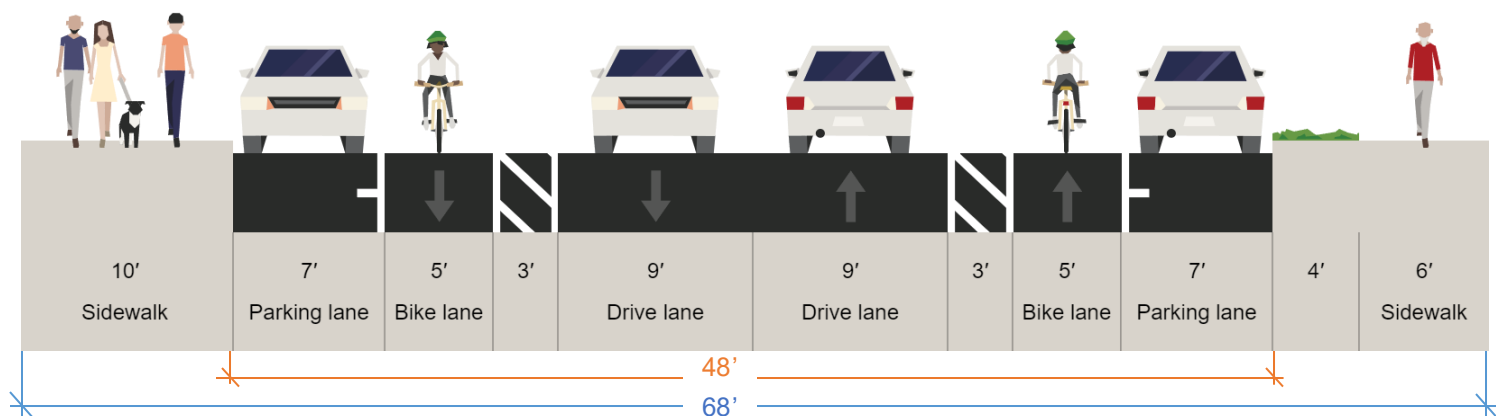


*Recommended Option: Class I along rail line

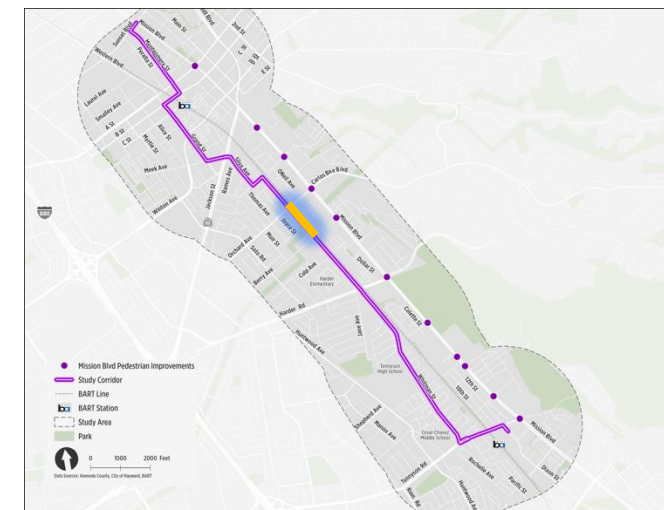
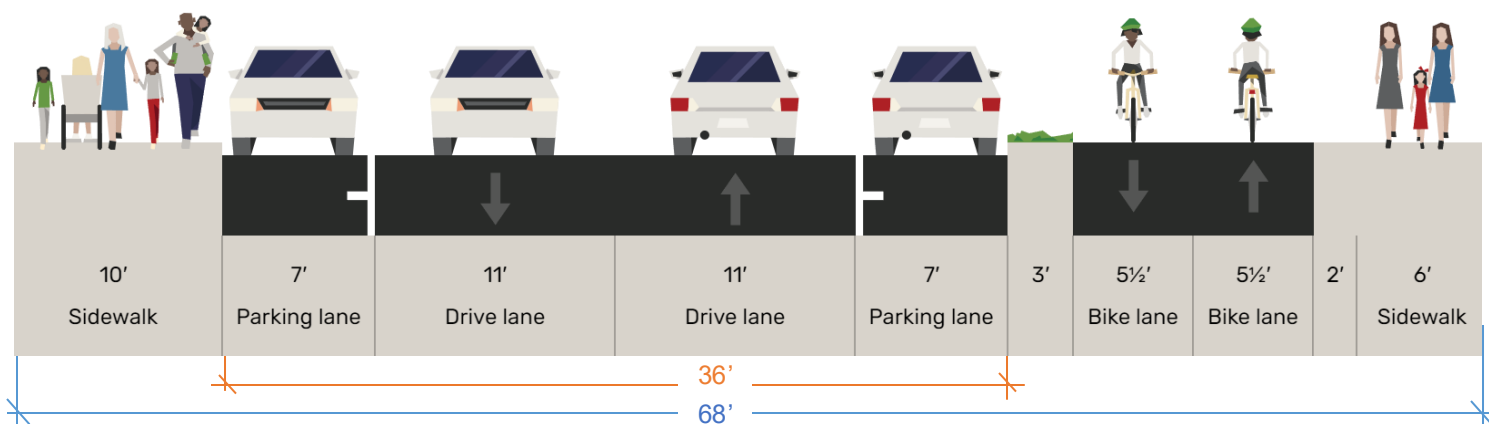
Note: Design exception required to allow 3' buffer. 9' class I does not meet minimum standards. 11' minimum lanes provided to allow bus route.

Whitman Street from Orchard Ave to Berry Ave (looking northbound)

Existing Conditions



Draft Option: Class I

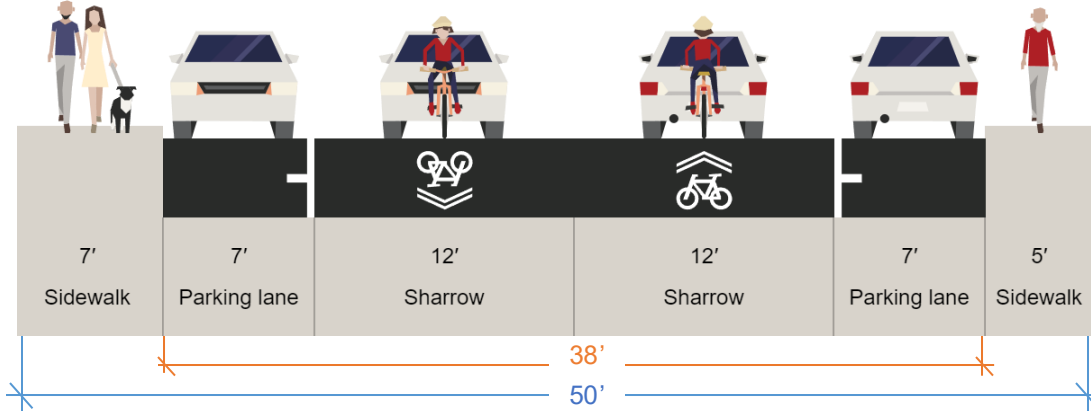


Recommended option: Class I along rail line. 11' minimum lanes provided to allow bus route.

Whitman Street

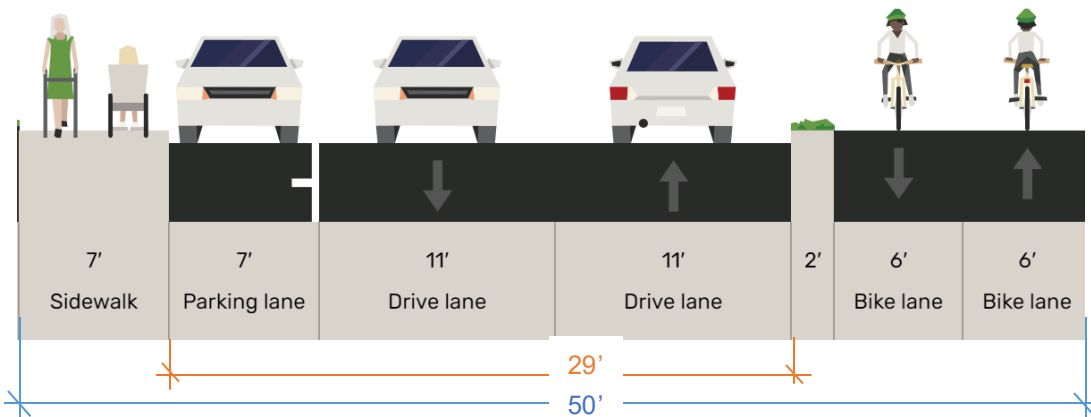
from Berry Ave to Harder Rd (looking northbound)

Existing Conditions

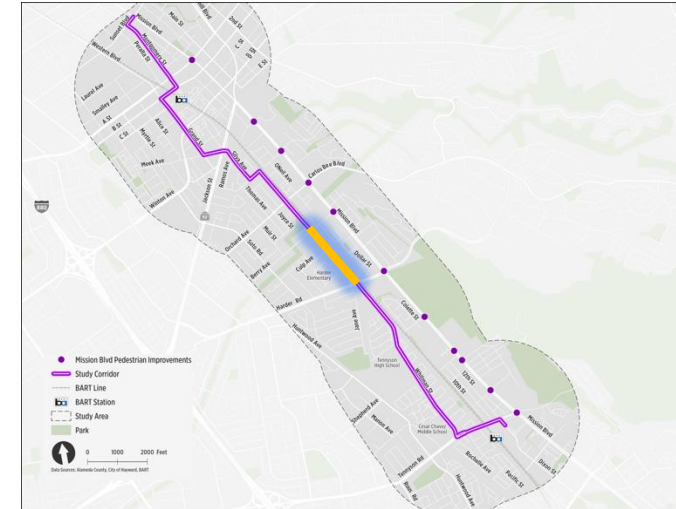


Draft Options

Option #1: Class I

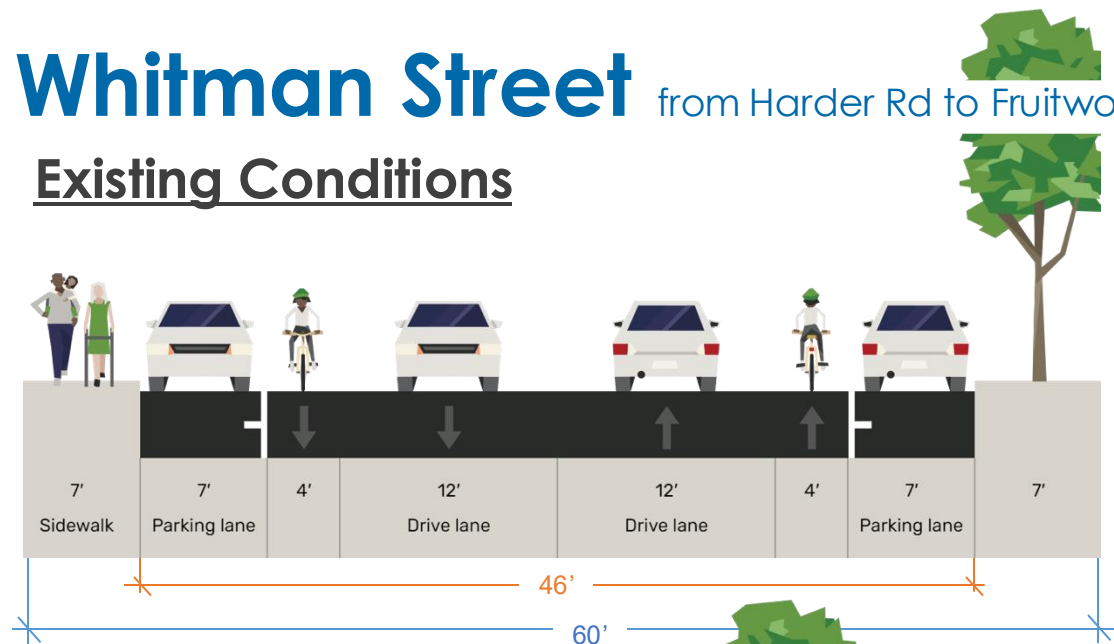


***Note:** Class I along rail line. Design exception required to allow 2' buffer. 11' minimum lanes provided to allow bus route.



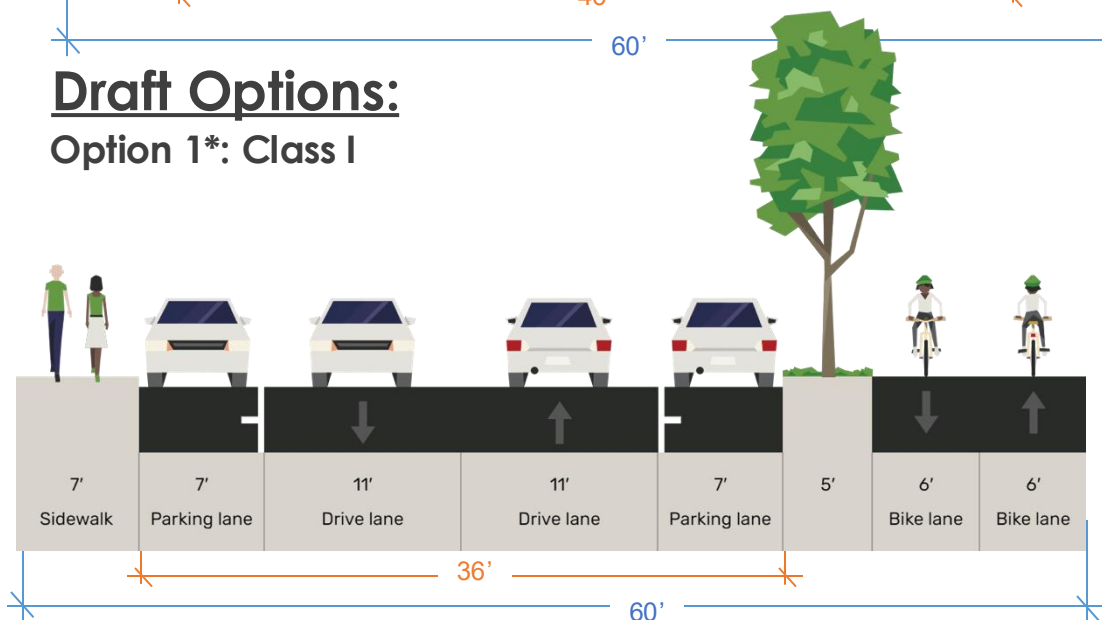
Whitman Street from Harder Rd to Fruitwood Wy (looking northbound)

Existing Conditions

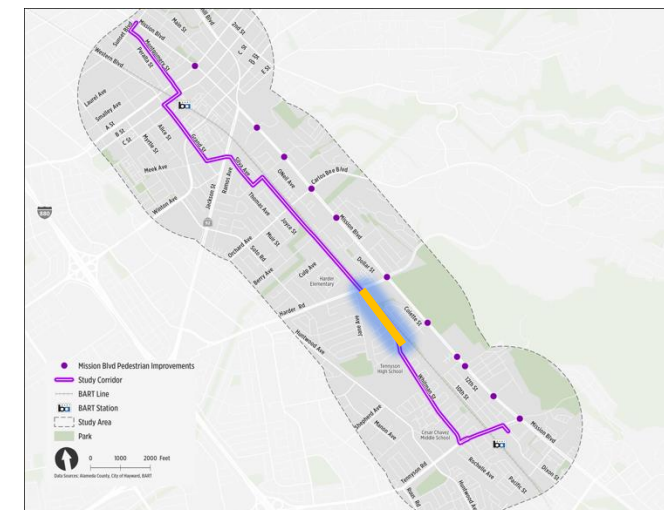
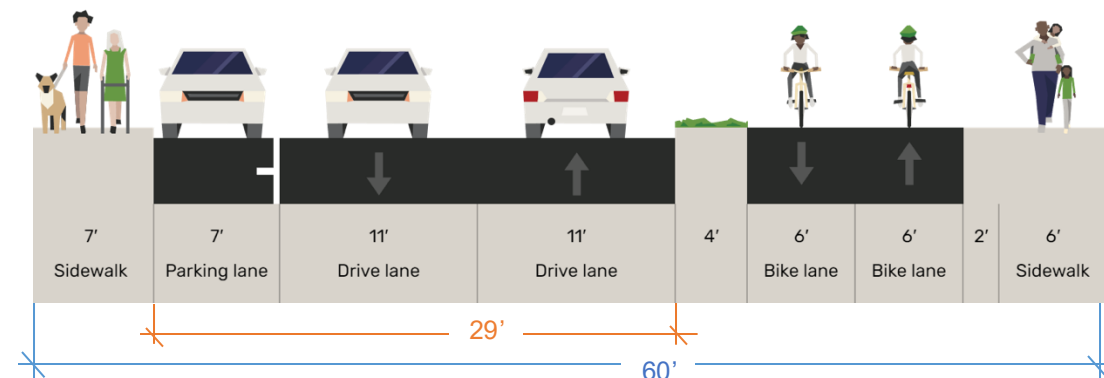


Draft Options:

Option 1*: Class I



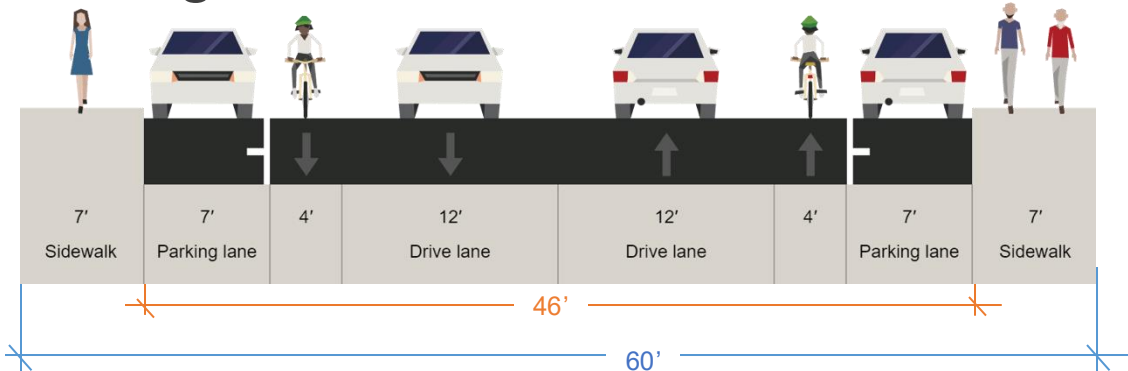
Option 2: Class I



Whitman Street

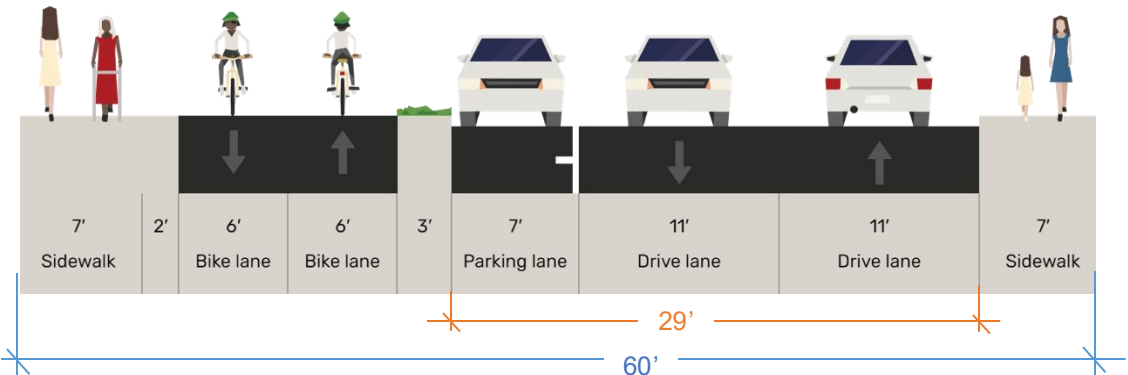
from Fruitwood Wy to Tennyson Rd (looking northbound)

Existing Conditions

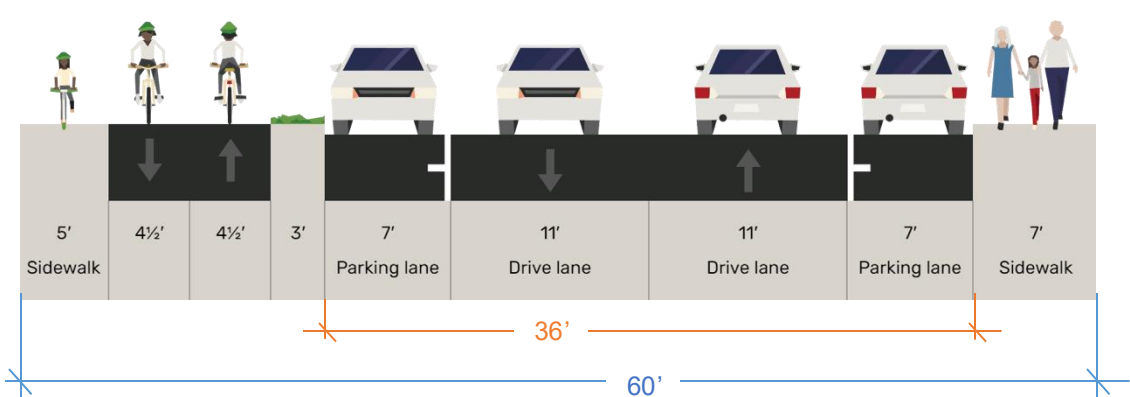


Draft Options:

Option #1*: Class IV



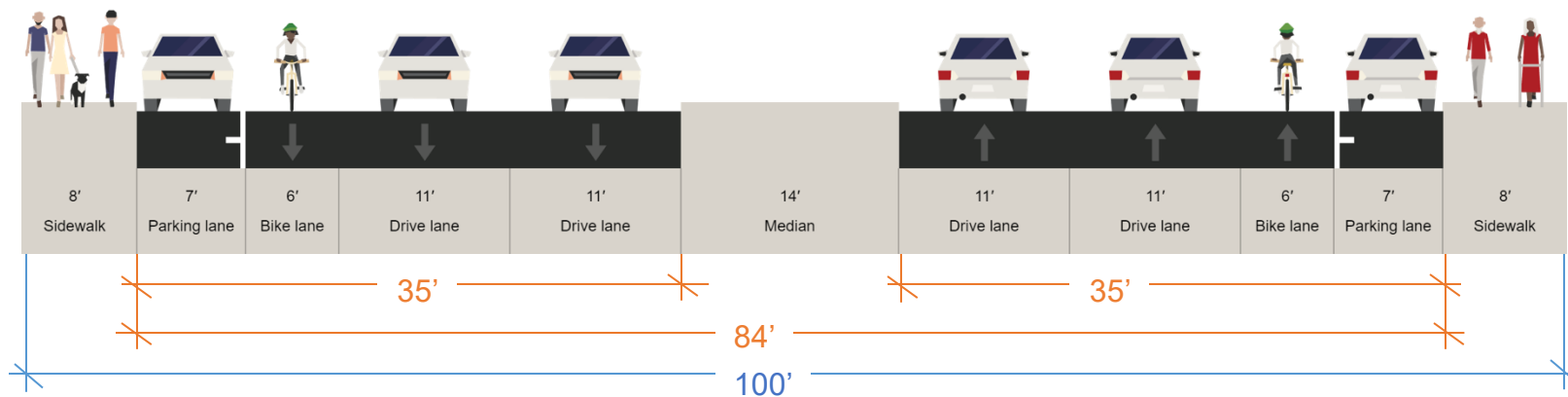
Option 2: Class IV



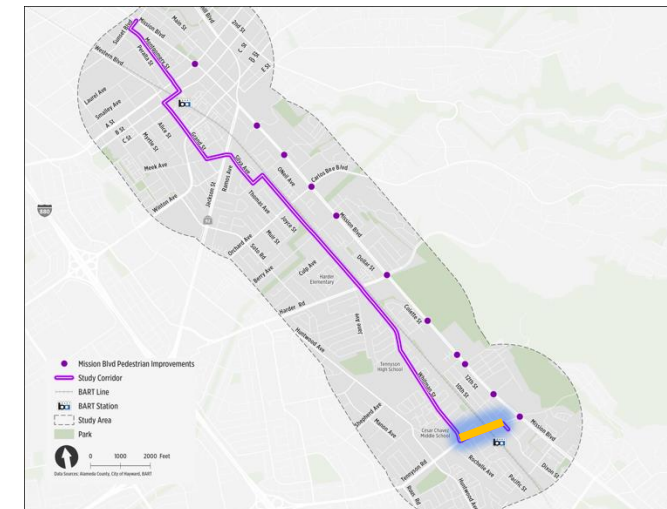
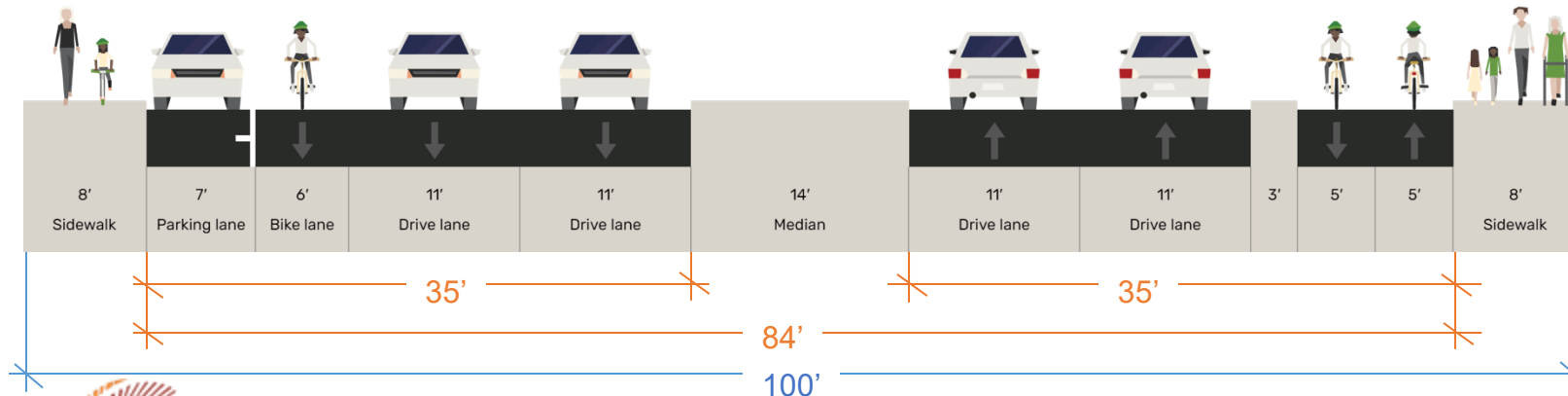
*Recommended Option: Class IV along west side with preferred facility widths

Tennyson Road from Whitman St to Dixon St (looking eastbound)

Existing Conditions



Draft Recommendation



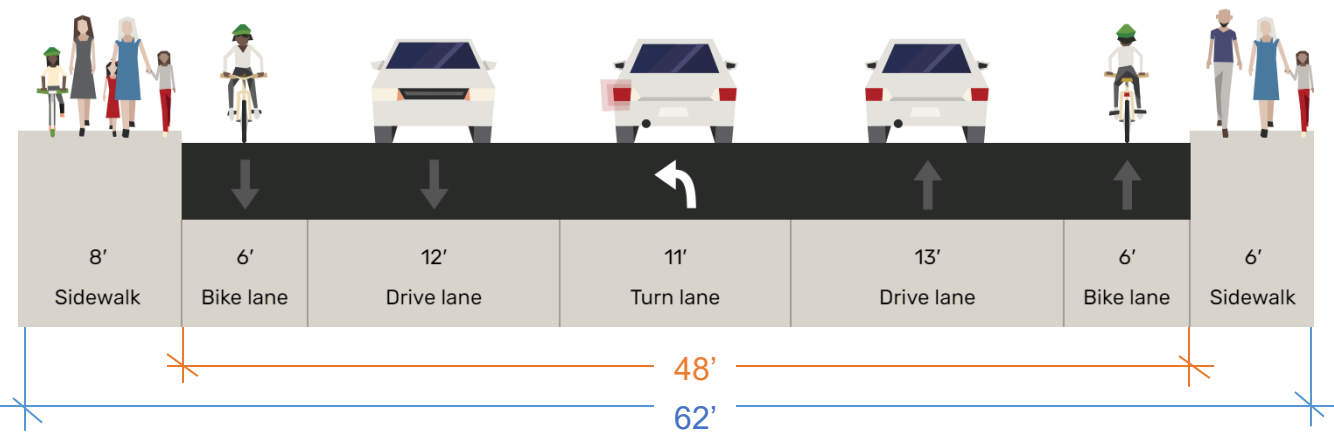
Two-Way Class IV Bikeway

- Bikeway on south side of street next to BART station
- Existing westbound bike lane to remain
- On-street parking removed on south side

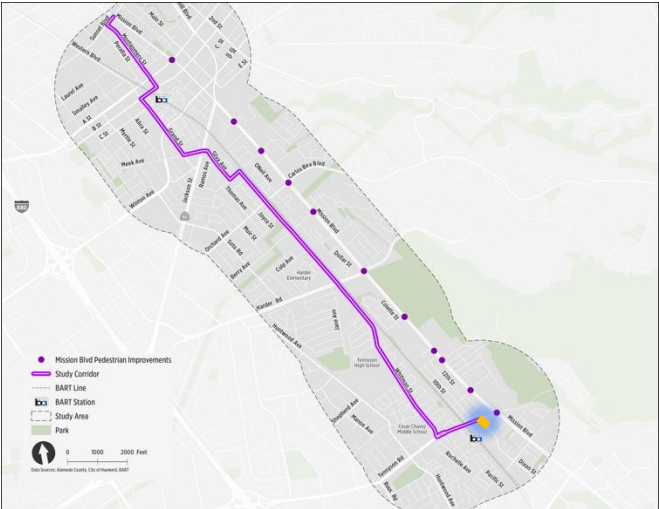
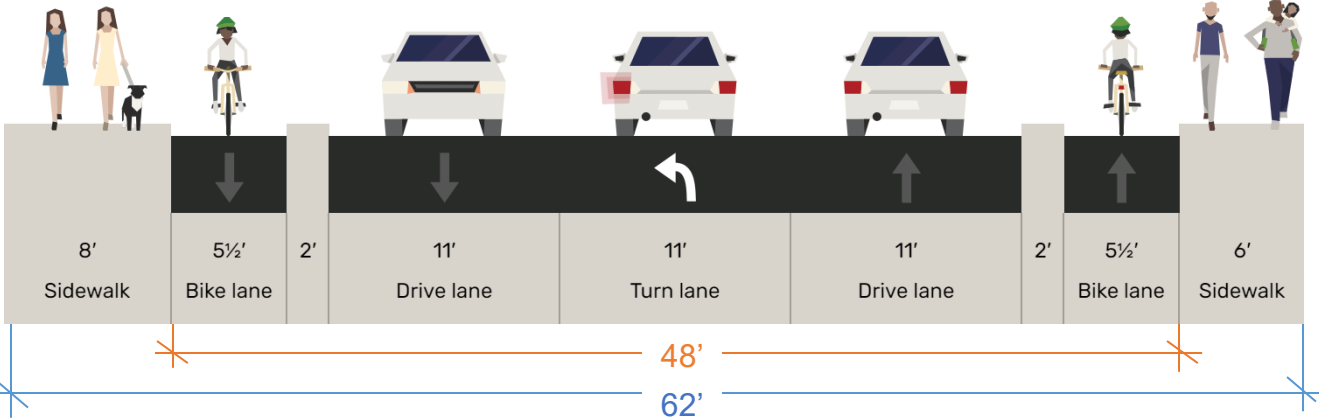
Dixon Street

from Tennyson Rd to BART (looking northbound)

Existing Conditions



Draft Recommendation



One-Way Class IV Bikeway

- Travel lanes narrowed to 11 feet