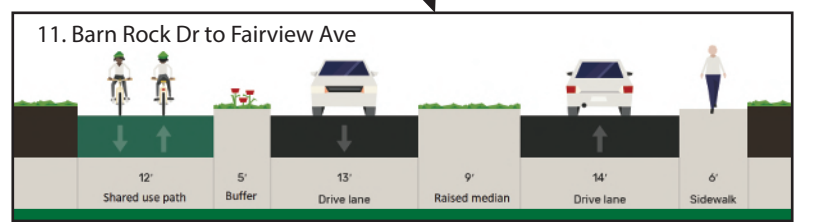
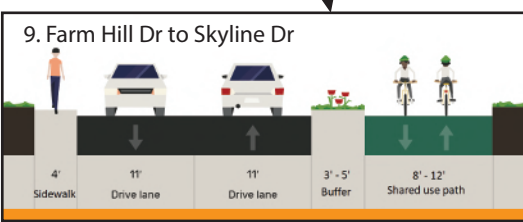
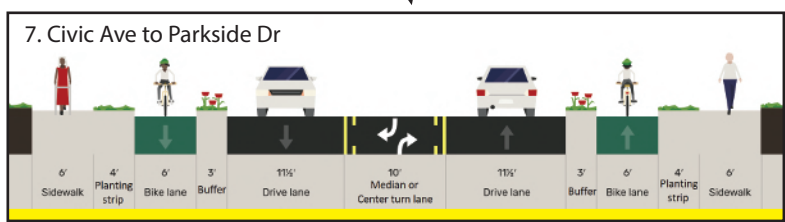
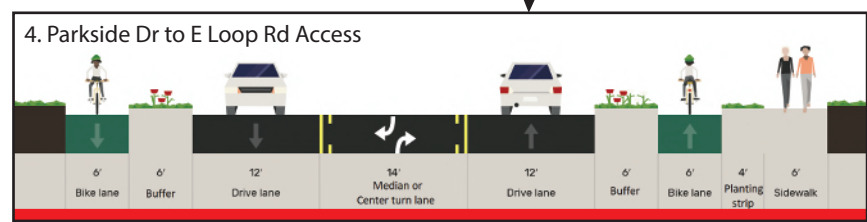
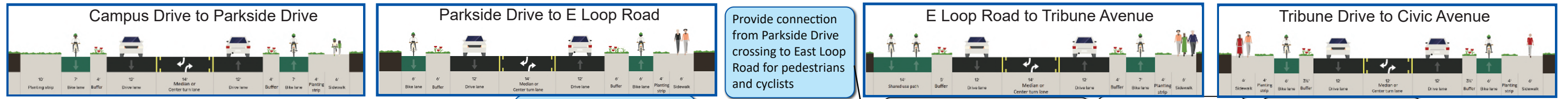


**LEGEND**

- # Study Intersection
- STOP Stop Controlled
- Signalized
- Roundabout Intersection
- Rectangular Rapid Flashing Beacon (RRFB)





Install high-visibility pedestrian crossings markings. Upgrade ADA pedestrian directional ramps.

Transition from four lanes to two lanes east of Hayward Boulevard/Campus Drive

Install 4' landscape strip to provide vertical separation between bike lane and roadway traffic

Reduce Hayward Boulevard to one travel lane in each direction with a raised center median. Provide a two-way left-turn lane in place of the raised median where side-street or driveway access is needed.

Install pedestrian crossing RRFs, high-visibility striping, and ADA pedestrian ramps

Install raised median

Widen and straighten connection between Hayward Boulevard and Loop Road; explore opportunities to re-grade to avoid ramp and guardrail; and provide more direct connection to East Loop Road crosswalk

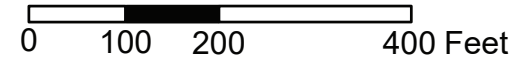
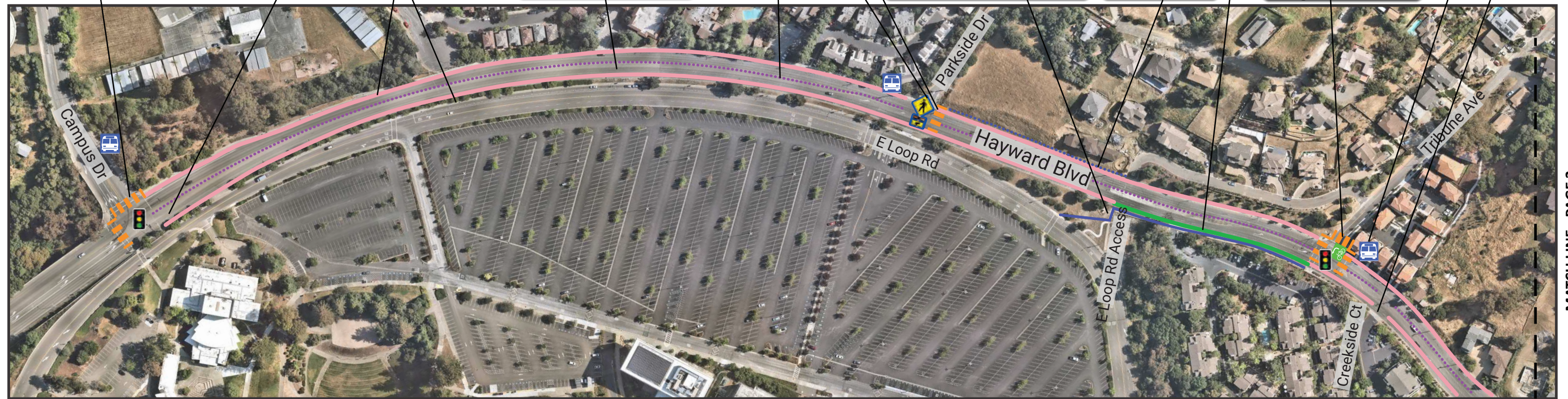
Remove south side sidewalk and landscape strip to accommodate 14' shared use path and 5' landscape strip

Install new sidewalk

Install high-visibility pedestrian crossings markings and two-stage bike queue box. Upgrade ADA pedestrian directional ramps. Add crosswalk across east leg.

Relocate bus stop to far-side of intersection

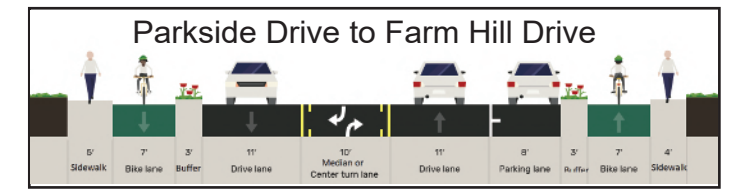
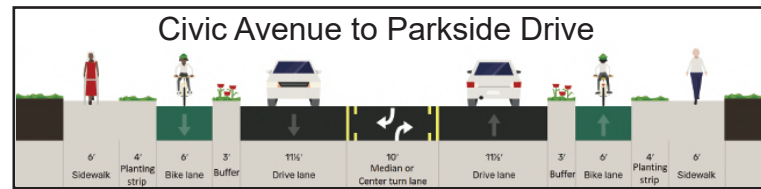
Install ADA-compliant pedestrian ramps at curb openings



PROPOSED IMPROVEMENTS

Class I Shared Use Path	New Controlled Pedestrian Crossing	New Traffic Circle	New Median (with left-turn access at driveways and cross-streets)	Improvements in Alternative A Only
Class IV Protected Bike Lane	High-Visibility Pedestrian Crossing with Improve Pedestrian Ramps	Existing Signalized Intersection	New Sidewalk	Project Improvements in Both Alternatives
Bike Box	High-Visibility Raised Pedestrian Crosswalk	Existing Bus Stop	Widen Sidewalk	
Two-stage Queue Box	New Speed Feedback Sign			NOT TO SCALE

MATCH LINE - PAGE 3



Install high-visibility pedestrian crossings markings, green bike box. Upgrade ADA pedestrian directional ramps.

Convert existing northbound shared right/left-turn lane on Civic Avenue to right-turn only

Install pedestrian crossing with RRFBs, high-visibility striping, and ADA-compliant ramps

Install ADA-compliant pedestrian ramps at curb openings

Reduce Hayward Boulevard to one travel lane in each direction with a striped center median. Provide a two-way left-turn lane in place of the striped median where side-street or driveway access is needed.

Install 3' landscape strip to provide vertical separation between bike lane and roadway traffic

Install ADA-compliant pedestrian ramps at curb openings

Install new sidewalk to close gap. To avoid impacting steep grades to the north, reduce median width to accommodate new sidewalk.

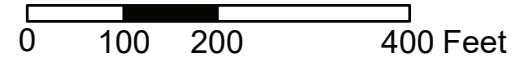
Close sidewalk gaps

Install speed feedback sign



MATCH LINE - PAGE 2

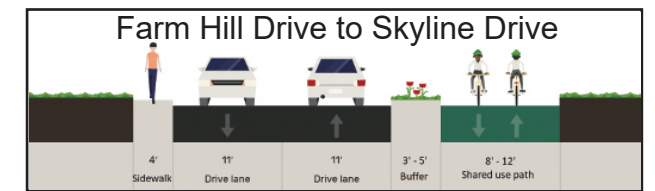
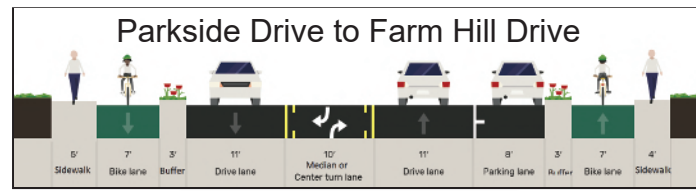
MATCH LINE - PAGE 4



PROPOSED IMPROVEMENTS

- Class I Shared Use Path
- Class IV Protected Bike Lane
- Bike Box
- Two-stage Queue Box
- New Controlled Pedestrian Crossing
- High-Visibility Pedestrian Crossing with Improve Pedestrian Ramps
- High-Visibility Raised Pedestrian Crosswalk
- New Speed Feedback Sign
- New Traffic Circle
- Existing Signalized Intersection
- Existing Bus Stop
- New Median (with left-turn access at driveways and cross-streets)
- New Sidewalk
- Widen Sidewalk
- Improvements in Alternative A Only
- Project Improvements in Both Alternatives



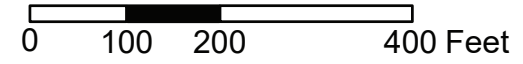


- Install speed feedback sign
- Reduce Hayward Boulevard to one travel lane in each direction with a raised center median. Provide a two-way left-turn lane in place of the raised median where side-street or driveway access is needed.
- Install 7' Class IV protected bike lanes with 3' raised landscape strip to provide vertical separation from roadway traffic
- Relocate bus stop to far-side of intersection
- Install speed feedback sign
- Reduce existing lane widths to accommodate 8'-12' two-way shared use path with 3'-5' landscape strip on the north side of Hayward Boulevard between Farm Hill Drive and Skyline Drive
- Install pedestrian crossing with high-visibility striping, and ADA-compliant ramps
- Install a 3'-5' landscape strip to provide vertical separation between shared use path and roadway traffic
- Install traffic circle



MATCH LINE - PAGE 3

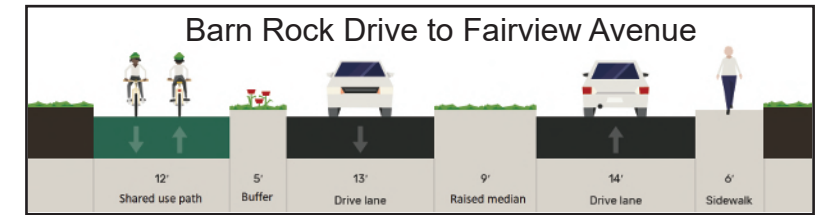
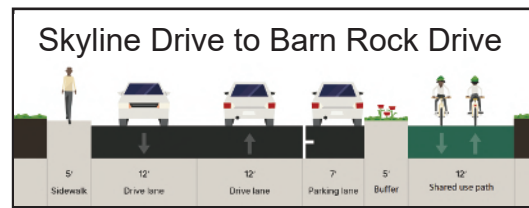
MATCH LINE - PAGE 5



PROPOSED IMPROVEMENTS

- Class I Shared Use Path
- Class IV Protected Bike Lane
- Bike Box
- Two-stage Queue Box
- New Controlled Pedestrian Crossing
- High-Visibility Pedestrian Crossing with Improve Pedestrian Ramps
- High-Visibility Raised Pedestrian Crosswalk
- New Speed Feedback Sign
- New Traffic Circle
- Existing Signalized Intersection
- Existing Bus Stop
- New Median (with left-turn access at driveways and cross-streets)
- New Sidewalk
- Widen Sidewalk
- Improvements in Alternative A Only
- Project Improvements in Both Alternatives





Widen existing sidewalk to a 12' two-way shared use path on the north side of Hayward Boulevard between Skyline Drive and Barn Rock Drive

Install speed feedback sign

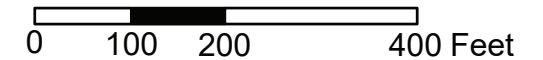
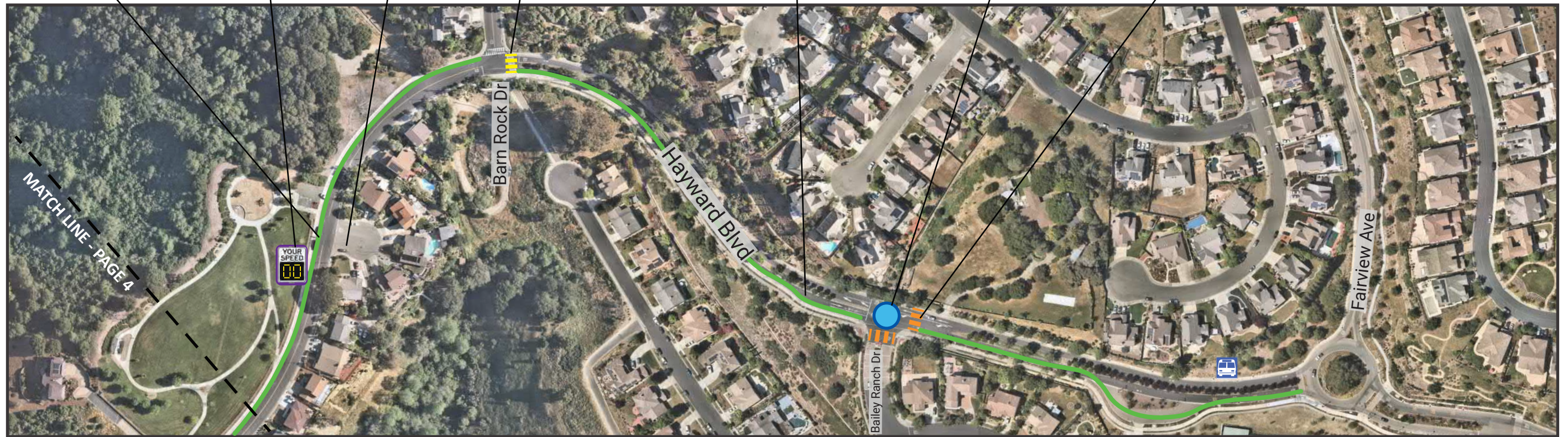
Install ADA-compliant pedestrian ramps at curb openings

Install raised crosswalk

Consolidate the two existing, parallel sidewalks on the south side of Hayward Boulevard into one 12' two-way shared use path between Barn Rock Drive and Fairview Ave

Install traffic circle

Install pedestrian crossing with high-visibility striping, and ADA-compliant ramps



PROPOSED IMPROVEMENTS

- Class I Shared Use Path
- New Controlled Pedestrian Crossing
- New Traffic Circle
- New Median (with left-turn access at driveways and cross-streets)
- Class IV Protected Bike Lane
- High-Visibility Pedestrian Crossing with Improve Pedestrian Ramps
- Existing Signalized Intersection
- New Sidewalk
- Bike Box
- High-Visibility Raised Pedestrian Crosswalk
- Existing Bus Stop
- Widen Sidewalk
- Two-stage Queue Box
- New Speed Feedback Sign
- Improvements in Alternative A Only
- Project Improvements in Both Alternatives

