Hayward CBTP Baseline Conditions Report

INTRODUCTION

This report documents existing demographic and transportation conditions in low-income and equity-challenged communities in the City of Hayward. The information in this report will inform the Hayward Community-Based Transportation Plan (CBTP) to be prepared by the City of Hayward.

CBTPS AND THE LIFELINE TRANSPORTATION PROGRAM

In 2001, the Metropolitan Transportation Commission (MTC) concluded that outreach intensive planning was required to identify mobility and safety improvements in low-income Bay Area neighborhoods. MTC implemented two complimentary programs designed to allocate funding to those outreach-based transportation projects.

The goal of the first program, Community-Based Transportation Plans, is to improve mobility in what MTC calls "Equity Priority Communities" (EPC). These are communities that "are or have been historically underserved."[1] Each EPC is a census tract with high rates of a combination of demographic factors. These factors and rate thresholds are included in Table 1. According to MTC CBTP Guidelines, EPCs are census tracts that surpass the following combinations of demographic thresholds in Table 1:

1. Low-income households *and* people of color; *or*
2. Low-income households *and* three or more of the remaining six factors.

As will be seen, there are 17 census tracts in Hayward that meet one of these two criteria.

Per MTC guidelines, CBTPs must be founded on diverse outreach to EPC residents. They also require oversight by community organizations and stakeholders, as well as ongoing guidance by a local Steering Committee formed by local agencies and community-based organizations (CBO).

The Hayward CBTP will be developed according to these guidelines. This Baseline Conditions report is a required component of all CBTPs. It is the initial step in assessing the people and transportation resources in Hayward's 17 EPCs. It will help inform the outreach process and function as reference for the Steering Committee and community partners. Additional demographic and transportation analyses will be conducted to strengthen local engagement and identify needed transportation improvements.

[1] Metropolitan Transportation Commission, Equity Priority Communities webpage, https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities, accessed March 30, 2015.

TABLE 1: EQUITY PRIORITY COMMUNITY CENSUS FACTORS AND THRESHOLDS

Census Factor No.	Census Factor	Threshold
1	People of color	Over 70% of population
2	Low income residents (less than 200% federal poverty level)	Over 28% of population
3	Limited English proficiency	Over 12% of population
4	Zero-vehicle households	Over 15% of population
5	Seniors (65 years or older)	Over 8% of population
6	People with disabilities	Over 12% of population
7	Single-parent families	Over 18% of population
8	Severely rent-burdened households	Over 14% of population

CBTPs are tied to MTC's second program, the Lifeline Transportation Program (LTP). The LTP was designed to fund projects that improve safety and mobility for residents of underserved communities. Per current MTC guidelines, projects that are eligible for funding by the LTP must:

- Be developed through an inclusive planning process that engages a broad range of stakeholders.
- Improve a range of transportation choices by adding new or expanded services.
- Address transportation gaps and/or barriers identified in CBTPs or other substantive local planning efforts involving focused outreach to low-income populations.

The Hayward CBTP will include a series of recommendations developed according to MTC's outreach guidelines and therefore be consistent with LTP funding requirements.

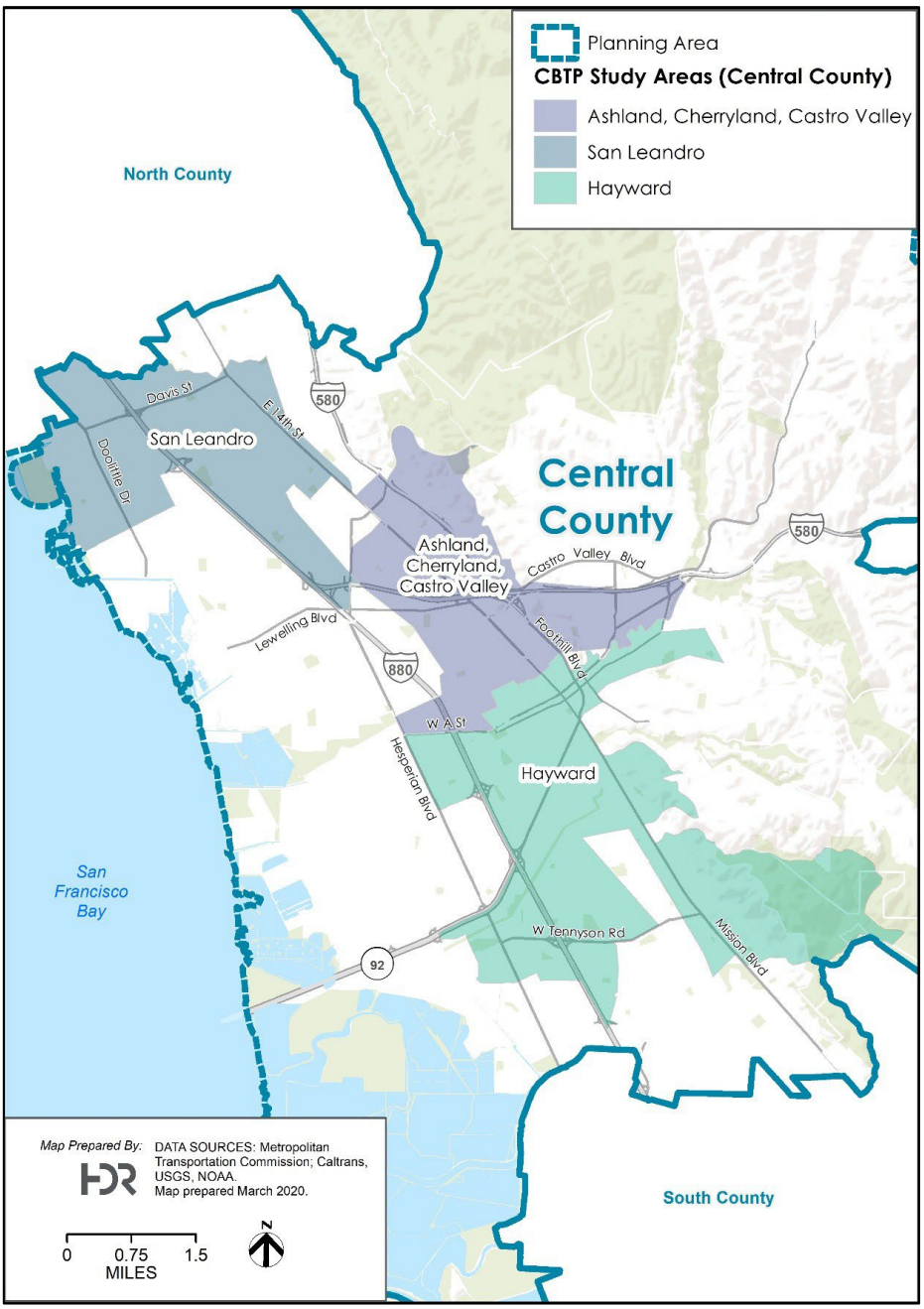
PREVIOUS PLAN: THE 2020 ALAMEDA COUNTY CBTP

The most recent CBTP that included the City of Hayward was the *2020 Alameda County CBTP* (*2020 CBTP*), adopted in 2020 by the Alameda County Transportation Commission (ACTC). The study area of the *2020 CBTP* covered the entire County. It divided the County into three study areas: North County, Central County, and South County. Hayward was included in the Central County study area, as shown in Figure 1.

Recommendations in the *2020 CBTP* are primarily programmatic and countywide. There is a group of Hayward-specific recommendations limited to broad, multimodal improvements programs on various roadway corridors. These programs do not include specific capital projects or community improvements.

The current Hayward CBTP, for which this Baseline Conditions Report is a part, includes a refined study area limited to updated EPCs in the City of Hayward only and defined by updated demographic, land use, and transit data.

Figure 1 2020 Alameda CBTP Central County Study Area



CURRENT HAYWARD CBTP STUDY AREA

The current Hayward CBTP study area (herein referred to as "study area") is illustrated in Figure 2. It is a large area composed of 16 contiguous census tracts generally located between West Jackson Street and City's eastern boundary, including downtown Hayward. St. Rose Hospital, the only hospital in Hayward, is located in the southern portion of the study area. The study area also extends northward into the unincorporated community of Cherryland. The eastern boundary of the study area borders Fairview, California State University, East Bay, and Garin Regional Park. The study area also includes a separate, non-contiguous EPC located east of Hayward Executive Airport and west of Highway 880.

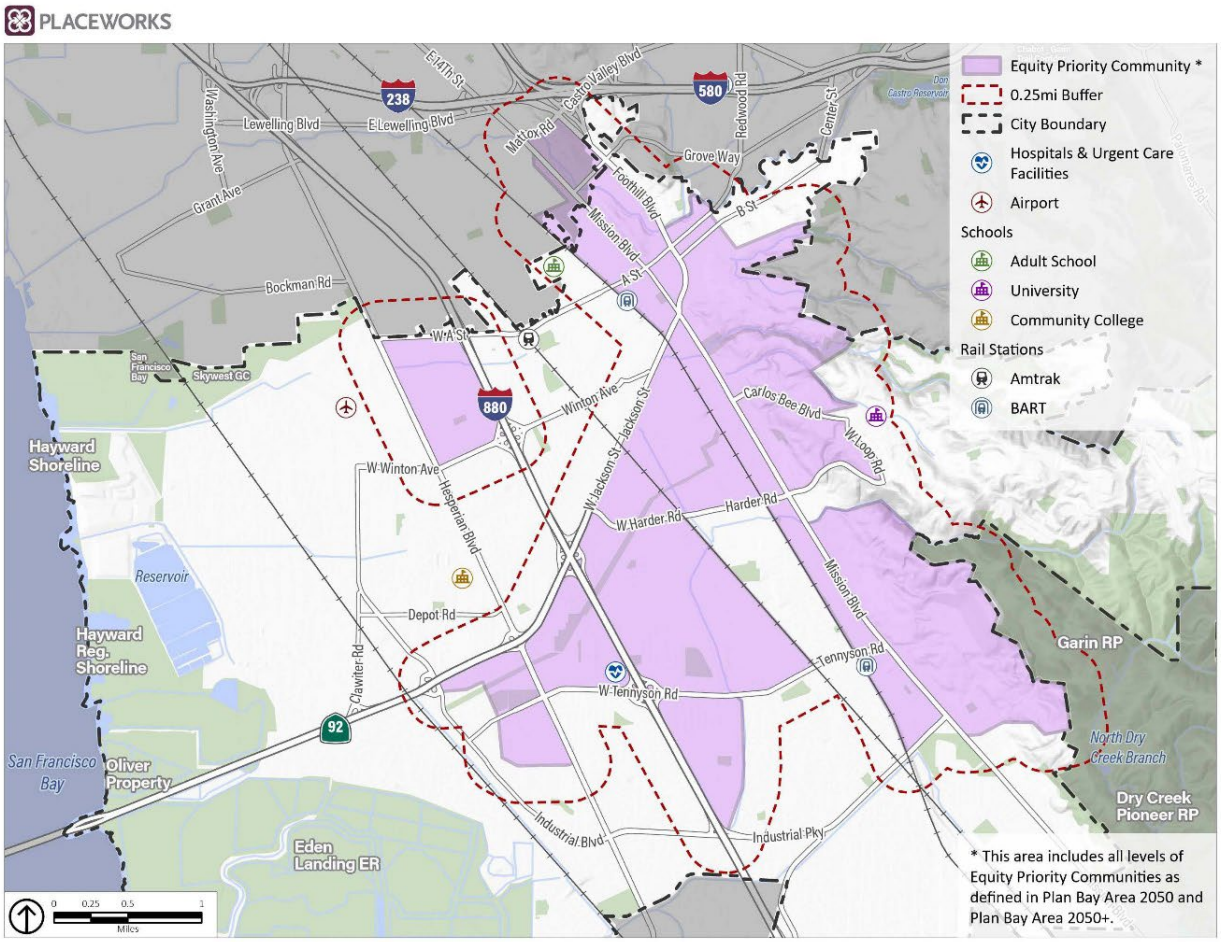
Because of the linear nature of transit and mobility improvement, recommendations in the CBTP may extend beyond EPC boundaries. Therefore, the study area has been expanded to include a 0.25-mile buffer. This is delineated by the red dashed line in Figure 2.

The current CBTP study area includes the most recent set of MTC *Plan Bay Area (PBA) 2050 Plus* EPCs. It differs from the previous *2020 CBTP* in the following areas:

- Removed Areas:
    - East of Highway 880, west of BART line, and north of Jackson Street.
    - East of Hesperian Road, west of Highway 880, and south of West Tennyson Road where St. Rose Hospital is located.
    - Northeastern area of Upper B Street stretching into Fairview.
    - Southeastern area east of Mission Boulevard stretching into Garin Regional Park.
- New Areas:
    - North of Carlos Bee Boulevard and east of Mission Boulevard.
    - The northern area west of Foothill Boulevard stretching into Cherryland.

Both areas of new additions are identified as high resource EPCs in *PBA 2050 Plus*.

Figure 2 CBTP Study Area



Source: MTC/ABAG, 2024; ACS, 2018 & 2022; CalOES, 2021; OSM, 2024; PlaceWorks, 2025.

Equity Priority Communities in Hayward

The demographic information in this report reflects conditions within the EPC census tracts, not the area included in the 0.25-mile buffer. This is consistent with the CBTP guidelines. However, the community focus, reliance on outreach, and potential transportation solutions that result from the CBTP may encompass the buffer area.

DEMOGRAPHIC CHARACTERISTICS

This demographic profile presents census tract data from the current U.S. Census and American Community Survey (ACS) 5-year estimates (2018-2022) to show trends since the last CBTP. It is important to note that the COVID-19 pandemic impacted the quality of Census survey operations. As explained by the United States Census Bureau (Bureau) in 2021, the pandemic "significantly disrupted data collection

for the Census Bureau's American Community Survey."[2] A primary challenge "was that people who responded to the survey had significantly different social, economic, and housing characteristics than those who didn't respond."[3] This led to what is known as "nonresponse bias" in survey results. Although the Bureau made adjustments to account for this bias, some results remain "inconsistent with [existing] benchmarks and administrative data."[4]

Future projections are also provided from regional planning document *Plan Bay Area 2050*, which MTC adopted in October 2021. This plan contains forecasts for population, housing, and employment for the horizon year of 2050. For purposes of this analysis, data shown for the study area is limited to the census tracts that make up the EPCs shown in Figure 2.

The maps in this demographic section illustrate block group-level data, which provides a more granular analysis than tract-level mapping. This finer scale allows for a more precise analysis of demographic patterns within different areas of the EPCs.

According to the 2018-2022 ACS 5-year estimates, the population of the study area in 2022 was approximately 77,114.

ETHNICITY AND RACE

According to U.S. Census Bureau, ACS Race and Ethnicity standards are consistent with those of the U.S. Office of Management and Budget (OMB). For Ethnicity, the ACS classifies individuals as "Hispanic or Latino" or "Not Hispanic or Latino." Under each category of Ethnicity, racial subgroups are identified. This standard of categorization emphasizes that people of either ethnicity may be of any race. For Race, the following groups are identified: White, Black, or African American, American Indian and Alaska Native, Asian, Native Hawaiian and Other Pacific Islander, Some Other Race, and Multiracial.

As a result of this categorization structure, each Race category includes peoples of *both* Hispanic or Latino and Not Hispanic or Latino ethnicities.

As shown in Table 2, ethnicities in the Hayward CBTP study area are evenly represented, with just over 50 percent of the population identifying as Not Hispanic or Latino and just over 49 percent as Hispanic or Latino. Figure 3 illustrates the geography of Hispanic or Latino residents. It shows that most communities within the study area have notably high percentages of Hispanic or Latino residents, with several exceeding 40 percent. In particular, the block group data shows that in three EPCs located east of Mission Boulevard, over 60 percent of the population is Hispanic or Latino. The southwestern region near St. Rose Hospital also has high concentrations of Hispanic or Latino populations. Finally, block group data shows

[2] United States Census Bureau, Pandemic Impact on 2020 American Community Survey 1-Year Data, October 27,2021, https://www.census.gov/newsroom/blogs/random-samplings/2021/10/pandemic-impact-on-2020-acs-1-year-data.html#:~:text=The%20pandemic%20and%20the%20resulting,strategies%20employed%20throughout%20the%20year, accessed May 4, 2025.

[3] Ibid.

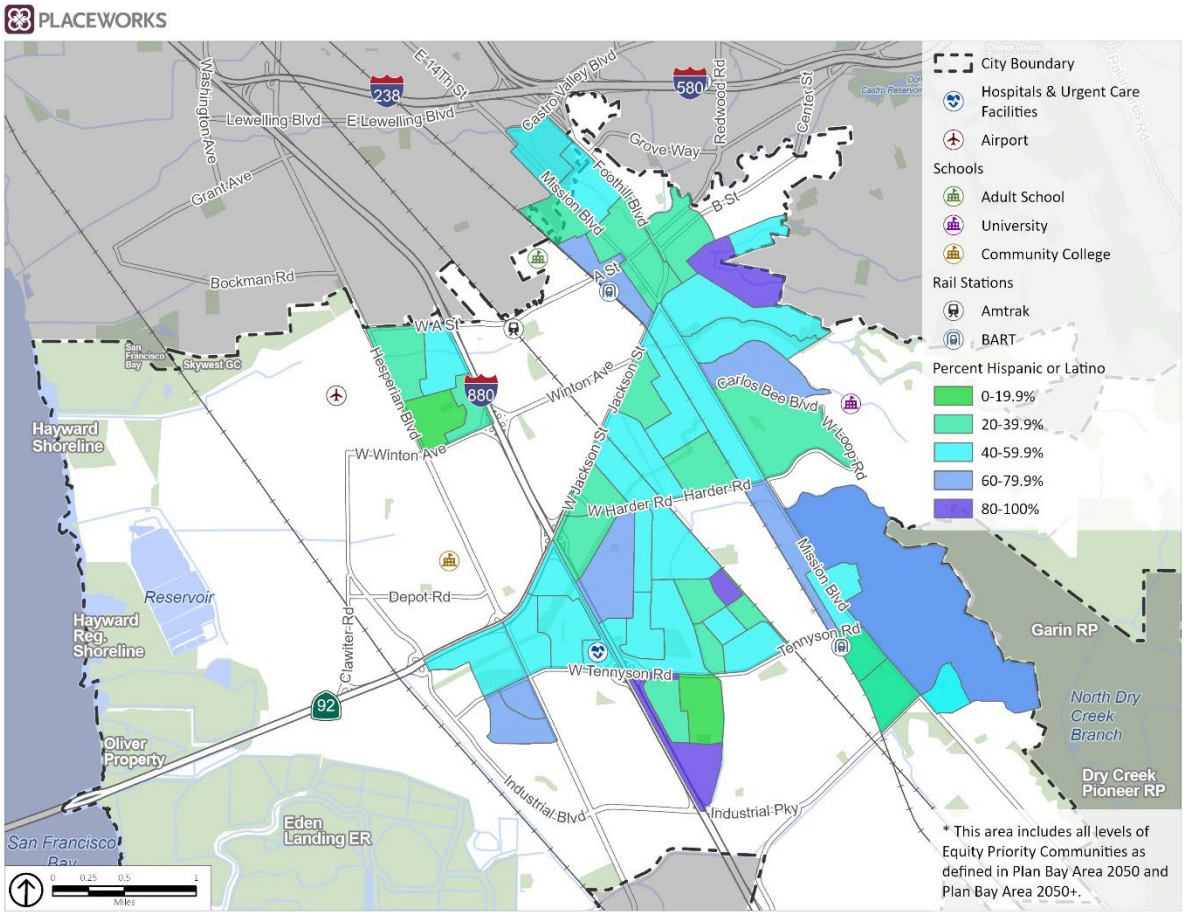
[4] Ibid.

that the EPC located in the southeastern corner of the study area, east of Highway 880, has a population that is 80 to 100 percent Hispanic or Latino.

Table 2: Percentage of Population by Ethnicity

	2022 ACS Population and % of Population	
Ethnicity Category	Population	% of Population
Not Hispanic or Latino	38,900	50.44%
Hispanic or Latino	38,214	49.56%
Total	77,114	100%

Figure 3 Hispanic or Latino Ethnicity Map



Source: MTC/ABAG, 2024; ACS, 2023; CalOES, 2021; OSM, 2024; PlaceWorks, 2025.

Percentage of Population Identifying as Hispanic or Latino in Hayward EPCs

The 2022 ACS racial demographics data cover the total population of the study area. As noted, Race includes both categories of Ethnicity. As shown in Table 3, the largest racial group in the study area is

Some Other Race[5] (31 percent). Other dominant races in the study area are Asian (22 percent), and White (19 percent).

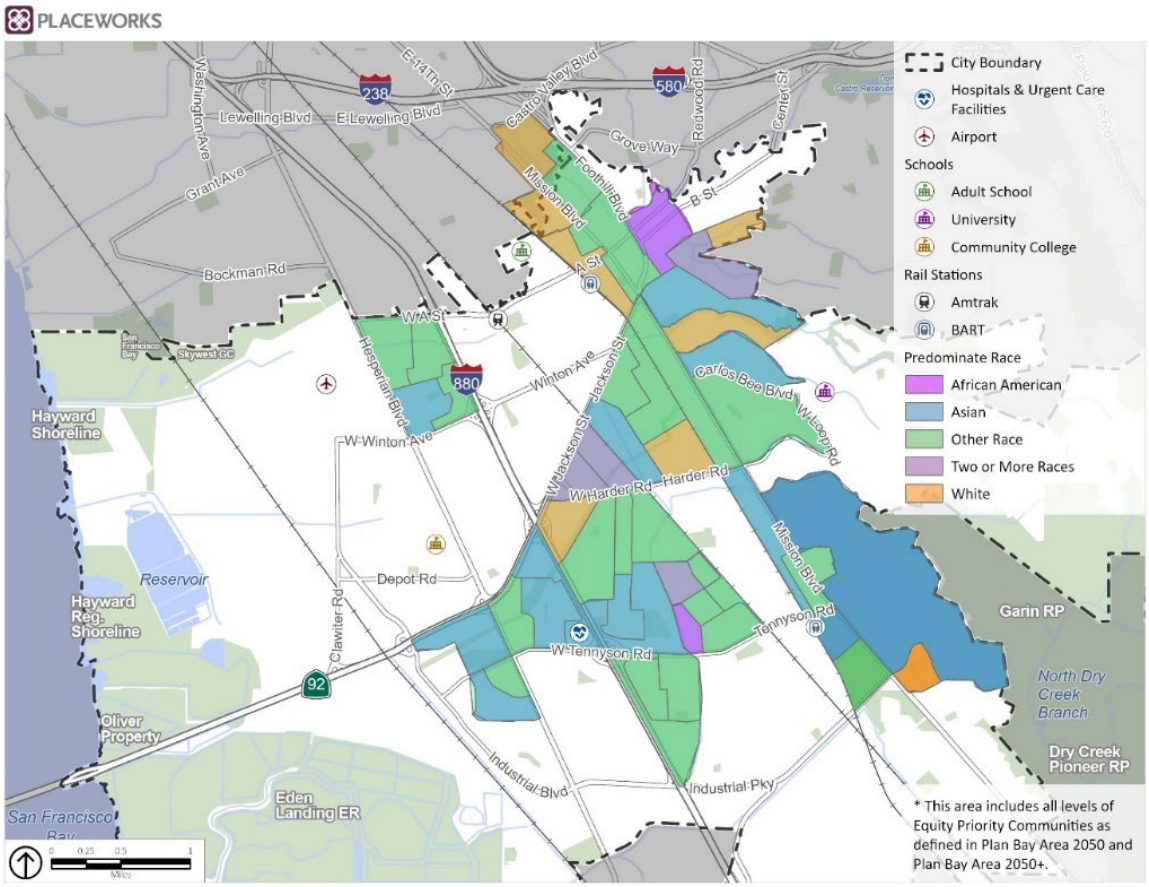
Racial distribution is illustrated in Figure 4, the Area of Predominant Race map. As shown in Figure 4, most EPCs in the study area are comprised of residents identifying as Some Other Race. However, EPCs in the southwestern study area near Highway 880 and in the southeastern area east of Mission Boulevard, have predominantly Asian populations. EPCs with predominantly White populations are scattered throughout the study area. Additionally, one EPC in the northeastern corner near Cherryland and another along Tennyson Road in the southern region have predominantly Black or African American populations.

Table 3: Percentage of Population by Race

	2022 ACS Population and % of Population	
Race Category	Population	% of Population
White	14,811	19.2%
Black or African American	6,929	9%
American Indian or Alaska Native	944	1.2%
Asian	17,188	22.3%
Native Hawaiian or Other Pacific Islander	2351	3%
Some Other Race	23,989	31.1%
Two races including Some Other Race	7,040	9.1%
Two races excluding Some Other Race, and three or more races	3,862	5%
Total	77,114	100%

[5] According to the U.S. Census Bureau, Some Other Race is a category meant to account for those who self-identify as something other than the listed race options.

Figure 4 Areas of Predominant Race Map



Source: MTC/ABAG, 2024; ACS, 2023; CalOES, 2021; OSM, 2024; PlaceWorks, 2025.

Predominant Race in Hayward EPCs

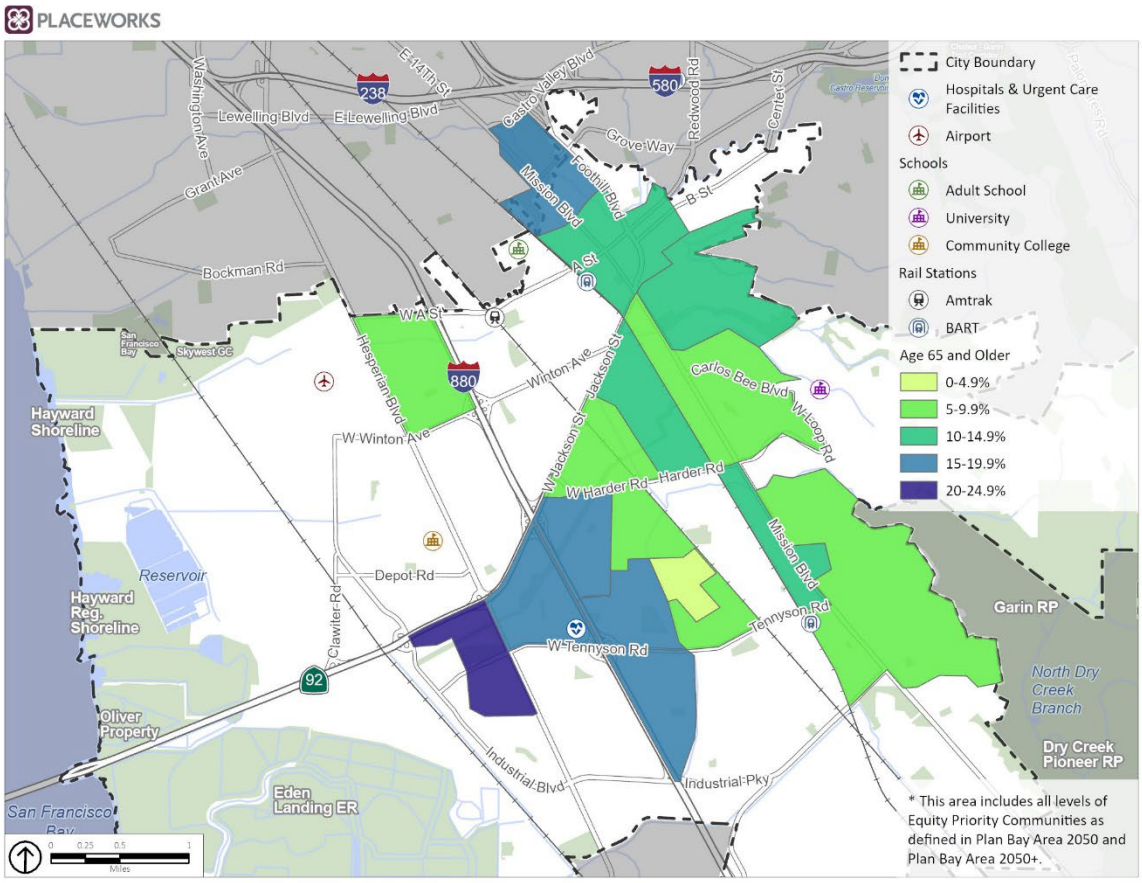
AGE DISTRIBUTION

SENIORS

As shown in Figure 5, all Hayward EPCs except for one have senior (65 years and older) populations that exceed 5 percent. More than half of the study area consists of EPCs where seniors make up over 10 percent of the total population. The north and southeast EPCs both have notably high percentages of senior residents, constituting between 15 to 20 percent of the total population. The EPC located at the southwestern corner of the study area has the highest percentage of seniors, at 20 to 25 percent of that tract's total population.

BASELINE CONDITIONS

Figure 5 Population Age 65 Years and Older



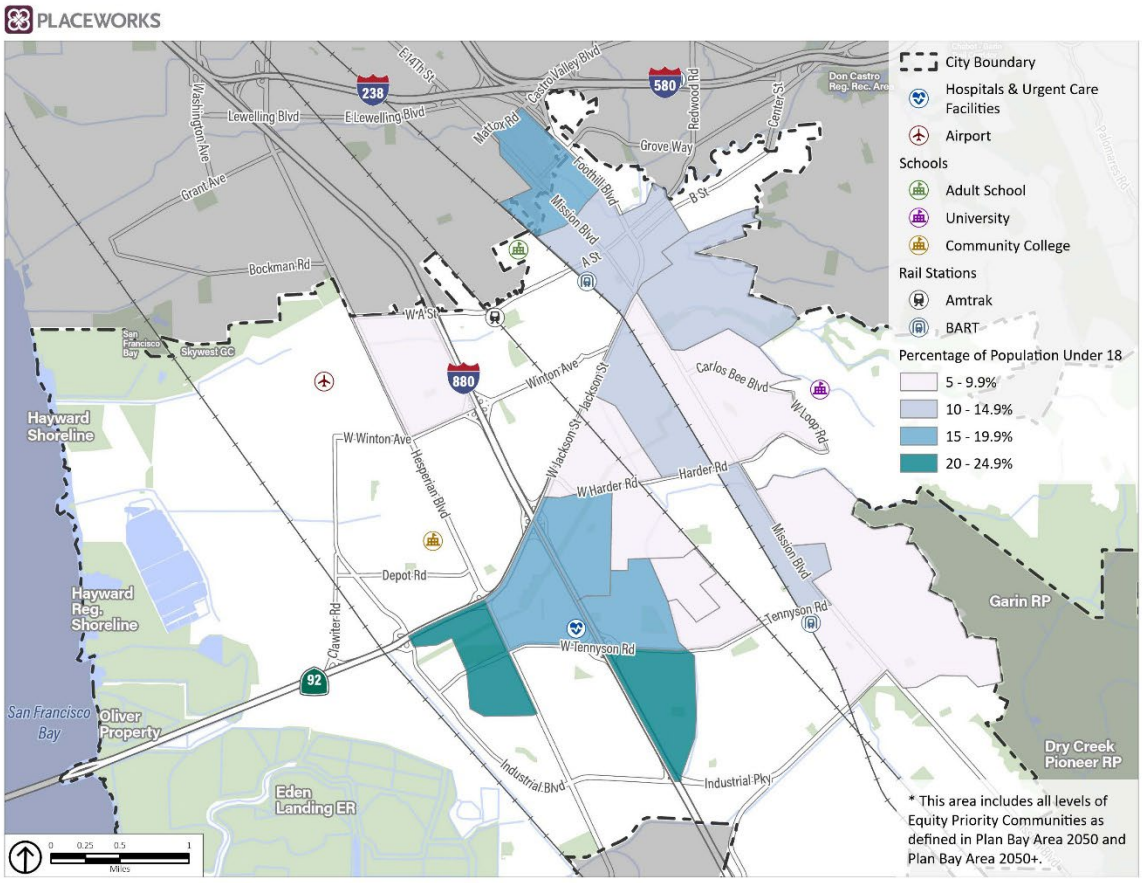
Source: MTC/ABAG, 2024; ACS, 2023; CalOES, 2021; OSM, 2024; PlaceWorks, 2025.

Over 65 Demographics in Hayward EPCs

YOUTH

All EPCs in the study area have youth (18 years or younger) populations that exceed 5 percent. As shown in Figure 6, several EPCs have notably higher concentrations. The two EPCs north of Carlos Bee Boulevard and south of A street, the central EPC between BART and Amtrak lines, and the southern EPC west of Mission Boulevard all have youth populations ranging from 10 to 15 percent. The northern EPC that extends into Cherryland and the southeastern EPCs that surround St. Rose Hospital have even higher youth populations, comprising 15 to 20 percent of their respective total populations. Finally, 20 to 25 percent of the populations of two EPCs in the southwest study area are under 18 years old.

Figure 6 Population Age 18 Years and Younger



Source: MTC/ABAG, 2024; ACS, 2023; CalOES, 2021; OSM, 2024; PlaceWorks, 2025.

Percentage of Population under 18 in Hayward EPCs

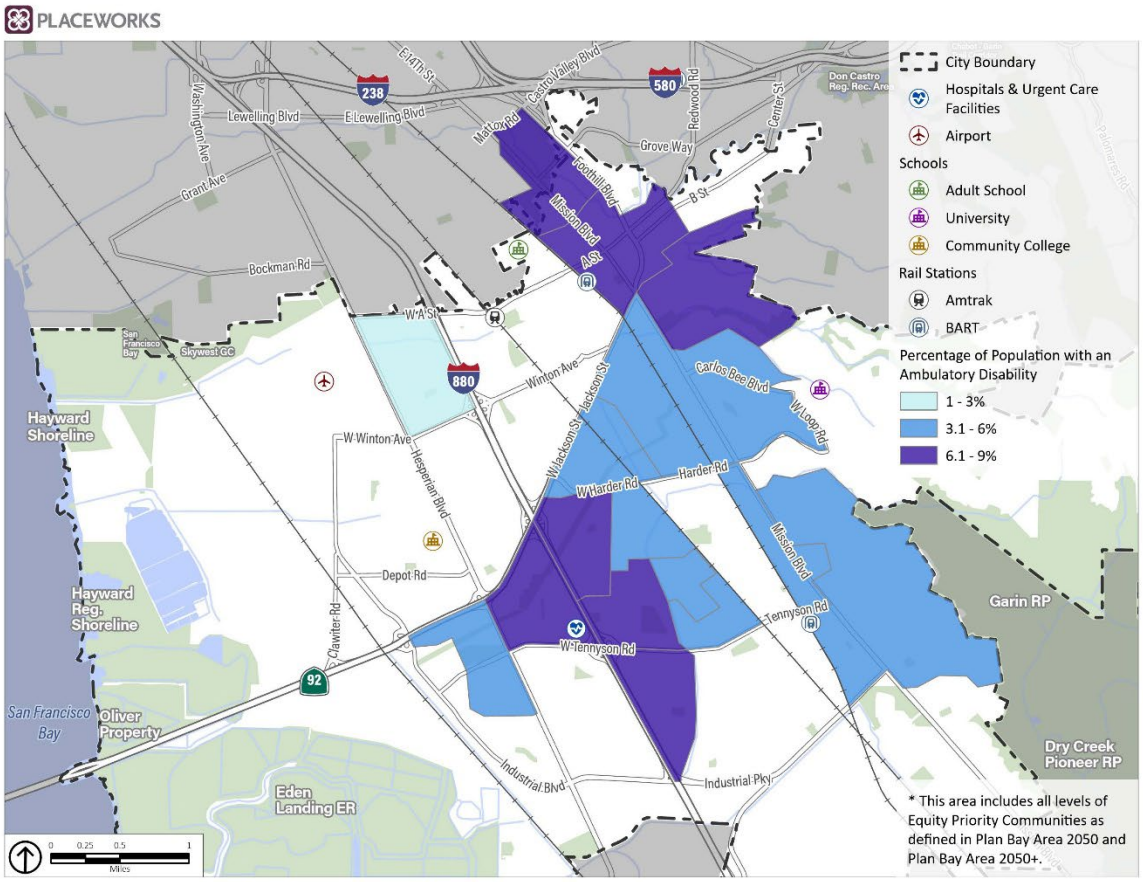
RESIDENTS WITH DISABILITIES

Percent disabled population is one of seven tract-level variables that, when paired with a high rate of low-income households, may factor into the establishment of an EPC, per MTC guidelines. The following discussion includes rates of both physical disabilities as well as sensory disabilities such as visual and hearing impairment.

PHYSICAL DISABILITY

The rate of individuals with physical disabilities, defined as those that restrict full motor capacity, varies across the study area (see Figure 7). The EPC near Hayward Executive Airport has the lowest rate of individuals with physical disabilities, ranging from 1 to 3 percent. Most EPCs in the central and southeast regions of the study area have slightly higher rates, at 3 to 6 percent. The highest concentrations of individuals with physical disabilities, ranging from 6 to 9 percent, are found in the three EPCs intersecting Highway 880 near St. Rose Hospital and the group of EPCs at the northern Hayward boundary.

Figure 7 Percent of Population with Physical Disability



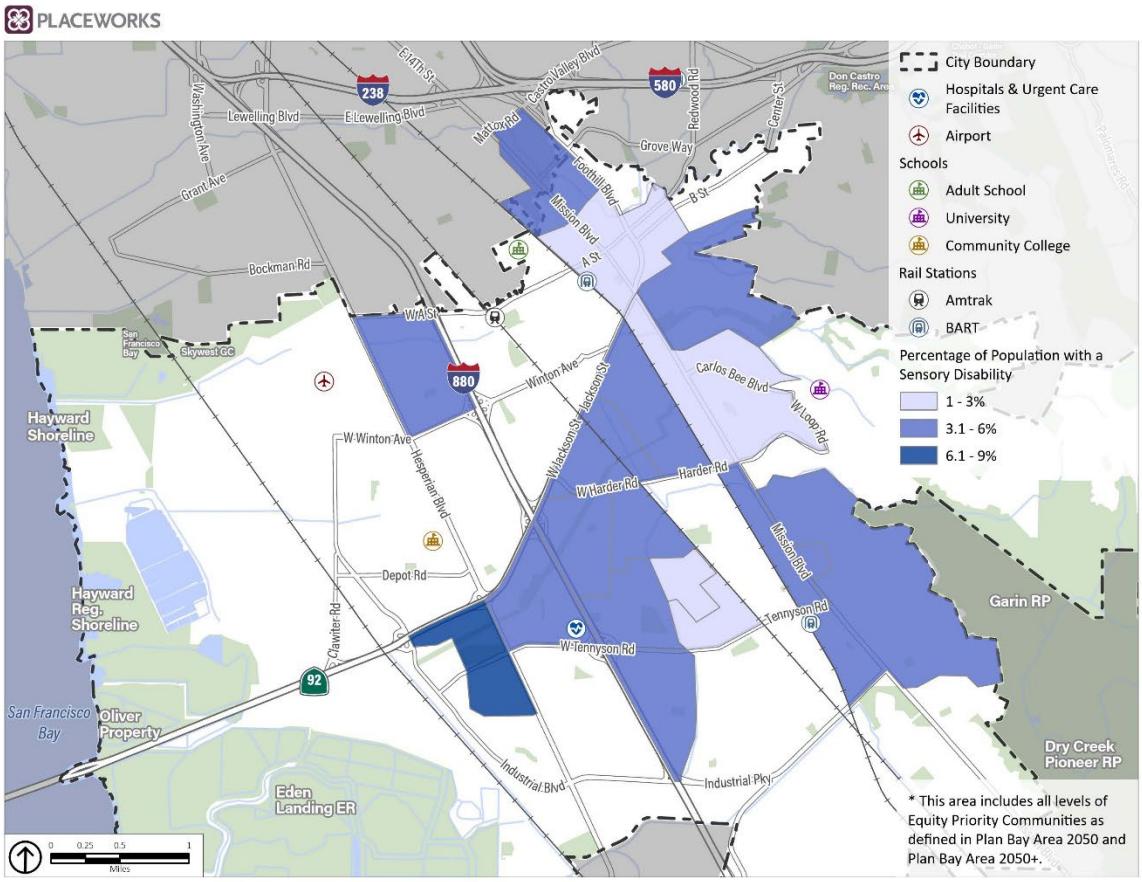
Source: MTC/ABAG, 2024; ACS, 2023; CalOES, 2021; OSM, 2024; PlaceWorks, 2025.

Percentage of Population with an Ambulatory Disability in Hayward EPCs

SENSORY DISABILITY

According to 2018-2022 American Community Survey (ACS) 5-year estimates, rates of hearing or visually impaired individuals in the Hayward study area EPCs are between 1 and 9 percent of the population, depending on the census tract. As shown in Figure 8, two EPCs located east of the BART line and north of Harder Road, along with the EPC west of the Amtrak line and north of Tennyson Road, have the lowest rates of sensory disabilities, ranging from about 1 to 3 percent. The EPC in the southwestern corner of the study area has the highest rate, with 6 percent to 9 percent of residents experiencing sensory disabilities. The remaining EPCs have moderately low rates of individuals with sensory disabilities, at about 3 to 6 percent.

Figure 8 Percent of Population with Sensory Disability



Source: MTC/ABAG, 2024; ACS, 2023; CalOES, 2021; OSM, 2024; PlaceWorks, 2025.

Percentage of Population with a Sensory Disability in Hayward EPCs

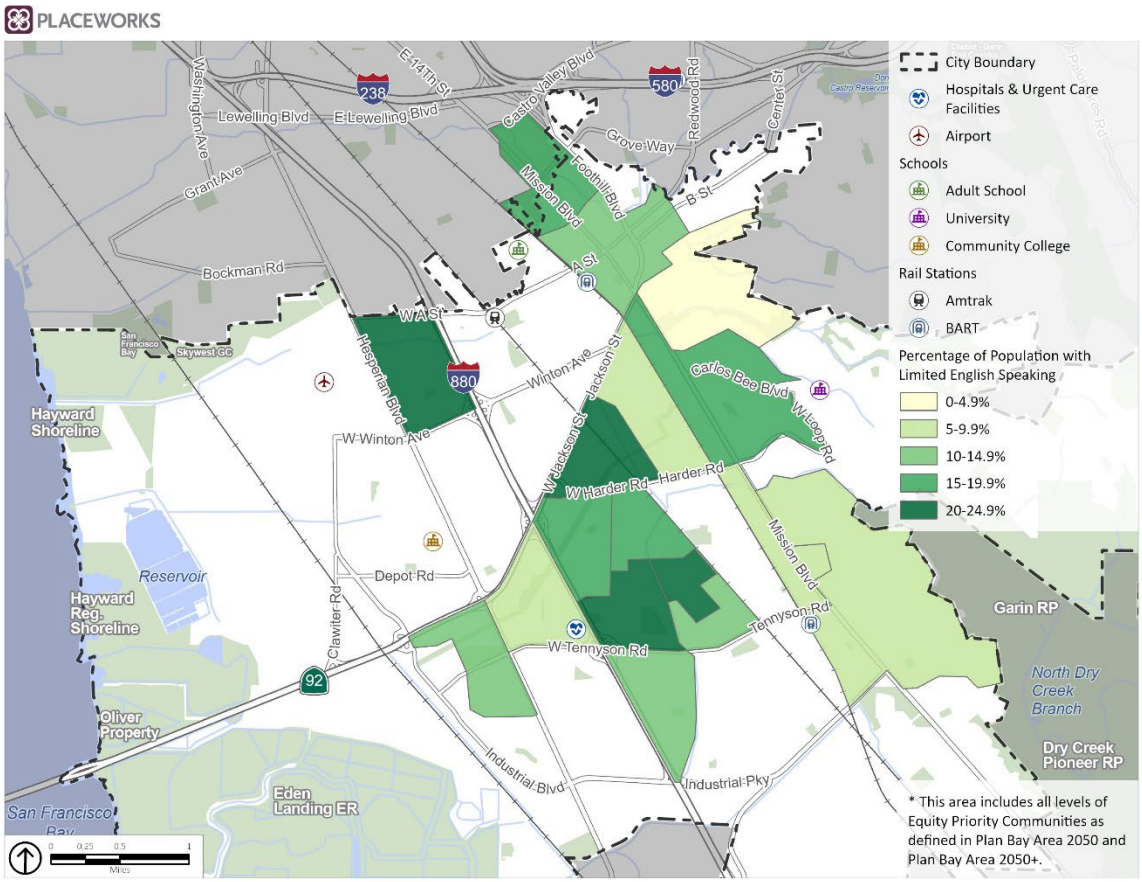
LANGUAGE LIMITATIONS

Most EPCs in the study area have rates of limited English proficiency that exceed 5 percent. The highest concentrations of residents with limited English proficiency are found in the central part of the study area, between Highway 880 and the Amtrak line. The EPC at the intersection of West Jackson Road and West Harder Road, the EPC north of Tennyson Road, and the northwestern EPC near Hayward Executive Airport report the highest rates, ranging from 20 percent to 25 percent. The majority of the remaining EPCs have rates of residents who have limited English proficiency between 10 percent and 15 percent, while three scattered EPCs fall within the 5 percent to 10 percent range. The lowest rate, between 0 percent and 5 percent, is observed in the northern EPC, located north of Carlos Bee Boulevard and east of Mission Boulevard.

Comparing areas of predominant race, as shown in Figure 4, with the percent of population with limited English Proficiency, as shown in Figure 9, the EPCs with the highest rate of limited English proficiency are areas that have predominantly Asian or mixed-race (“Other Race” or “Two or More Races”) populations.

The significance of this pattern and other trends for the CBTP outreach process is explored in the concluding section of the report.

Figure 9 Percent of Population with Limited English Speaking



Source: MTC/ABAG, 2024; ACS, 2023; CalOES, 2021; OSM, 2024; PlaceWorks, 2025. Percentage of Population with Limited English in Hayward EPCs

POVERTY STATUS

The U.S. Census Bureau uses a set of income thresholds that vary by family size and composition to determine the population living in poverty. If a family's total income is less than the poverty threshold, then that family and every individual in it is considered to be living in poverty. To reflect high living costs and wages in the Bay Area, the poverty threshold used in the CBTP analysis is 200 percent of the federal poverty threshold. As shown in Table 4, the 2022 200 percent Federal Poverty Level (FPL) ranges from $36,620 for a family of two to $102,700 or more for the largest families (nine people or more).

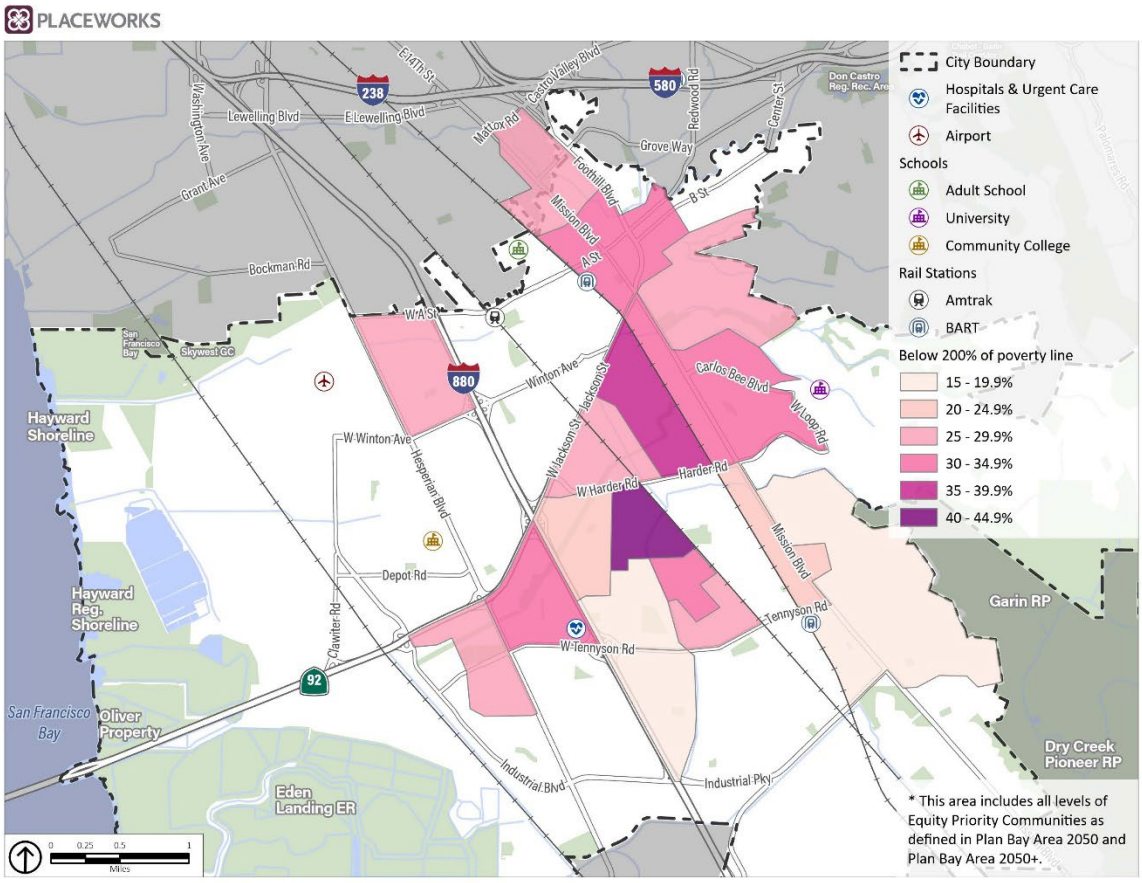
TABLE 4: 200 PERCENT FEDERAL POVERTY INCOME THRESHOLDS

Household Size	Household Income
1	$27,180
2	$36,620
3	$46,060
4	$55,500
5	$64,940
6	$74,380
7	$83,820
8	$93,260
9+	$102,700+

Source: United States Department of Health and Human Services, 2025

According to the 2018-2022 ACS 5-year estimates, approximately 27 percent of residents in the study area were living in poverty. Figure 10 illustrates the geography of poverty in the study area, based on the 200 percent federal poverty threshold. As Figure 10 shows, poverty rates vary across the study area, with higher poverty rates generally centered in the study area: Most EPCs in the central and northern regions report rates between 25 percent and 35 percent, and the highest concentration of residents in poverty is south of West Harder Road and west of the Amtrak line, where the rate ranges from 40 percent to 45 percent. Additionally, the nearby EPC west of the Amtrak line and north of Harder Road also experiences a high poverty rate, between 35 percent and 39 percent. EPCs located south of Harder Road and east of Highway 880 have moderately lower poverty rates, ranging from 15 percent to 25 percent.

Figure 10 Population in Poverty



Source: MTC/ABAG, 2024; ACS, 2023; CalOES, 2021; OSM, 2024; PlaceWorks, 2025.

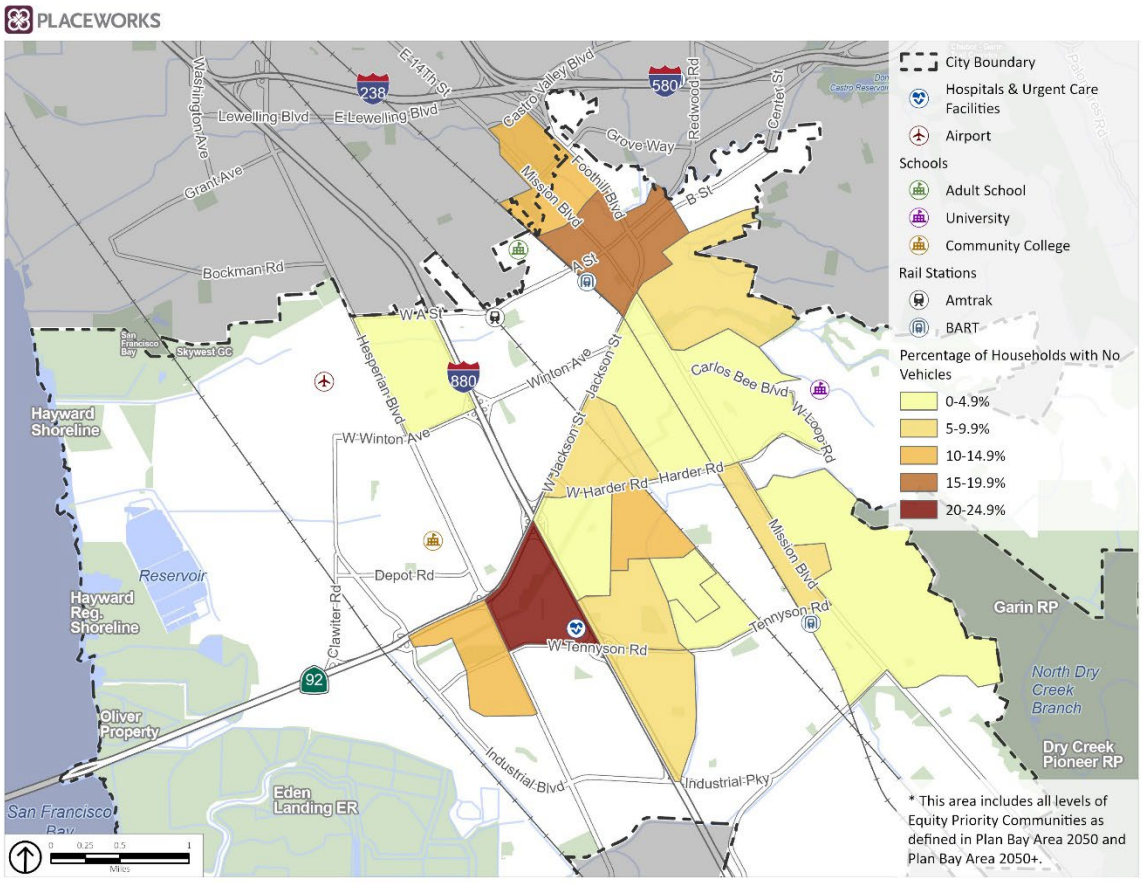
Below 200% of Federal Poverty Line in Hayward EPCs

MOBILITY CHARACTERISTICS

VEHICLE AVAILABILITY

Figure 11 illustrates rates of household vehicle availability in the study area. Generally, Hayward EPCs in the central portion of the study area have the fewest households with no vehicles. Some EPCs east of Highway 880 and west of Mission Boulevard have a percentage of households with no cars that range from 10 to 15 percent. EPCs in the north and southwest portions of the study area have higher concentrations of households without vehicles, ranging from 10 to 20 percent. Finally, the EPC east of Hesperian Boulevard and west of Highway 880 has the highest concentration of households without vehicles, at 20 to 25 percent.

Figure 11 Household Vehicle Availability



Source: MTC/ABAG, 2024; ACS, 2023; CalOES, 2021; OSM, 2024; PlaceWorks, 2025.

Percentage of Households with No Vehicles in Hayward EPCs

TRAVEL PATTERNS

COMMUTE MODE

As shown in Table 5 and Figure 12, over 80% of workers aged 16 and older in Hayward EPCs, or about 30,000 people, commute to work by car, truck, or van. Among these automobile commuters, most drive alone. In contrast, public transportation is used by 1,783 residents, or approximately 5 percent of the total. Of these transit commuters, 1,056 commute via elevated or commuter rail. This trend is likely influenced by the presence of two Bay Area Rapid Transit (BART) stations within the study area. This reflects that a notable number of residents use BART for their daily commute. Only a small percentage of workers walk or use a bike or motorcycle to get to work.

According to the 2022 ACS data, 11 percent of workers in the study area work remotely, indicating a more gradual adoption of remote work in the city than Alameda County or the Bay Area region

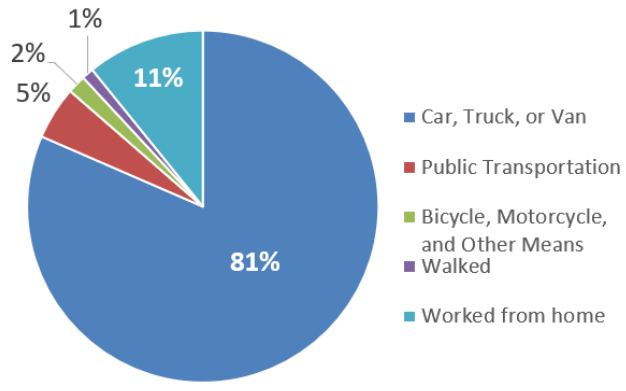
BASELINE CONDITIONS

Table 5 Means of Travel to Work

Means of Transportation to Work	2022 ACS (% of Total)	
	Population	Percentage
Car, Truck or Van	29,814	81%
Drove Alone	25,069	69%
Carpooled	4,745	12%
Public Transportation	1,783	5%
Bus	489	1%
Subway or elevated rail	867	3%
Long-distance train or commuter rail	189	<1%
Light rail, streetcar or trolley	45	<1%
Ferryboat	23	<1%
Motorcycle	43	<1%
Bicycle	105	<1%
Walked	396	1%
Other Means	472	1%
Worked at Home	3,964	11%
Total Workers 16 and Over	36,577	100%

Source: 2018-2022 American Community Survey (ACS) 5-year estimates.

Figure 12 Means of Travel to Work Chart



EXISTING TRANSPORTATION SERVICES

The following sections describe existing mobility services and infrastructure in the study area and summarize gaps in the transportation network, as identified in relevant countywide and local plans.

There are multiple transit options in the Hayward study area. The area is served by bus and rail systems managed by numerous agencies. Some transit options serve Hayward EPCs directly, others serve the larger CBTP study area.

The existing transportation network in the Hayward CBTP study area is illustrated in Figure 13.

RAIL LINES (BART, AMTRAK)

BART operates seven routes connecting four counties: Contra Costa, Alameda, San Francisco, and San Mateo, with service extending to Antioch, Richmond, Dublin/Pleasanton, Warm Springs/South Fremont, and Millbrae. Regional rail service in the study area is provided by Daly City-Berryessa/ North San Jose and Richmond-Berryessa/ North San Jose BART lines. As shown in Figure 13, there are two BART Stations in the study area. The Hayward and South Hayward stations are located on the border of the eastern EPCs.

Amtrak's Capitol Corridor provides regional connectivity between the Bay Area and the Sacramento region. Capitol Corridor is currently routed between San Jose and Sacramento and bisects the central portion of the study area. There is currently a Hayward Capital Corridor station located outside the study area.

Ther are planned changes to rail resources in Hayward. The Capitol Corridor South Bay Connect Project proposes to relocate the segment of Capitol Corridor between the Oakland Coliseum and Newark further west and create a new regional rail station in Fremont. As part of the project, service at the existing Hayward station would be discontinued. The project has completed environmental review under the California Environmental Quality Act (CEQA). Project construction is expected to start in "2027 at the earliest."[6]

BUS ROUTES

As shown on Figure 13 and listed in Table 6, below, the CBTP study area is served primarily by bus routes managed by Alameda-Contra Costa Transit District (AC Transit). AC Transit bus routes that serve the EPCs in the study area, including routes 97 and 99, connect with the Dumbarton Express at the Union City BART Station. This provides weekday commuter service to the City of Palo Alto/San Mateo County via Highway 84/the Dumbarton Bridge.

[6] Capitol Corridor South Bay Connect website, https://www.southbayconnect.com/environmentalplanning.html, accessed May 4, 2025.

Table 6: Fixed Route Bus Routes in the Study Area

Transit Route	Route Description
AC Transit	
Route	
10 Local	E. 14th Street to Mission; Hayward BART
28 Local	Alvarado - Castro Valley - B St.; San Leandro BART to Hayward BART via Williams Street
34 Local	Estudillo - Davis – Meekland; Hayward BART
41 Local	Hayward BART to Union Landing Transit Center via Whitman Street
56 Local	Santa Clara - Weekes – Huntwood; Hayward BART to Union Landing Transit Center
60 Local	CSUEB - Southland – Tennyson; Cal State East Bay to South Hayward BART
86 Local	Winton - Industrial – Tennyson; Hayward BART to South Hayward BART via Winton Ave.
93 Local	Ashland - San Lorenzo - A St.; Bay Fair BART to Castro Valley BART
95 Local	D St. - Maud – Fairview; Hayward BART to Fairview District via D St. and Maud Ave.
97 Local	Hesperian - Alvarado – Decoto; Bay Fair BART to Union City BART via Hesperian Blvd
99 Local	Mission - Decoto - Fremont Blvd.; Hayward BART to Fremont BART via Mission Blvd
801 All Nighter	San Leandro BART to Fremont BART via E. 14th St

Source: Alameda-Contra Costa Transit District.

In October, 2024, AC Transit approved Realign, a comprehensive operations assessment which will implement routing changes for increased equity, accessibility, and ridership. According to AC Transit, the following route changes will improve ridership in Hayward:[7]

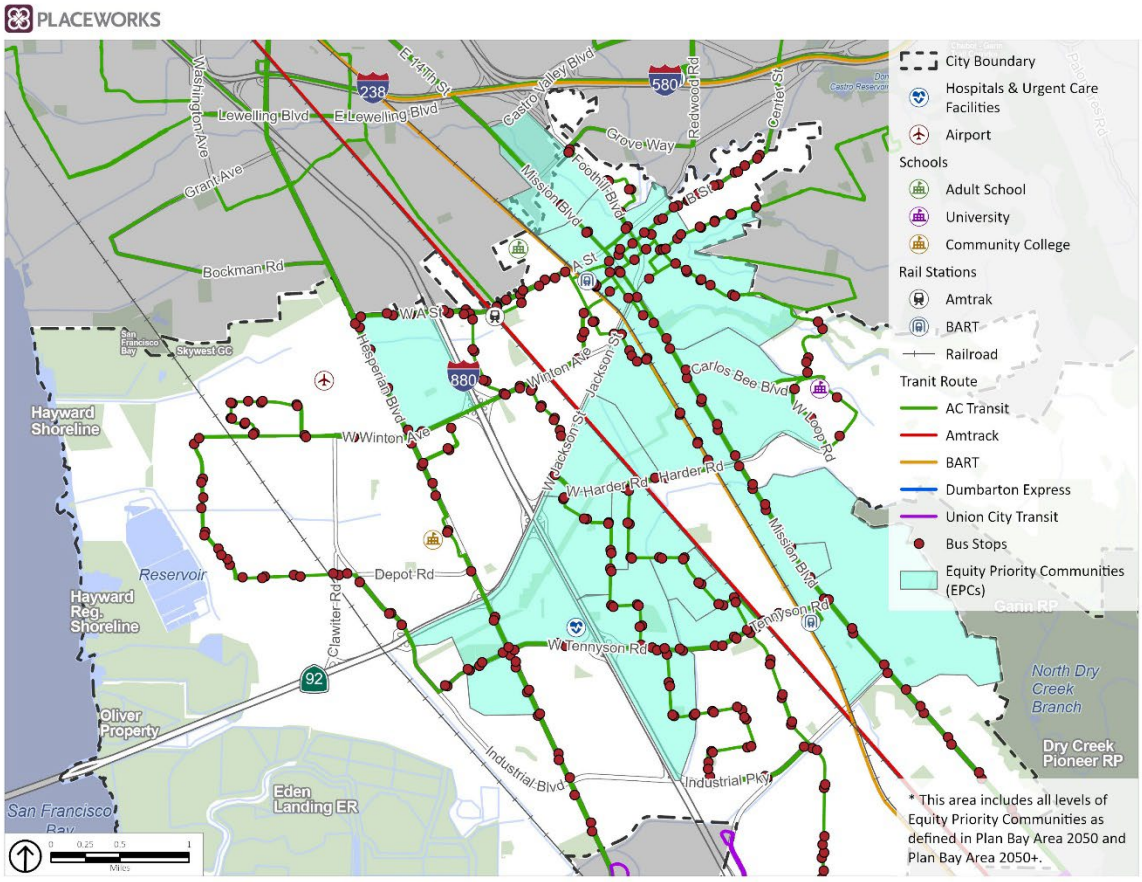
- Line 28 will increase in frequency to every 40 minutes.
- Line 86 will serve Hayward Business Park.
- Weekday hours of operation for Lines 40 and 97 will start at 5:00 am instead of 6:00 am.
- Line 99 and Transbay Lines M, NX4, NXC and S will be eliminated.
- New Line 299 will run every 30 minutes on segments of existing Line 99 between Union City BART and Fremont BART. It will be scheduled to coordinate with Line 210 so that buses run every 15 minutes along Fremont Boulevard between Decoto Road and Walnut Avenue.

[7] Alameda-Contra Costa Transit District, Realign Final Draft webpage, https://www.actransit.org/realign/draft-final, accessed May 3, 2025.

- Line 10 will extend to Union City BART and increase in frequency to every 15 minutes.
- Line 60 will decrease in frequency to every 45 minutes.
- Line 801 will decrease in frequency to every 60 minutes.
- Lines 34, 56, and 93 will increase in frequency to every 40 minutes on weekdays.

The study area is also served by a special shuttle for California State University East Bay students and staff between the university and Hayward BART station.

Figure 13 Existing Transportation Network



Source: MTC/ABAG, 2024; ACS, 2023; CalOES, 2021; OSM, 2024; PlaceWorks, 2025.

Existing Transit Facilities in Hayward

PARATRANSIT

East Bay Paratransit

The entire Hayward CBTP study area is served by AC Transit's East Bay Paratransit service, which covers 21 incorporated cities and unincorporated communities in Alameda and Contra Costa counties. According to AC Transit's East Bay Paratransit Rider's Guide, eligibility for the service is based on those with disabilities who are unable to use AC Transit buses or BART trains independently. The Eligibility Certification Department of AC Transit determines conditional and temporary eligibility for people who are able to use AC Transit or BART independently for some trips, but not others or have temporary disabilities.

East Bay Paratransit rides are typically scheduled between one and seven days in advance. East Bay Paratransit riders may also schedule transfers to other transit agency routes for travel outside Alameda and Contra Costa County.

Hayward Operated Paratransit (HOP)

The Hayward Operated Paratransit (HOP) Program complements and supplements the East Bay Paratransit service when it is unable to provide service. It offers door-to-door transportation for eligible residents within Hayward and certain unincorporated areas. Eligibility criteria include being a resident of the City of Hayward, being at least 70 years old, or being at least 18 years old and unable to drive or use other public transportation (such as the bus or BART) independently due to a medical or disabling condition.

BICYCLE INFRASTRUCTURE

This section includes information regarding existing and proposed bicycle facilities in the study area.

Bicycle facilities are described as falling into one of four classes regulated by the California Department of Transportation (Caltrans): Class I, Class II, Class III, and Class IV.

- Class I - Multi-Use Paths are facilities that allow bicycle and pedestrian travel in both directions on paved rights of way, completely separated from a road or highway.
- Class II - Bicycle Lanes are on-street bicycle lanes that are shared-use and allow for one-way travel in the same direction as vehicle traffic. Class II bicycle lanes are separated from vehicle lanes with striping.
- Class II - Buffered Bicycle Lanes are bike lanes that are accompanied by a painted striped buffer between the bike lane and parking or travel lane.
- Class III – Bicycle Boulevards are neighborhood bike routes on residential streets that prioritize through trips for bicyclists.
- Class III – Bicycle Routes are facilities shared with pedestrian or motor vehicle traffic. The primary purpose is to provide a connection to other bicycle facilities (typically Class II) or designate preferred

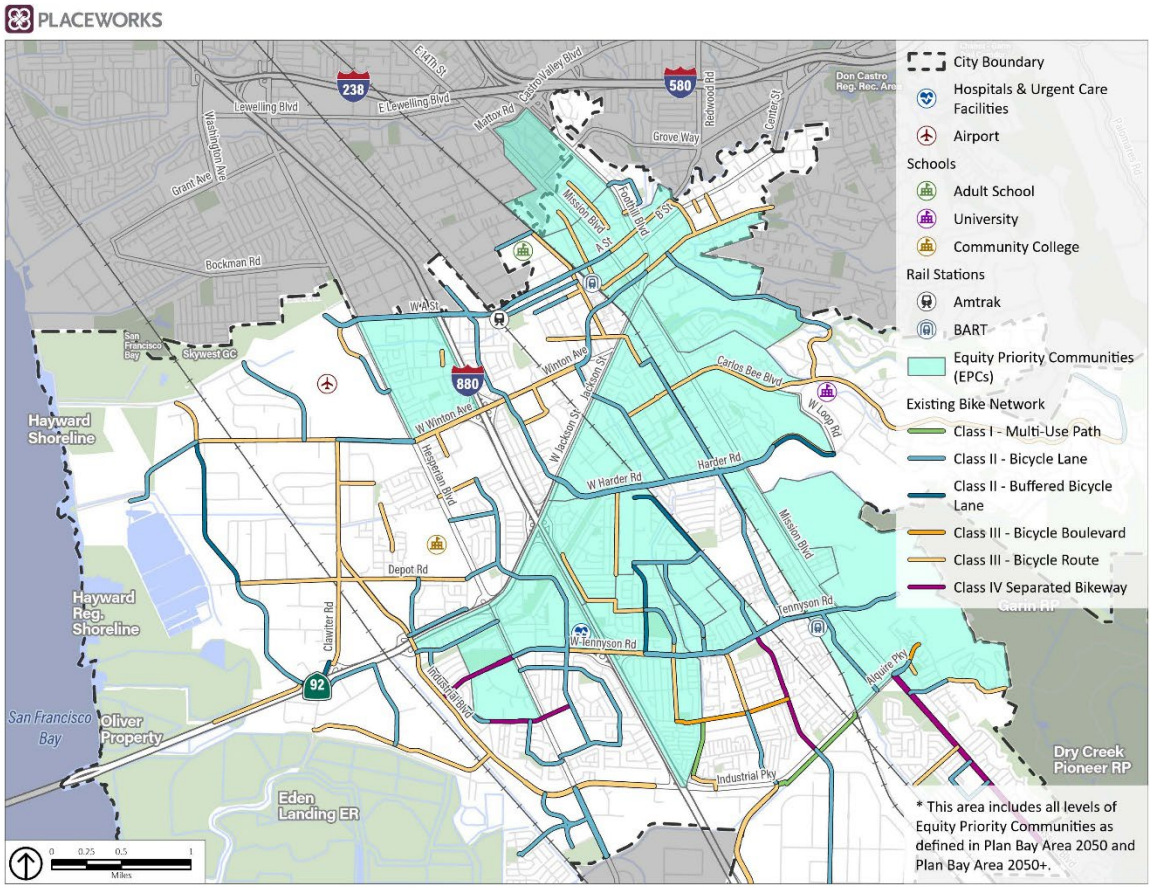
bike routes. Bike routes are indicated by bike route signs and shared roadway markings along the route.

- Class IV – Separated Bikeways are facilities within or adjacent to a roadway and separated from traffic by a physical barrier such as bollards, on-street parking, or planters. This design allows an exclusive right-of-way for bicycle travel.

EXISITNG BICYCLE INFRASTRUCTURE

Figure 14 shows Hayward's existing bicycle facilities, as documented in the City's *2020 Bike and Pedestrian Master Plan*. The existing network includes a mix of bicycle facility types and provides some connectivity with transit. It primarily consists of Class II – Bicycle Lanes and Class III – Bicycle Routes.

Figure 14 Existing Bicycle Facilities



Source: MTC/ABAG, 2024; ACS, 2023; CalOES, 2021; OSM, 2024; PlaceWorks, 2025.

Existing Bicycle Facilities in Hayward

Additional bike facilities in the study area include:

- Multi-Use Paths. There are Class I – Multi-Use Paths running parallel to Industrial Parkway and Miranda Street, both near the southeastern border of the study area.

- Buffered Bicycle Lanes. There are Class II – Buffered Bicycle Lanes on segments of Harder Road, Huntwood Avenue and Patrick Avenue.

- Separated Bikeways. There are Class IV Separated Bikeways on Tennyson Road west of Hesperian Boulevard, along Arf Avenue at Hesperian Boulevard, along Huntwood Avenue south of Tennyson, and along Mission Boulevard immediately south of the study area.

The portion of the study area with the greatest diversity of bike facilities is the area south of West Harder Road and west of Huntwood Avenue. This area contains and/or is directly bordered by multi-use paths, bicycle lanes, buffered bicycle lanes, bicycle boulevards, bicycle routes and separated bikeways. The northeastern EPC features a concentration of bike facilities around the BART station limited to bicycle routes and lanes. The area south of D Street and east of Mission Boulevard has the fewest bike facilities in the study area, including bike lanes along 2nd Street, Harder Road and Tennyson Road; and a bike route along Carlos Bee Boulevard.

Figure 14 illustrates the segmented quality of many bike facilities in the study area and City of Hayward as a whole. Major roadways such as Mission Boulevard, Foothill Boulevard and Hesperian Boulevard lack connected, high-quality bicycle infrastructure. In 2022, ACTC adopted an All Ages and Abilities (AAA) Policy to improve County bike facilities. The AAA Policy applies design standards defined by the National Association of City Transportation Officials (NACTO) to select and design bike facilities safe for children and users of all ages. Standards include bike facility type, existing vehicle speeds, volume of use, and other operational characteristics.

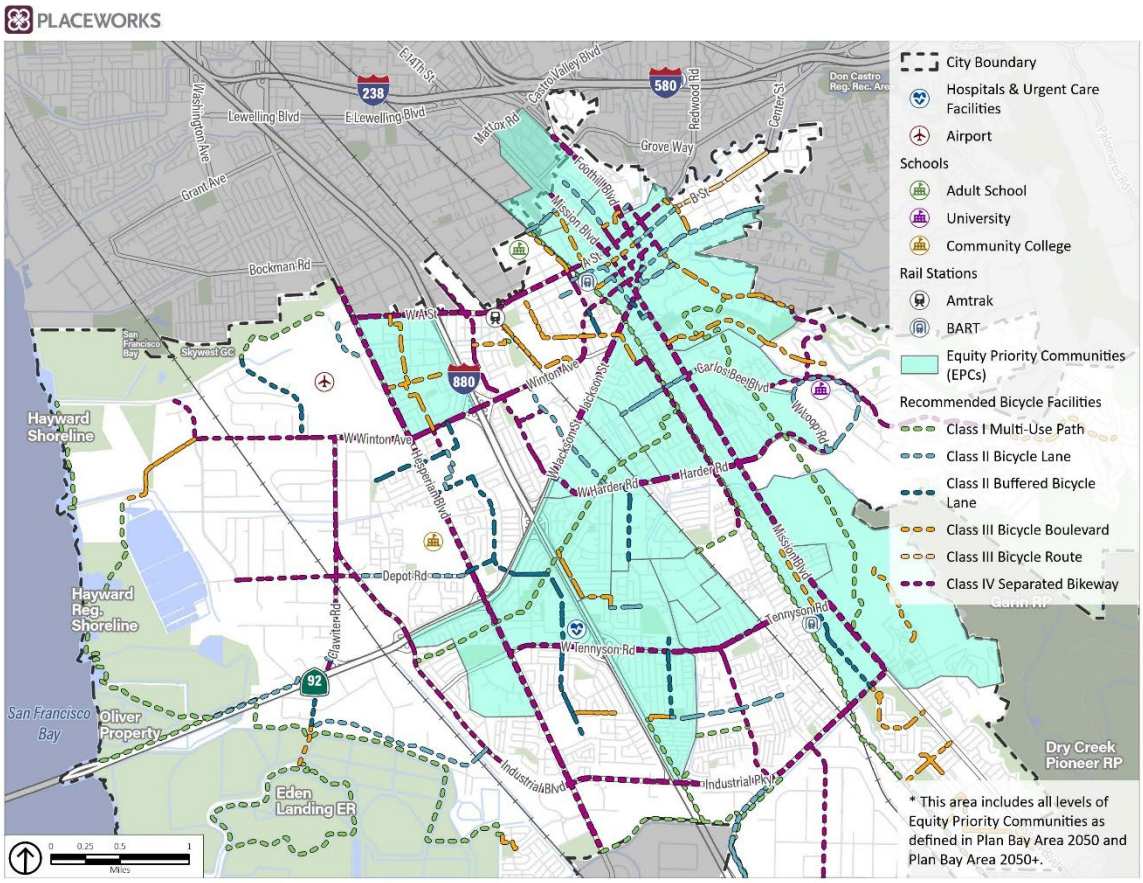
PROPOSED BICYCLE INFRASTRUCTURE

Figure 15 illustrates proposed bicycle facilities in the study area, as adopted in the *2020 Bike and Pedestrian Master Plan*.

As shown in Figure 15, Hayward proposes to substantially increase the quantity of protected and separated bikeways in the City. This includes proposed Class IV – Separated Bikeways along A Street, Winton Avenue, Jackson Street, West Harder Road, Mission Boulevard, and West Tennyson Road. These improvements target the segmented nature of existing facilities on major roads, as described in the previous section. They would also increase bicycle safety in the downtown area.

Proposed bike facilities would also expand Class I – Multi-Use Paths in the study area. One new multi-use path would extend from Industrial Boulevard to Whitman Street, utilizing greenways along Sleepy Hollow Avenue & Bishop Avenue. Another would run north-south utilizing the BART right-of-way through the entire study area. A third multi-use path would serve suburban neighborhoods east of Mission Boulevard.

Figure 15 Proposed Bicycle Facilities



Source: MTC/ABAG, 2024; ACS, 2023; CalOES, 2021; OSM, 2024; PlaceWorks, 2025.

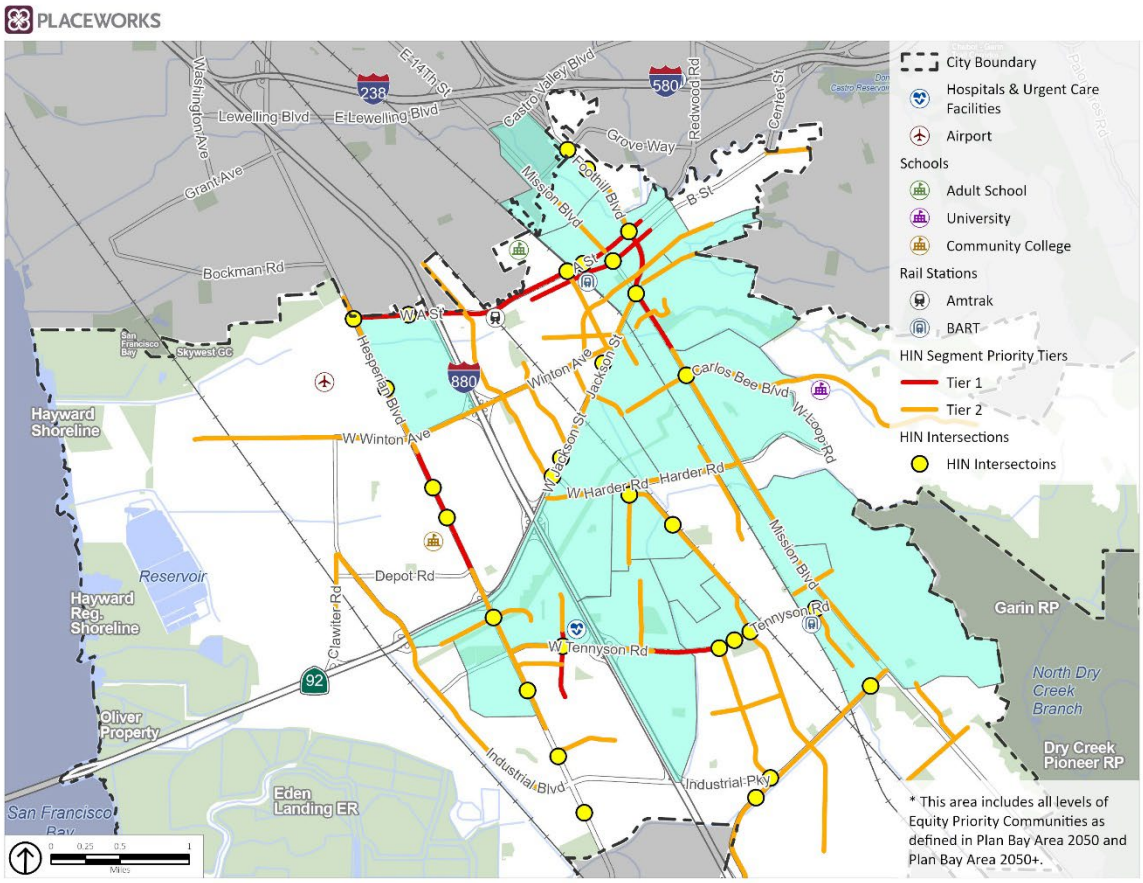
Existing Bicycle Facilities in Hayward

HIGH INJURY NETWORK

In 2023, the City prepared a *Local Roadway Safety Plan* (Plan) to develop recommendations for improving traffic safety in Hayward and identify necessary funding for those improvements. As part of the Plan, the City mapped roadway miles where 75 percent of local fatal and severe injuries occur. This High Injury Network (HIN) is illustrated on Figure 16. The red lines represent Tier 1 segments. Twenty-five percent of fatal and severe injury crashes occur on these six miles of roadway, which total two percent of the total roadway network. Tier 2 segments are represented in yellow. Fifty percent of fatal and high injury crashes occur on these 41 miles of roadway, which comprise 16 percent of the Hayward roadway network.

As shown in Figure 16, many of the major connecting roadways in the CBTP study area are part of the HIN. These include north-south running Mission Boulevard and Foothill Boulevard, as well as east-west running A Street, B Street, Carlos Bee Boulevard, Harder Road, and Tennyson Road. Moreover, several Tier 1 segments, which are those with the highest rates of injury and fatal crashes, are concentrated downtown, in the northern study area.

Figure 16 High Injury Network



Source: MTC/ABAG, 2024; ACS, 2023; CalOES, 2021; OSM, 2024; PlaceWorks, 2025.

Hayward High Injury Network (HIN) and EPCs

KEY FINDINGS AND TRENDS

This Baseline Conditions Report has been prepared as an initial and ongoing reference for the CBTP process. It is not intended to make definitive conclusions about the outreach process or identify project recommendations. However, trends in the demographic and transportation information are early indicators of study area challenges. They may point to strategies for community outreach and improvements needed in the area. These trends include:

- Overall diversity. The Hayward CBTP study area is large and diverse, with some associations between demographic factors but many communities defined by a range of characteristics. Ethnic distribution in the study area is evenly split between Latino or Hispanic and Not Latino or Hispanic ethnic groups. Within these ethnicities, more than 80% of the study area population identifies as a race other than White, with many residents who identify as a Mixed or Some Other Race. As a result, cultural, quality of life and mobility expectations are likely to vary greatly.

  - **Outreach takeaway.** This diversity points to the value of community-based oversight in the CBTP process, both in the form of Steering Committee members and community partners. While demographic factors and transportation conditions may partially inform engagement, input from community-based leaders will be vital to collecting meaningful feedback from residents and identifying relevant project recommendations.

- **Prominence and distribution of Latino or Hispanic residents.** Half of CBTP study area residents identify as Latino or Hispanic. While Latino or Hispanic communities are located throughout the study area, the highest concentrations of these residents are in the outermost northern, eastern, and southern census tracts, many of which correspond to high rates of seniors and youth populations. Additionally, there are fewer opportunities for public transit in these areas, which is vital to both the young and old.

  - **Outreach takeaway.** The combination of predominantly Latino or Hispanic population and age diversity in some EPCs may indicate the presence of large, intergenerational households in areas with few transit resources. This is an early indication of the need for targeted Spanish-language outreach, potentially focused on identifying "day-to-day" transit improvements for the young and old, such as improved access to food, medical resources, and schools.

- **Prominence of Asian language speakers**. Twenty-two percent of the study area population identifies as Asian, with predominantly Asian communities distributed evenly across the study area. Multiple areas of highly concentrated Asian, Mixed and Some Other Race populations also have some of the highest rates of limited English-speaking skills.

  - **Outreach takeaway**. These conditions indicate the need for a careful assessment of Asian or other language outreach in those areas, and an improved understanding of the racial groups that comprise mixed or other race categories. Potential partnerships with local Asian cultural or social organizations may prove valuable.

- **Dynamic and diverse central study area.** The central/downtown core of the Hayward CBTP study area is diverse and urban. It has high concentrations of racial and ethnic diversity and, accordingly, many residents have limited English speaking skills. It also contains pockets with some of the highest rates of low-income residents. While this area is served by the most local and regional public transit, it has few opportunities for safe active transportation such walking and biking. Perhaps associated with this lack of infrastructure, multiple Tier 1 high-injury roadways are in this area.

  - **Outreach takeaway.** The central study area should be a target of intense public engagement. Outreach here should focus not only on specific demographics but on overall safety, connectivity, better non-auto transportation resources and regional access for all residents.

- **West Jackson Street/West Tennyson Road triangle.** The community northeast of the W. Jackson/W. Tennyson intersection has relatively high rates of physical disability, households with no vehicles, young people and seniors. These point to a unique set of driving restrictions in a study area where 80 percent of residents rely on driving to commute.

  - **Outreach takeaway.** Residents in this community may require a strong set of transit access and diversity improvements. Engagement should focus on the best ways to develop a

local and regional mobility network that improves independence for otherwise mobility-restricted groups.

- Concentrations of age diversity. EPCs in the north and southwest corners of study area are populated by the highest rates of seniors and youth. Not only do these EPCs have some of the highest rates of physical and sensory disabilities, but they are generally removed from regional transit facilities.
    - Outreach takeaway. Targeted outreach to the young and old in these areas may yield vital information regarding meaningful mobility and safety improvements. The CBTP team should coordinate with representatives of local resources such as senior centers and youth/community centers to meet with younger and older residents.
- Dangerous roadways. The City's HIN, including roadways and intersections, is primarily located in or bordering the CBTP Study Area, indicating that most fatal and high injury conflicts occur there. Additionally, most of the bike facilities on HIN segments are unprotected bike routes and bike lanes. Class I - Multi-Use Paths and Class IV – Separated Bikeways are generally short segments located just outside of, or bordering, the study area.
    - Outreach takeaway. Safety is vital to all ethnicities, races and demographic categories. The presence of the HIN and lack of active transportation infrastructure indicates the need for a comprehensive engagement process to query residents on significant safety gaps, and what improvements would work best to fill those gaps.
- Island EPC. The single, non-contiguous EPC in the Hayward CBTP study area has unique mobility challenges and a diverse population. The tract is bordered by Interstate 880, HIN Tier 2 Winton Avenue, HIN Tier 1 West A Street and HIN Tier 2 Hesperian Boulevard. These roadways may function as physical barriers to access and mobility for EPC residents. Additionally, the tract is not bisected by any transit or active transportation infrastructure. it has very few households with no vehicles. Residents here are predominantly Some Other Race and have one of highest rates of limited English-speaking skills.
    - Outreach takeaway. The characteristics of this EPC may warrant a tailored, targeted approach to outreach designed to identify ways to improve mobility connections in and out of the larger study area and the overall Hayward community.