The United Hayward Bicycle Proposal

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Executive Summary

The United Hayward Bicycle Porposal provides broad vision, strategies and actions for the improvement of bicycling lanes that connect Downtown Hayward to California State University East Bay (CSU). It is valuable to the Downtown area because it improves safety, encourages bicycling opposed to alternate transportations, and enhances the quality of life in Downtown Hayward. The development of bicycle paths provides for people-friendly streets, paths, and trails throughout Downtown Hayward and connectivity to CSU. Promoting bicycling can reduce traffic congestion, vehicle exhaust emissions, noise, and energy consumption. It is a healthy and active form of travel. Safe and efficient cycling opportunities will in turn support the attraction of Downtown to students and faculty of CSU, along with residents and tourists of the Heart of the Bay.

This plan aims to apply the goals set by the city in the Downtown Hayward Bicycle Master Plan (2007) in order to preserve the original character envisioned for the bicycle network in Hayward. As such, this document describes existing policies and services related to bicycling, and it includes a list of projects, policies, and programs intended to improve the Hayward cycling environment in the future. This bicycle plan serves as the blueprint for improving bicycling connectivity from the Downtown area to CSU and also recommends various strategies intended to improve bicycle safety while increasing bicycle use. The plan recommends key bike and pedestrian corridors that consist of bicycle lanes, shared bikeways, and shared roadways that will in turn connect the surrounding areas to Downtown Hayward.

This Bicycle Master Plan provides proposal for, strategies and actions for the improvement of the bicycling environment between Downtown Hayward and how it connect to Cal State Eastbay. The purpose of this Plan is to expand the existing bicycle path network of Downtown Hayward to provide greater connectivity to CSU and encourage the students and faculty of CSU as well as the general public of Hayward to use this alternative method of travel. This Bike Plan focuses on developing interconnected on-street bicycle lane networks that serve The Downtown and surrounding neighborhoods while providing connections to transit centers, shopping districts, parks and other local amenities. Also, it provides tools to reduce the accident rate for bicyclists through design standards and guidelines, education, and enforcement. This plan provides recommendations for improvements intended to make cycling safer for cyclists of all ability levels to and from Downtown Hayward out to Cal State Eastbay.
Introduction

Chapter

1
An increase in bicycling is a critical component to improving the future connectivity between Downtown Hayward and CSU. With limited municipal investment, the City currently improves conditions for bicycling in order to help achieve numerous important goals, including reducing greenhouse gas emissions, conserving energy, mitigating the negative effects of traffic congestion, improving air quality, providing affordable transportation alternatives and creating more livable neighborhoods (HMBP, 2007).

Hayward’s compact neighborhoods, narrow supply of automobile parking, along with existing bike lanes, and compact layout have helped create a renewed interest in greener, more efficient transportation alternatives. By pursuing the alternatives the city can provide circulation and connectivity to various areas in more ways than one. The Envisioning Hayward 2040 (2012) plan already aims to pursue these alternatives. Through expanding these ideas out to CSU a door will be opened for easier access to the Downtown area by another alternative form of travel.

By investing in and implementing the bicycle plan improvements and innovative strategies and programs recommended in this Bike Plan, The City of Hayward will make bicycling to and from the Downtown area and CSU a more practicable mobility option. Implementing the action items in this plan will ensure a major increase in the number of people that use bicycles safely as transportation. This will need continued public involvement, and a commitment to the goals set.

The Hayward Bicycle Plan guides the future development of bicycle facilities and programs in the City. The recommendations in this Plan will help the City reach goals adopted in the General Plan by creating an environment within the Downtown area and out to CSU that support bicycling for transportation and recreation, encourage fewer trips by car and support active lifestyles. This Plan provides a blueprint for encouraging bicycling alternative transit.
1.1 Purpose

This Bike Plan continues the proposal for, strategies and actions for the improvement of the bicycling environment in the Envisioning Hayward 2040 Plan (2012). The purpose of this Plan is to expand the existing bicycle path network of Downtown Hayward out to CSU, provide greater connectivity, and encourage the public to use this alternative method of travel. This Plan will serve as a guide for improving bicycling conditions and encouraging the use of the bicycle as a mode of transportation within Downtown Hayward and further to CSU. This Plan focuses on developing a simple strategy for an interconnected on-street bicycle lane network that serves the Downtown and surrounding neighborhoods up to CSU while providing connections to transit centers, shopping districts, parks and other local amenities. Also, it provides tools to reduce the accident rate for bicyclists through examples of design standards and guidelines. This plan provides recommendations for improvements intended to make cycling safer for cyclists of all ability levels that travel throughout the Downtown area as well as Cal State Eastbay.

“Hollywood Meets Hayward” by Andrew Kong Knight

This plan aims to apply the goals set by the city in the Hayward Bicycle Master Plan (2007) in order to preserve the original character envisioned for the bicycle network in Hayward. As such, this document describes existing policies and services related to bicycling, and it includes a list of projects, policies, and programs intended to improve the Hayward cycling environment in the future. The bicycle plan serves as the blueprint set by the circulation section of the Envisioning Hayward 2040 Plan (2012) for improving alternative travel conditions and also recommends various strategies intended to improve bicycle safety and increase bicycle use. The plan recommends key bicycle/pedestrian corridors that consist of bicycle lanes, shared bikeways, and shared roadways that will make connecting the Downtown to CSU easier.
This Plan provides a broad vision, strategies and actions for the improvement of bicycling in the Downtown area set by the circulation section of the Envisioning Hayward 2040 Plan (2012). It is valuable to the downtown area because it improves safety, encourages bicycling opposed alternate transportations, and enhances the quality of life in Downtown Hayward. The development of bicycle lanes to and from CSU provides for people-friendly streets, paths, trails, and activity available to everyone, and supports sustainable community development. Promoting bicycling within this area will reduce traffic congestion, vehicle exhaust emissions, noise, and energy consumption. Safe and efficient cycling opportunities will in turn support the attraction of Downtown to the general public and the Staff and students of CSU.
1.2 Background

Bicycling is an important mode of transportation and healthful recreational activity. However, the city of Hayward is not known for its bicycle network. Bicycling is starting to become a commonly known as the most cost effective and energy conserving method of travel and it is available for people of all ages and backgrounds. This allows for people to contribute to the environment by using an alternative to automotive travel. It provides a higher degree of independent and flexible mobility that automotive travel does not.

Downtown Hayward’s bicycle network is not comprehensive, as most of the streets do not include adequate bicycle infrastructure. Even streets with bike paths are often perceived as dangerous due to traffic. Currently, the downtown has no class I bike paths, only one class II bike lane on D St., and two Class III bike lanes on A and 2nd Streets. According to the Hayward Bicycle Master Plan, only 0.36% of the total work trips in the city are carried out via bicycle. This is an insubstantial portion of the total work trips that reflects the condition of the existing infrastructure. The Envisioning Hayward 2040 plan aims to correct this by adding multiple bike routes and alternatives to automotive travel within the Downtown area. By continuing this ideal and connecting the Downtown area to CSU there will be multiple opportunities for growth throughout this area.
1.3 Definition

There are several different types of bikeways that will be considered in the development of this bicycle plan. According to the Hayward Master Bike Plan, typically bike lanes are classified as follows:

Class I: Typically called a “bike path,” a Class I bikeway provides a completely separated right of way for the exclusive use of bicycles and pedestrians with cross flow minimized. Class I bike paths provide cyclists with the safest means of travel, although at-grade crossings of vehicular roadways can be problematic. Class I facilities require the greatest amount of land and are often utilized by recreational cyclists. (See Figure 1.1)
Class II: Often referred to as a “bike lane,” a Class II bikeway provides a striped and stenciled lane for one-way travel on a street or highway. Class II bike lanes are established in areas of significant bicycle demand and are typically located along collector and arterial roadways that provide direct connections throughout the street network. Although Class II bike lanes require less space than Class I bike paths, five to six feet of roadway width are required for a one-way Class II bike lane. (See Figure 1.2)
Class III: Typically referred to as a “bike route,” a Class III bikeway provides for shared use with motor vehicles and is identified only by signing. Class III bike routes are often used in high demand corridors and require the least amount of space since there are no pavement markings. (See Figure 1.3)

Figure 1.3: Example of Cass III Bike Path (San Francisco Bike Plan, 2009)
1.4 Importance of Biking

In modern planning there is a lot of focus on the problems with the environment. Cars are a large source of transportation and subsequently the pollution that is contributing to the environmental problems we have today. Especially in large cities were a huge amount of pedestrian trips come from auto-motive travel instead of other alternatives.

Commuting to work using a bike has become very fashionable among environmentally minded adults but it is becoming more popular among other adults as well because of the health benefits of biking. By biking and using other alternatives to auto-motive travel emissions are reduced and this can also reduce the use of gas which will in time save more money for an active biking individual. Also, taking a bike to the train station, bus stop, or ferry will be better substitutions to automotive travel. By means of public transportation instead of driving has a lot of environmental benefits and riding a bike to and from the public transportation instead of driving a car will help the environment more.
According to The League of American Bicyclists, motor vehicle emissions represent 31 percent of total carbon dioxide, 81 percent of carbon monoxide, and 49 percent of nitrogen oxides released in the U.S. A short, four-mile round trip by bicycle keeps about 15 pounds of pollutants out of the air we breathe. Also according to the Nationwide Personal Transportation Survey, 25 percent of all trips are made within a mile of the home, 40 percent of all trips are within two miles of the home, and 50 percent of the working population commutes five miles or less to work. Yet more than 82 percent of trips five miles or less are made by personal motor vehicle. Lastly according to the Nationwide Personal Transportation Survey, 25 percent of all trips are made within a mile of the home, 40 percent of all trips are within two miles of the home, and 50 percent of the working population commutes five miles or less to work. Yet more than 82 percent of trips five miles or less are made by personal motor vehicle. With all of this in mind, the importance of biking and other alternatives to automotive travel is important to easing the emissions given off to the environment.
Chapter 2
This section is combined effort of researched cases that gave and informative example for developing a bike plan that connects Downtown Hayward to Cal State Eastbay. It describes two case studies that are most appropriate for this plan. Pedestrian and Bicycle Master Plan gives a great example of on and off street bike facilities that serve their pedestrians. Its goals also create a prime example of what could be brought to Mission, Carlos Bee, and Hayward Boulevard. The San Francisco Bicycle Plan expresses ideals that a lot of cities within the bay area are going in as far as pedestrian and bike friendly environments.
2.1 Case Study: Pleasanton Pedestrian & Bike Master Plan

The City of Pleasanton General Plan (PPBMP) sets forth an outline for a structure of bikeways in Pleasanton. The Pedestrian and Bicycle Master Plan constructs on the original plan with an assessment of existing conditions and a list of improvements that include on- and off-street bicycle and pedestrian facilities. This master plan is the formal policy document focusing on the improvement of bicycle and pedestrian facilities for transportation and recreation purposes. The models from this plan could have a huge effect on the plan to connect Downtown Hayward to CSU.

Goals for the Plan include: developing a citywide network of trails and bikeways, providing a multi-modal transportation system that creates alternatives to the single occupancy automobile, establishing guidelines for the consistent design of pedestrian and bicycle facilities, improving bicycle connections to transit, improving safety, and developing programs to encourage bicycling and walking. (Pleasanton Pedestrian and Bike Master Plan, 2010)

Pleasanton residents currently enjoy a system of pedestrian-bicycle trails along creeks and canals, and many arterials have Class II bike lanes. Downtown Pleasanton and many residential neighborhoods have excellent pedestrian amenities. The City has installed bicycle parking at key locations, including Downtown Pleasanton and the Pleasanton Library.
Analysis

Similar to Hayward, Pleasanton provides an excellent environment for bicycling, including a temperate climate, a huge trail system, growing on-street facilities and somewhat flat terrain. Also like Downtown Hayward, despite the fact that bicycling is increasingly popular in the Bay Area, heavy traffic and a lack of bicycle facilities on Pleasanton’s major arterials remains a significant challenge for bicyclists.

In addition to busy streets and incomplete facilities, other constraints are the highway interstates located at the edges of Pleasanton. Hayward also has a highway that runs directly through the city and heavily through the downtown that causes unsafe conditions for bicyclist and pedestrians. Interchanges within both Hayward and Pleasanton do not provide safe access for bicyclists and pedestrians, making it difficult to reach destinations. There are few provisions for bicyclists where canal trails intersect major streets within Pleasanton, creating challenging conditions that have resulted in bicycle-related collisions. Improving access and connections throughout both Hayward’s Downtown area and Pleasanton will greatly improve the bicycling experience.
2.2 Case Study: San Francisco Bike Master Plan

Since the 1997 San Francisco Bicycle Plan, major structural and program improvements have taken place. Miles of new bicycle lanes have been striped; hundreds of bicycle racks have been installed; and the percentage of San Francisco residents who commute to work by bicycle more than doubled from 1990 to 2000 and continues to increase, while the number of bicyclist injury collisions has decreased (SFMBP, 1997).

San Francisco is committed to bicycling within its city. Bicycling is a clean, inexpensive and healthy way of transportation. With its compact neighborhoods, restricted supply of automobile parking and dense geography, San Francisco continues to appeal to a diverse group of bicyclists: commuters, shoppers, recreational riders and tourists. The City has an established Bicycle Advisory Committee appointed by the Board of Supervisors (BOS) and is home to a diverse, dynamic bicycle culture and a large, active advocacy group, the San Francisco Bicycle Coalition (SFBC) (SFBMP, 09). The San Francisco Bicycle Plan runs an outline for improving conditions for bicycling and increasing the number of trips made by bicycle in San Francisco.

Bike route on the Golden Gate Bridge
Analysis

Hayward has the potential to be similar to San Francisco with the bicycle route network connecting the City’s neighborhoods and major destinations. Also directing bicyclists along the flattest streets with lower traffic volumes or slow motor vehicle speeds, where possible will improve the city greatly. When improvements are made to a bicycle route network, the impacts to other modes, including pedestrians, transit and motor vehicles will be taken into consideration and balanced with the overall vision of transportation in Downtown Hayward along with its connection to CSU.

By investing in and implementing the bicycle facility improvements, educational efforts and innovative policies and programs recommended in this Plan, San Francisco has made bicycling a more viable mobility option. They have ensured a major increase in the number of people that use bicycles safely as transportation. Along with the strong leadership from local elected officials, cooperation between a group of City agencies, continued public involvement and a commitment to the goals contained in their Bicycle Master Plan they have improved the city greatly (SFMBP, 2007). This is a great model for the bike plan for Hayward. It expresses much of the direction that most areas within the bay area are going with their plans and it also shapes a pedestrian and bike friendly environment.
2.3 Lessons Learned For Hayward

There are several unique challenges to planning for increasing bicycling in the connecting streets between Downtown Hayward and CSU, including its topography, concentrated development, and excessive vehicle traffic volumes.

Like the Pleasanton Pedestrian and Bike Master Plan, it would benefit Hayward’s Mission, Carlos Bee, and Hayward Boulevard greatly to work towards complete streets where all modes and livability considerations are incorporated. This is not only a matter of necessity, but also an innovative way to address the challenges of a city built for cars first and non-motorized modes second.

Similar to the SFMBP, involving the public early in a project, no matter how technically meritorious, is critical for project success. This lesson will renew sharpness for future projects. Throughout the SFMBP it has been evident the power the public involvement has when creating project. With this in mind it is understandable to learn how valuable public involvement is.

The proposed improvements should be intended to make it easier for students to access the University campus on foot and by bicycle. Like the Pleasanton bike plan, roadway crossing improvements can be recommended along with new sidewalks and bicycle lane. Also, some of the improvements should require roadway widening. The campus bicycle network section can reflect different types of on-street bicycle facilities similar to the Pleasanton bike plan. The bicycle net-
work goals should be to create a primary network of bikeways that facilitate bike movement to all campus buildings, to seamlessly continue this network within the greater Downtown Hayward's bike network and public transportation network, to encourage a multi-user environment including pedestrian and vehicular traffic, and to determine and implement improvements like the diverse San Francisco bike plan. The bicycle network also can mirror Berkley’s Master Bike Plan plans for bikeway lighting, pavement markings, signage, roadway hazards, upgrades, pavement improvements, traffic calming, bicycle stair ramps, vehicular restrictions, and surface parking changes in addition to the bikeway routes themselves. It will also examine and analyze existing city/campus bicycle circulation and create recommendations for improvements to specific streets and intersections. The bicycles and transit section should focus on integrating the bicycle network into both University transit and Hayward, including busses and BART. This is similar to the San Francisco plan because it connects multiple modes of alternative transit to different facilities and areas.

Educational Materials on campus and other forms of public involvement should strive to increase awareness of bicycling on campus, prevent bicycle theft on campus, and to promote bicycle related programs on campus. The goals of the plan should be to implement and build the connection of Downtown Hayward's bicycle network and greenway system, to improve cycling safety, to provide bicycle parking and support facilities, to improve bicycle access on bridges and mass transit facilities up to the Cal State Eastbay.
Chapter 3
3.1 Location

Hayward is a city located in the East Bay in Alameda County, California. With a population of 144,186, Hayward is the sixth largest city in the San Francisco Bay Area and the third largest in Alameda County (City Data, 2012). It is located primarily between Castro Valley and Union City, and lies at the eastern boundary of the San Mateo-Hayward Bridge. According to the United States Census Bureau, the city has a total area of 63.7 square miles. The Hayward Fault Zone runs through much of Hayward, including the downtown area. The United States Geologic Survey has stated that there is an “increasing likelihood” of a major earthquake on this fault zone, with potentially serious resulting damage. San Lorenzo Creek runs through the city. Hayward borders on a large number of municipalities and communities. The cities bordering on Hayward are San Leandro, Union City, Fremont and Pleasanton.

The road network within Downtown Hayward is a traditional grid system. As of today, Downtown Hayward contains a combination of one-way and two-way streets, with Mission Boulevard, Main Street, Foothill Boulevard, and A Street being the main thoroughfares that go through and access downtown. According to the Hayward General Plan “The Downtown is changing.” The new City Hall has offered an important point of interest and an access to the Downtown, connecting residents and visitors into the main industry area with a short walk from the BART station. Innovative commercial and residential development has refreshed the area, assisting to make a lively and active neighborhood. In addition, the older industrial area west of the BART Station is being envisioned as the future home of offices and residences. While both Mission Boulevard and Foothill Boulevard serve as gateways into Downtown area. This can be seen in the Envisioning Hayward 2040 Plan.
Downtown Hayward is bounded and connected by major transportation corridors: Interstate 880 on the west moving in a north-south direction, the Hayward Amtrak Route paralleling Interstate 880, the north-south BART public transit route on the western edge of downtown, California State Route 92 (San Mateo Bridge) connects the San Mateo area in an east-west direction and feeds directly into Downtown Hayward, and California State Route 238 (Mission Boulevard) goes directly through Downtown Hayward in a north-south direction (City Website, 2012). Mission Boulevard runs directly to CSU and splits off into Carlos Bee/Hayward Boulevard. These Streets serve through the campus and will be the prime targets when considering connecting better bike paths and facilities to CSU form the Downtown area.

View of Cal State East Bay with Downtown Hayward in the Backround

3.2 Character

Hayward is known as the “Heart of the Bay” because of its central and convenient location in Alameda County – 25 miles southeast of San Francisco, 14 miles south of Oakland, 26 miles north of San Jose and 10 miles west of the valley communities surrounding Pleasanton (City Website, 2012). Serviced by an extensive network of freeways and bus lines, Hayward has two BART stations (Hayward and South Hayward), an Amtrak station, and the Hayward Executive Airport, with easy access to San Francisco, Oakland, and San Jose airports.
Chapter 4
Currently, Downtown Hayward’s bicycling network does not include suitable organization and due to traffic circulating through Hayward, bike paths are perceived as dangerous. A Class I bike path provides bicycle travel on a paved right-of-way completely separated from any street or highway (HMBP, 2007). However, within the downtown area of Hayward there are no Class I bike lanes. Downtown Hayward only has one Class II bikeway on D Street that provides a striped and stenciled lane for one-way travel. Two Class III bikeways on A Street and Second Street provide for shared use with motor vehicles and are identified only by sign (See Table 4.3). While only two Class III bike lanes serve CSU (See Table 4.3). In addition, according to the Hayward Bicycle Master Plan, only 0.36% of the total work trips in the city are carried out via bicycle (HBMP, 2007). This combined with the frequent traffic within Downtown Hayward create a perceived notion that bike travel in within the downtown area is dangerous.

It is important to understand the extent and conditions of Hayward’s existing bikeway facilities so that areas for improvement or locations for additional routes can be identified. The existing bikeway facilities presented here are based on the City’s prior mapping efforts, and verified and revised based on field work done in the city’s Bicycle Master Plan (HBMP).
4.1 Existing Off-Street Bike Paths

There are seven miles of existing off-street bike paths within the City of Hayward. Also, over three miles of this is the Bay Trail, the 1.5 mile path along the Eden Green Way, while the remaining 2.4 miles are located adjacent to Mission Boulevard, Industrial Parkway and along the Alameda County Flood Control Channel between Pacheco Way and Folsom Avenue (HBMP, 2007). Part of this rolls through the Downtown area on Mission Boulevard and out to CSU. These paths within the City were formed over forty years ago in the mid-1970's. The City constructed a bike path in the landscaped area on the east side of Mission Boulevard in Fairway Park. Also the city developed Class I bike paths within the Greenway in the Pacific Gas & Electric right-of-way.

Table 4.1: Index of Existing City of Hayward Class I Bike Paths

<table>
<thead>
<tr>
<th>Name</th>
<th>From</th>
<th>To</th>
<th>Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eden Greenway</td>
<td>East of Soto Road</td>
<td>Hesperian Boulevard</td>
<td>1.48</td>
</tr>
<tr>
<td>Folsom Path</td>
<td>Folsom Avenue</td>
<td>Pacheco Way</td>
<td>0.38</td>
</tr>
<tr>
<td>Industrial Parkway Path</td>
<td>Industrial Parkway Southwest</td>
<td>BART tracks</td>
<td>0.67</td>
</tr>
<tr>
<td>Mission Boulevard Path</td>
<td>Garin Avenue</td>
<td>Union City Border</td>
<td>1.36</td>
</tr>
<tr>
<td>San Francisco Bay Trail</td>
<td>West Winton Avenue</td>
<td>Breakwater Avenue</td>
<td>2.87</td>
</tr>
</tbody>
</table>

TOTAL CLASS 1 PATHS 6.77

Source: Alta Planning + Design field inventory, Hayward GIS data, June 2007.

The Hayward Bicycle Master Plan states that the 1997 plan notes that all of the bicycle paths were constructed in locations that could physically accommodate them, but were not coincident with locations of bicycle commuting. These paths do mainly attract recreational bicyclists, and mostly children from neighborhoods within the general range. Also, these paths do not adequately connect the Downtown area to CSU.
4.2 Existing On-Street Bike Paths

Hayward's current on-street bikeway network contains Class II bike lanes and Class III bike routes along most of the major streets. According to the city's BMP the existing network serves all sections of the city especially the Downtown, and takes advantage of existing crossings over the BART and Amtrak rail lines and the 880 Freeway.

While the first bikeways in Hayward were Class III routes in 1972, none of them exist in this new day and age (Hayward Bike Master Plan, 2007). The original BMP was envisioned to provide a minimum route structure that connected all general traffic producers. This included Chabot College, Southland Shopping Center, California State University, and finally South Hayward BART Station.

### Table 4.2: Index of Existing City of Hayward Class II Bike Pathes

<table>
<thead>
<tr>
<th>Street From</th>
<th>To</th>
<th>Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>D Street</td>
<td>Soto Road</td>
<td>1.12</td>
</tr>
<tr>
<td>Calaroga Avenue</td>
<td>La Playa Drive</td>
<td>2.34</td>
</tr>
<tr>
<td>Catalpa Way</td>
<td>Calaroga Avenue</td>
<td>0.23</td>
</tr>
<tr>
<td>Cathy Way</td>
<td>Calaroga Avenue</td>
<td>0.18</td>
</tr>
<tr>
<td>Corporate Avenue</td>
<td>Eden Landing Road</td>
<td>0.62</td>
</tr>
<tr>
<td>Dixon Street</td>
<td>Tennyson Road</td>
<td>0.69</td>
</tr>
<tr>
<td>Eden Landing Road</td>
<td>Clawiter Road</td>
<td>0.47</td>
</tr>
<tr>
<td>Eden Shores Boulevard</td>
<td>Sandcreek Drive</td>
<td>0.57</td>
</tr>
<tr>
<td>Folsom Avenue</td>
<td>Tampa Avenue</td>
<td>0.84</td>
</tr>
<tr>
<td>Gading Road</td>
<td>Harder Road</td>
<td>0.59</td>
</tr>
<tr>
<td>Harder Road</td>
<td>Santa Clara Street</td>
<td>1.45</td>
</tr>
<tr>
<td>Huntwood Avenue/Huntwood Way</td>
<td>Harder Road</td>
<td>Union City Border</td>
</tr>
<tr>
<td>Marina Drive</td>
<td>Industrial Boulevard</td>
<td>0.48</td>
</tr>
<tr>
<td>Patrick Avenue</td>
<td>Gading Road</td>
<td>0.33</td>
</tr>
<tr>
<td>Ruus Road</td>
<td>Folsom Avenue</td>
<td>0.53</td>
</tr>
<tr>
<td>Santa Clara Street</td>
<td>West A Street</td>
<td>1.65</td>
</tr>
<tr>
<td>Soto Road</td>
<td>Winton Avenue</td>
<td>1.05</td>
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<tr>
<td>Tampa Avenue/Gomer Street</td>
<td>Patrick Avenue</td>
<td>0.92</td>
</tr>
<tr>
<td>Tennyson Road/West Tennyson Road</td>
<td>Industrial Boulevard</td>
<td>2.88</td>
</tr>
<tr>
<td>Turner Court</td>
<td>Calaroga Avenue</td>
<td>0.3</td>
</tr>
<tr>
<td>West A Street</td>
<td>Montgomery Street</td>
<td>1.75</td>
</tr>
</tbody>
</table>

**TOTAL CLASS 2 LANES 22.43**

Source: Alta Planning + Design field inventory, Hayward GIS data, June 2007.
According to the city’s 2007 BMP, the bike lanes on D Street and A Street were built in 1980 and 1989, respectively and included as part of the widening projects identified in the 1979 plan. Also, Industrial Boulevard signed as a Class III bike route, but no signs exist and lane construction between Marina and Industrial Parkway South has made this most particular segment less friendly to bicyclists. Most of the bikeways in Hayward were created after the 1997 BMP was approved. In the decade of 1997 and 2007, the City grew to connect eleven miles of bike lanes and thirty miles of bike routes.

### Table 4.3: Index of Existing City of Hayward Class III Bike Paths

<table>
<thead>
<tr>
<th>Street</th>
<th>From</th>
<th>To</th>
<th>Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>&quot;A&quot; Street</td>
<td>Montgomery Street</td>
<td>East City Limits</td>
<td>0.77</td>
</tr>
<tr>
<td>&quot;D&quot; Street</td>
<td>2nd Street</td>
<td>East City Limits</td>
<td>0.76</td>
</tr>
<tr>
<td>&quot;E&quot; Street</td>
<td>2nd Street</td>
<td>East City Limits</td>
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Source: Alta Planning + Design field inventory, Hayward GIS data, June 2007.
4. 3 Bicycle Parking

Parking is a very vital part in developing facilities and encouraging the use of bikes in everyday transportation. In most communities bicycles are often the most stolen of high-valued items. Because of this cyclists with expensive bikes will not take bikes around the city unless there is sufficient and secure parking available at their destination. If cyclists do make their way around town they are often hesitant to let a bicycle out of their sight at all, and may instead forgo outside racks and lockers and instead bring their bicycle into the building with them. However, with the right facilities cyclists will be able to believe that their bicycles are not in danger. In California, bicycle-parking facilities are classified as either Class I or Class II facilities.
According to The 2007 Hayward Master Bicycle Plan:

- **Class I Parking:**
  Long Term Facilities include secure areas such as lockers or bicycle “cages” that can be locked by the cyclist. Used mainly by students, employees, residents and others expected to park for more than two hours.

- **Class II Parking:**
  Short Term Facilities include bicycle racks. Cyclists provide their own locks to secure their bicycles. Used mainly by shoppers, visitors, messengers and others expected to depart within two hours.

4.4 Bicycle Parking Requirements

Hayward’s Municipal Code requires bicycle parking for projects with more than 50 motor vehicle parking spaces. (Section 10-2.406) Additionally, developers may receive one credit for motor vehicle parking for every four bicycle parking spaces, whether the bicycle spaces are required or not. These credits may not exceed 5% of the required parking. The Municipal Code requires that bicycle parking measure at least 2 foot by 7 foot, be located in groups of four, and be equipped with locking devices for each bicycle.

4.5 Existing Bicycle Pricing Facilities

Bicycle parking is available at Hayward’s two BART stations. South Hayward BART station provides a total of four wave racks with room for four bikes each and 30 locker spaces. Hayward BART Station has 20 locker spaces (Envisioning Hayward 2040, 2012).
Goals and Objectives are a fundamental aspect of any bikeway plan because they give a well-defined path for decision makers in developing a complete bikeway system.

5.1 Goals

- Goal 1: Develop and maintain a comprehensive bicycle and pedestrian circulation network that provides safe recreation opportunities and an alternative to automobile travel to and from the Downtown Area to the CSU.

- Goal 2: Expanded, improved, and interconnected system of the Envisioning Hayward 2040 plan’s bikeways and bikeway support facilities to provide a viable transportation alternative for all levels of bicycling abilities, particularly for trips of less than five miles and out to Cal State Eastbay.

- Goal 3: Ensure timely and efficient implementation of the bikeway network to and from the Downtown Area to CSU.

5.2 Objectives

- Objective 1: Encourage additional bicycle capacity on BART & bus transportation (chiefly to the CSU). Provide a sufficient supply of secure covered bicycle parking at the BART station and bus stops

- Objective 2: Pedestrian and Bicycle Mobility Needs. Balance pedestrian mobility and bicycle accessibility and safety with vehicular congestion when considering intersection improvements through the Downtown and to the CSU
• Objective 3: Require the implementation of bike lanes and bicycle support facilities along key corridors including the Downtown and the CSU

• Objective 4: Require bicycle parking at key locations, such as employments centers, parks, transit, schools, and shopping centers, as well as CSU

• Objective 5: Propose and prioritize bikeways that connect to transit stations, commercial centers, Cal State Eastbay, libraries, cultural centers, parks and other important activity centers within each unincorporated area and promote bicycling to these destinations

• Objective 6: Identify where bicycle parking facilities are needed on CSU campus as well as the Downtown and identify the appropriate type

Example of some outside bike parking in Downtown San Francisco
Chapter 6
This chapter presents proposed bikeways and bicycle support facilities that connect the Downtown and CSU areas. The proposed improvements are intended to make bicycling more comfortable and travel to and from the Downtown and CSU area easily accessible for bicyclist of all skill levels and trip purposes. This chapter presents network improvements that fill gaps in the existing network so the Downtown community and CSU have a uniform bicycle network to use. Spot improvements identify specific locations for focused improvement. It identifies key locations in the Downtown and CSU area for bicycle parking installation, a bike parking plan, and a recommended bicycle-parking ordinance.

The Plan presents an interconnected network of bicycle corridors that was developed by the Envisioning Hayward 2040 Plan and adds a bikeway that travels from Downtown Hayward and connects the CSU. The additional bikeways would improve the mobility of bicyclists within the area by enhancing safety and convenience between these two major destinations.
6.1 Bicycle Network Improvements

The bikeway recommendations include new facilities to increase Downtown Hayward’s bikeway connectivity to Cal State Eastbay and to create a complete, safe, and logical network. The proposed bikeways will have improving connections from the Downtown out to CSU.

Figure (6.1) shows the proposed bikeway network from the Envisioning Hayward 2040 Plan. The proposed bikeways were developed with consideration for roadway widths, traffic volumes and speeds, connections to destinations. This Plan proposes four major ideas, class I multi-use paths, pedestrian paths, pedestrian bridge, and a regional bike path. The proposed bikeway network in the Envisioning Hayward Plan also includes bikeways along the North-South Bikeway on Foothill out to Mission Boulevard. This bikeway will be the major corridor that will connect the Downtown with the Cal State East Bay.
Figure 6.1: Proposed pedestrian and bicycle paths in Envisioning Hayward 2040 Plan
The Recommended bikeway network extension for the Downtown Hayward is explained in the next section of this chapter while Figures 6.2 and 6.3 give two views of the area that will connect the Downtown to the CSU. The system of bikeways is classified into the standard Class I, II, and III bikeway categories that were discussed earlier in Chapter 1 of this report.
A Class I Bicycle Path (Figure 1.1) offers for bicycle and pedestrian travel on a paved right-of-way completely detached from streets or highways. These paths can be standard for recreational bicycling as well as for traveling. Mission Boulevard is already served by a Class I lane and is better served when thinking of travel from the BART terminal through downtown however the closer that Mission Boulevard gets to CSU the busier it gets. This calls for a recommendation of a Class II bicycle lane that connects Mission Boulevard to the Class II bicycle Lane on Carlos Bee Boulevard. These bike lanes provide a signed, striped, and stenciled lane for one-way travel on both sides of a street or highway. Class II bikeways (Figure 1.2) enhance safety by outlining roadway right-of-way between motorized and non-motorized users. Class II Bicycle Lanes are recommended on higher volume roadways that serve as important connections in the bikeway network.

The proposed Class II bikeway will be a critical part of connection between the Downtown area and CSU, which will include improvements to pedestrian and other facilities such as changing of the existing right-of-way, including narrowing some travel and turn lanes, and removing a small amount of on-street parking in certain locations.

Figure 1.2: Example of Cass II Bike Path (San Francisco Bike Plan, 2009)
6.1.2 Class III Bicycle Paths

Class III bike routes (Figure 1.3) use signage and painted markings to inform motorized and non-motorized users that the roadway is a part of the official bicycle network. All proposed Class III segments should display consistent bicycle route signs. The bike route may also use shared-lane markings when the street provides on-street parallel parking. The recommended bicycle routes offer connections through residential to the Downtown areas only to expand to connect pedestrians to the CSU, retail districts and other community destinations. This Plan recommends that Harder Road should remain a Class III that serves CSU out to Mission Boulevard. In addition to the usual signage, this Plan endorses using warning signs and shares the road signs.

Figure 1.3: Example of Cass III Bike Path (San Francisco Bike Plan, 2009)
6.2 Recommendations

To assist and support improved bicycle use, a number of policies and foundation improvements are recommended as presented in this chapter. In the Envisioning Hayward 2040 Plan, policies have been drafted to increase bicycle use in Downtown Hayward and to provide the community with appropriate incentives to attract people to bicycle to, from, and through the area. The United Hayward Bike Plan aims to build on the Envisioning Hayward by recommending structure improvements, which include bikeway designations and end-of-trip bicycle facilities. In sum, this chapter establishes the primary bicycling priorities by identifying the major improvement projects between Downtown Hayward and Cal State Hayward for implementation.

The proposed bikeway system consists of an interconnected network of Class II and III routes to connect both the Downtown and CSU networks through safety enhancements, bicycle support facilities, and routes designed to improve safety and encourage bicycling. The bikeway networks have been planned to link residents, students and faculty, visitors, and bicyclists of all ages and types between the CSU and Downtown to encourage more bike activity to both areas through safe and easy alternative transit.
6.2.1 Support Facilities & Bicycle Parking

The San Mateo Bicycle Master Plan States that support programs and facilities are an important component of a bicycle transportation system. Support programs and facilities (such as bike-way management and maintenance, signing, and promotional/educational programs) and facilities (such as bicycle racks on buses, bicycle parking racks, and showers and lockers for employees) further improve safety and convenience for bicyclists.

Example of the support facilities with signage San Mateo has to offer.

Example of the support facilities with bike racks on buses San Mateo has to offer.

Bicycle parking includes standard bike racks, covered lockers, and corrals. Bicycle parking should be installed within the CSU campus itself and in the areas along Hayward Boulevard by vehicle parking and also near bus stop areas. Bike racks are provided at certain location within CSU and also near Downtown locations, but overall the lack of safe and secure bicycle parking is a concern of bicyclists who may wish to ride to campus or to shop in the Downtown area. Theft and vandalism of bicycles is a major impediment to bicycle riding. Showers and lockers are essential end-of-trip facilities, providing comfort and greater security for commuters, and encourage students, faculty, tourist, or other visitors to bicycle within the Downtown and CSU area. A systematic program to improve the quality and increase the quantity of bicycle end-of-trip facilities should be implemented within the Downtown area along Mission Boulevard up to CSU to create a more comfortable experience for riders and other parts of the public.
6.2.2  Improve Bicycle Accessibility to Downtown

Since one challenge for not cycling is a lack of safe and easy bicycle routes to any area, it is imperative that to improve bicycle access to and through the downtown area out to the CSU Campus and surrounding neighborhoods. While it will be slightly more challenging to implement, the benefit of doing so can be extravagant. Following are the primary recommendations to improve bicycle accessibility to the CSU Campus and to the Downtown.

Recommendation 1: Designate and Develop Bike – Transit Hub

Through the Envisioning Hayward 2040 Plan the Hayward BART station have been nominated as the center of the bicycling transit hub. This program results in the development of many bicycle accesses around the BART stations. The goal for this project is to replace car trips with bike to transit trips by identifying opportunities for bicycle improvements at well served transit centers, such as the BART terminals and other public transit stops. Bicycle improvements will include additional bicycle parking and bike lane improvements.

Given that The Downtown area reaching out to the CSU are significant transit destinations, by recognizing the BART station as the prime focus for bike trips as the Environing Hayward 2040 Plan does this will present new opportunities to increase both cycling and transit trips to the campus and downtown area. The development to increase bicycle trips from the CSU campus through the Downtown and to the BART station will be particularly valuable for individuals who want to travel to these area in Hayward from other parts of the Bay Area without creating more traffic congestion. This will only cause to further the implementation of the improvement opportunities for bicycle routes along Mission and Carlos Bee Boulevard in order to handle the increased volume of bicyclist leaving the BART to travel through the Downtown out to Cal State Hayward.

Drawing of a The Dome District Transit Hub found in Tacoma, WA. Features, train and bus stops as well bike routes and parking.
6.2.3 Improve Bicycle Accessibility Within Downtown

Once arriving to the Downtown area, it is important to provide cyclists with a network of bikeways for diverse circulation purposes. It will also be important to have appropriate ways finding signage to facilitate bicycle circulation.

Recommendation 1: Develop Campus Bikeway Network

Since the core element of any bicycle program is its network of bikeways, Downtown Hayward must prioritize making improvements to the bikeway network. Figure 6-1 presents the proposed bikeway network for the Downtown by the Envisioning Hayward 2040 Plan. This proposed bicycle network will be designated using roadway stencils and bike route signage and is intended to primarily accommodate bicycling to and from the Downtown and CSU campus but should also serve to facilitate circulation within the area.

Upon completion of the proposed bikeway network, it will be possible for bicyclists to access the downtown and the campus on designated bicycle facilities from Carlos Bee Boulevard, Hayward Boulevard, and Harder Road. Given the pre-existing land use and bike plan, it is expected that most bicyclists will be able to park their bicycles once they arrive in the downtown area or around the CSU. Citizens will be able to choose to walk or safely ride when traveling within the CSU area.

Recommendation #2: Develop Bicycle Signage Plan

In harmony with creating the downtown bikeway network, it is important to develop a bicycle signage plan that will assist bicyclists in finding a way to CSU, as well as informing motorists of the presence of bicycles. Once the bikeway network has been established and implemented, appropriate signage must be utilized to clearly mark the designated bike routes and notify vehicles that bicyclists are present. Just like the UCLA Bike Master Plan, consideration must be given to visibility, comprehension, and safety. Recommended signage includes: assistance for bicyclists in finding bicycle racks and lockers, marking of designated bike routes to notify vehicles that bicyclists are present.
6.2.4 Improve Bicycle Parking

The Mission Boulevard Area can improve bicycling conditions considerably by providing more and better bicycle parking and other end-of-trip facilities at the CSU and Downtown. The area shall service bicyclists by providing free, high-quality bicycle parking racks wherever demand is greatest and reasonable space exists. Like the San Francisco Bicycle Master Plan, the area shall install high-quality bicycle lockers in select parking structures on that can be rented out by cyclists seeking a more secure bicycle parking option downtown or at the CSU.

Recommendation #1: Increase Amount of Bicycle Parking

Although bicycle parking exists for bicycles within the Downtown and CSU areas, there still are several high activity areas that do not have sufficient bicycle parking. Bicyclists in these areas have to either park their vehicles illegally to a post or sign, or park further away and walk to their final destination, or do not trust their bicycles within the areas all together. Just as the San Francisco Master Bike Plan, this plan aims to facilitate proximate bicycle parking throughout the downtown and services up to the CSU, there must be an evaluation of the demand for bicycle parking and then a program of sufficient supply to meet this demand. Bike rack installations should be based upon annual bike rack survey data and requests for additional bike racks.

Recommendation #2: Install Bicycle Lockers On-Campus

Regardless of the quality of bicycle racks provided, some bicycles will inevitably be stolen. Therefore, it is important to provide a more secure bicycle parking option to the community. While there is no guarantee that a bicycle will not be stolen, bicycle lockers provide cyclists with a more secure parking option than a bicycle rack. Bicycle lockers can either be assigned to a particular individual or reserved on an “on-demand” basis. On-demand lockers are recommended as they can be better utilized than assigned bicycle lockers and also provide bicyclists with the option of parking their bicycle in different locations throughout Downtown or CSU area.

Examples of Bike Parking and Lockers on UC Berkley’s Campus
6.2.5 Offer Incentives to Bicycle to Campus

Although there are numerous reasons to use a bicycle for alternative means of transportation, it is important to provide incentives to encourage and promote the bicycle as a viable transportation mode. It would be difficult for the City of Hayward to provide incentives, but Cal State Hayward should consider offering incentive means of enticing more employees, students, and visitors to bike to and from the CSU or Downtown.

Recommendation 1: Provide Shower/Locker Access to Business Employees and CSU Faculty

Similar to the issue in the UCLA Master Bike Plan, many staff, faculty, and other visitors do not live in close proximity to the Downtown or the CSU campus, having access to lockers and showers may be quite important for longer distance cyclists who will likely want to shower and change before going to work or class. It is recommended that showers and changing facilities be considered for installation in recreational areas or other buildings to provide cyclists with convenient shower access for their daily commute. This will only create a more comfortable environment with the community and eventually allow the motor traffic congestion to decrease.
Chapter 7
This chapter provides a strategy for implementing the project recommendations in this United Hayward Bike Plan. This implementation strategy and sequence is guided by a criteria-based on and consistent with the goals of this plan as well as the goals of Envisioning Hayward 2040 Plan. Implementation of the recommended projects and programs presented in Chapter 6 will take a significant amount of time, subject to a large number of variables. The most important of these variables include availability of funding, City of Hayward’s success in obtaining grant funding, and local community and political support. In the short-term, it is critically important to focus on a group of achievable, high priority projects. The high priority projects identified in this chapter represent improvements to support short-term project enhancement and development. These projects are intended for short-term implementation in the following years if implemented.
7.1 Bicycle Parking Program

7.1.1 Existing Problem: Lack of bicycle parking in some commercial districts of the Downtown, and the CSU

With nearly all recreational bicycle trips, users need secure, well-located bicycle parking. The lack of parking is a major obstacle to using a bicycle. A large number of locations in the Downtown Hayward and CSU area have adequate bicycle parking, however there are still many locations where parking is either insufficient or lacking. A complete bicycle parking program is one of the most important strategies to enhance the bicycling environment. The program can improve the bicycling environment and increase the visibility of bicycling in a relatively short time. Within the span of a year bike parking can be placed throughout the Downtown and CSU communities.

The City should apply for funds to retrofit existing establishments with bike parking and expand existing parking accommodations. A public bike parking program usually purchases large numbers of racks and bike lockers and places them in public locations such as: sidewalks in front of stores, schools, parks, in front of libraries, pools and recreation areas, city offices, and other civic locations. Public bicycle parking programs can also be coordinated with CSU to supply parking for students, faculty, and all types of visitors. With a program set to use a large number of desired parking cost can vary. The City can start with a small program and expand over time.
7.2 Hayward & South Hayward BART Station

7.2.1 Existing Problem: Lack of sufficient bicycle parking and other facilities

The Hayward Bart station could be one of the busiest stations of entry Downtown Hayward. Due to the recent possible redevelopments to the Downtown area and the value of possible travel from students and faculty to CSU that could increase everyday with bicycles could cause a prevalent need for more facilities. A serious lack of bicycle parking can become a pressing issue at this location. Every day, bicycles can be seen ridding through, into, and from the BART station into the Downtown and into the CSU. Parking capacity needs to be provided downtown and at the CSU in order to make it easier and safer for commuters to park their bicycles and engaged in other activities within the area.

In addition to providing additional parking for bicycles, similar to the LA City Bicycle Plan, a bike station can serve the large number of commuters at this location. Establishment of a bike station would provide additional parking as well as other amenities that would help to support bicyclists as they commute and make connections to other modes of transportation. A typical bike station would include the following amenities such as: attended bicycle parking, bicycle rental establishment, accessory shop, bicycle repair shop, changing rooms, showers, and locker facilities.
7.3 Improvements to High Traffic around and on Mission Boulevard

7.3.1 Existing Problem: High-speed traffic and Classification/Signage

Various movements through the Mission Blvd. pose challenges to bicyclists. One requires cyclists to ride through a high traffic. The most difficult movements for bicyclist seem to be monitoring what bike class the parts of Mission Blvd are. Improving this boulevard will require strategic manufacturing. Each of the movements demands creative thinking. This will eventually make bicycling safer and more manageable through this Boulevard. Some of the recommendations for the improved boulevard include: better signage for cyclists to follow, warning signs for motorists, enforcement of speed limit, widen curb lanes where possible, adding Class II and III bike lanes where possible.
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