Redesigning the Loop
Safe Streets Downtown





Traffic Operations Analysis

April 22, 2026

Fehr & Peers

HAYWARD

Source: Downtown Specific Plan

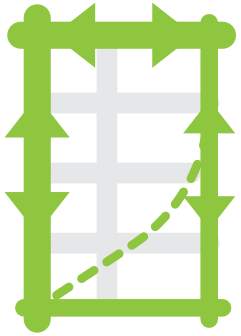
In October, the Council Infrastructure & Airport Committee showed a preference for 2 options

1. Baseline

– Not a priority

Community needs a more transformative change

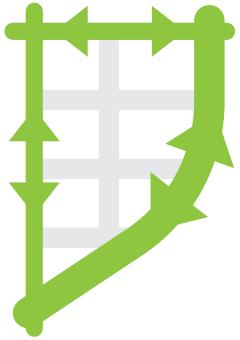
2. Downtown Grid



✓ Further study

OPTION 1:
Downtown Grid

3. Current Alignment – Place option



✓ Further study

OPTION 2:
Civic Avenue

4. Current Alignment – Movement option

✗ Exclude

Do not think people will follow left turn restrictions

The options should be evaluated for each of the project goals

The goals of the project are to:

Create Safer Streets

Top Priority

Promote Economic Vitality

Advance Transportation Equity

Position the City for Funding

How do these options address safety?

OPTION 1: Downtown Grid

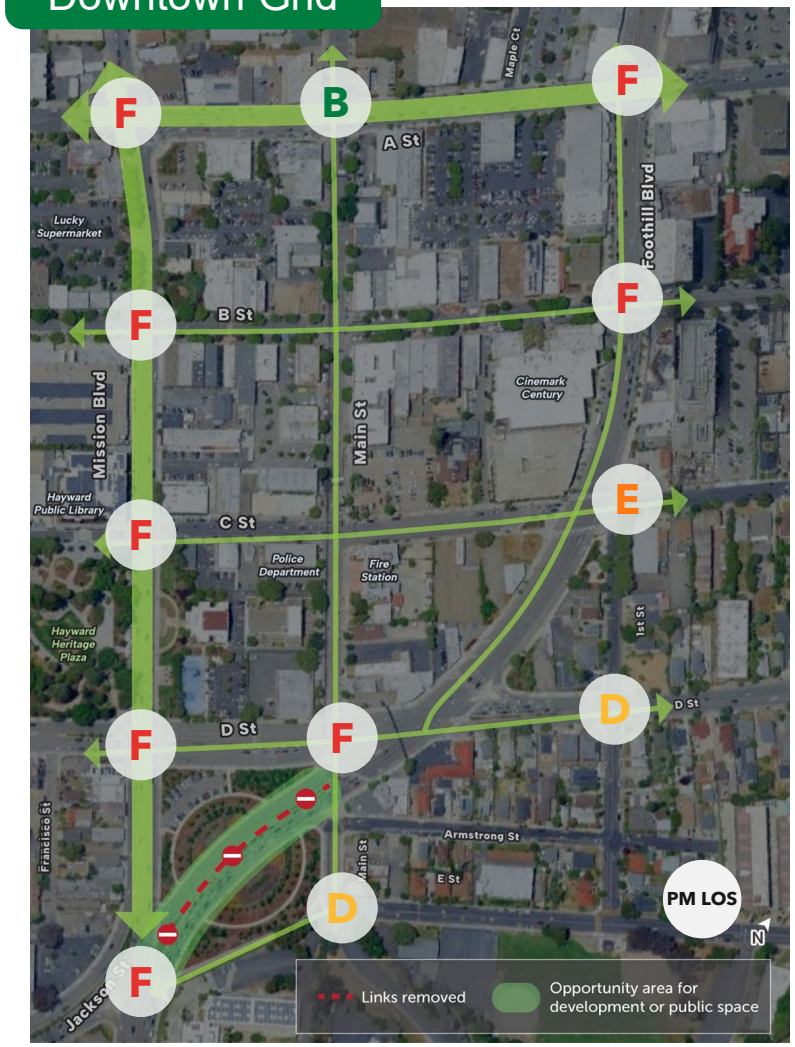
- Reduces travel lanes and crossing distances on Foothill Blvd
- Reduces speed on all corridors through road diet and/or two-way conversion
- Adds separated bikeways on Foothill Blvd
- Reduces intersection skew at Mission/Jackson/Foothill intersection

OPTION 2: Civic Avenue

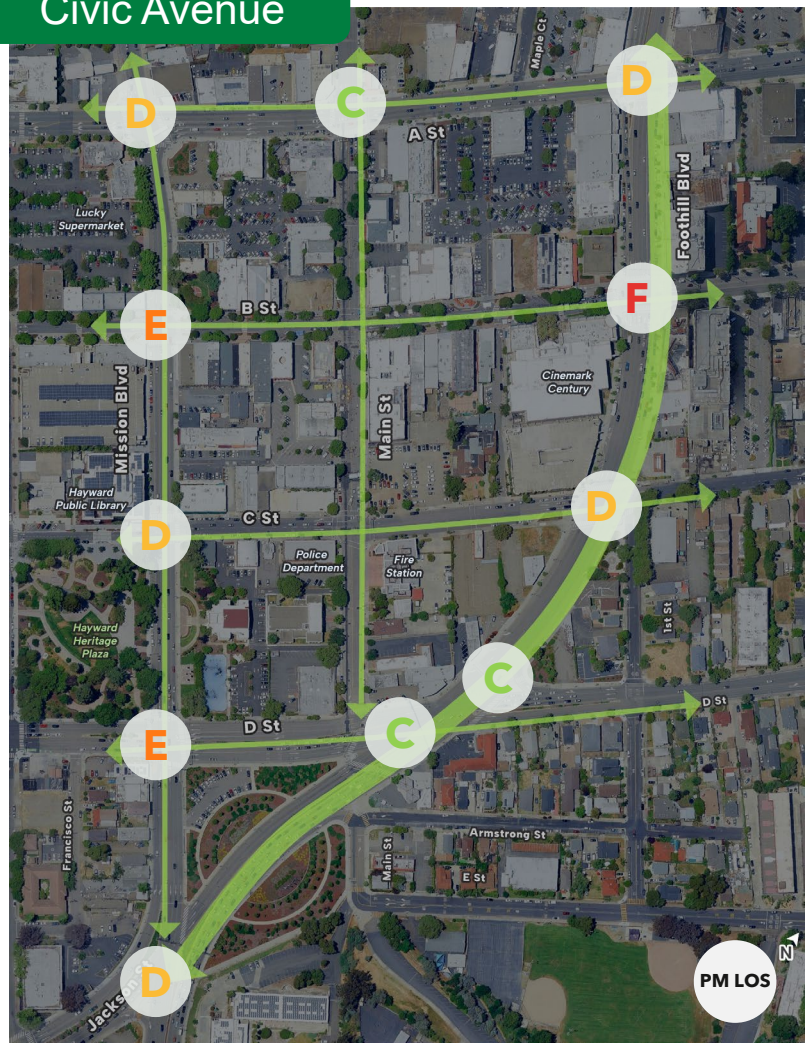
- Reduces travel and crossing distances on all segments
- Reduces speed on all corridors through road diet and two-way conversion
- Adds median separation for opposing directions of travel on Foothill Blvd
- Adds separated bikeways on Mission Blvd and A St

How do these options handle traffic?

OPTION 1:
Downtown Grid

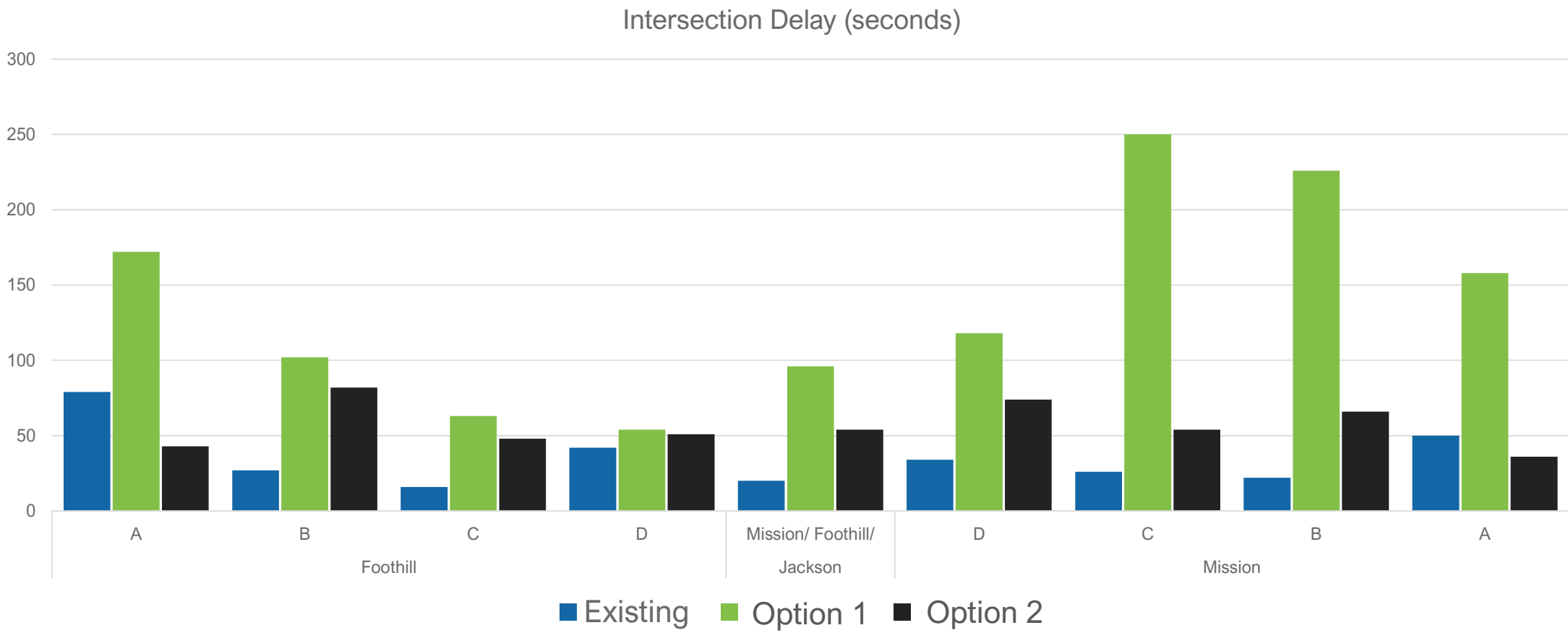


OPTION 2:
Civic Avenue



- **Option 2** better handles traffic today
- **Option 2** makes Mission Blvd a more 'local access' street for Downtown with Foothill Blvd focused more on through traffic.
  - Ties downtown to Library, Heritage Plaza and City Hall

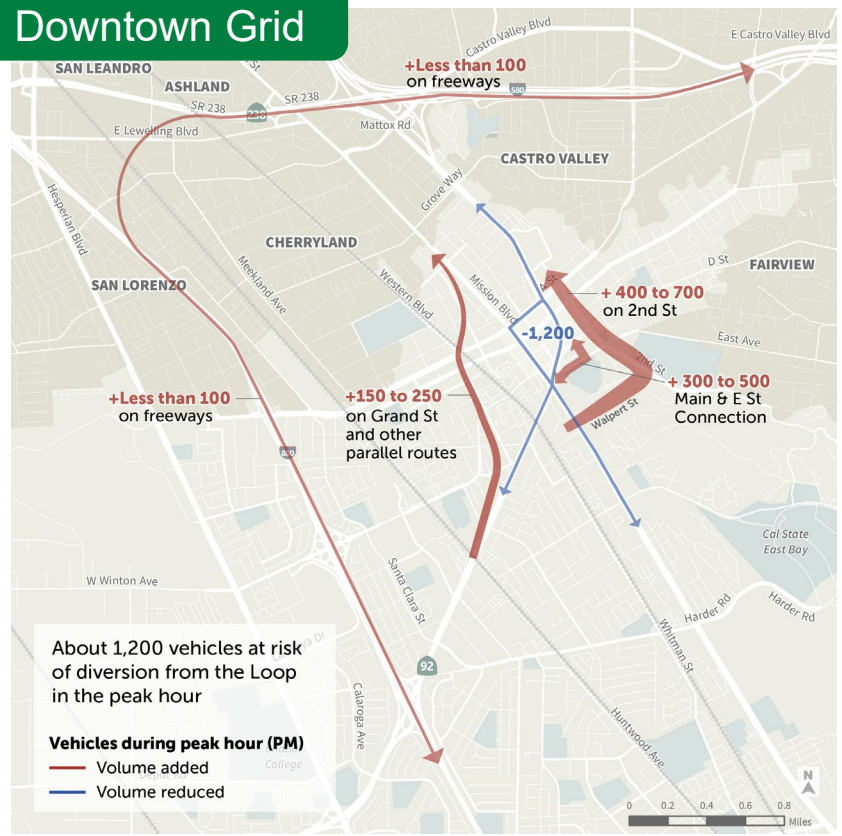
Option 2 is better able to handle the current traffic volumes on the Loop



Note: Delay at new intersection at Main St and D St (added in Option 1) is not shown but is expected to experience nearly 600 seconds of delay.

How do these options handle diversion?

OPTION 1:
Downtown Grid



Expands the loop by providing direction connections from Mission/Jackson/ Foothill intersection to E St and 2nd St

OPTION 2:
Civic Avenue



Sees a risk that some traffic will use 2nd St or Grand Ave and A St (now that it is 2-way)

- Both options create some risks to divert traffic to other neighborhoods
- Planned complete streets projects (Bike Loop and East Bay Greenway) will be important to help mitigate those risks, especially for Option 2, which can handle the traffic
- While the through movement option for Foothill was not evaluated, restricting lefts on Foothill could reduce the risk for diversion