



CITY OF HAYWARD

Hayward City Hall
777 B Street
Hayward, CA 94541
www.Hayward-CA.gov

Agenda

Council Infrastructure & Airport Committee

Wednesday, January 29, 2025

5:30 PM

Hybrid/Conference Room 2A

SPECIAL MEETING

NOTICE: The Council Infrastructure & Airport Committee will hold a hybrid meeting at Hayward City Hall, Conference Room 2A and virtually via Zoom.

The PUBLIC COMMENT section provides an opportunity to address the Committee on items not listed on the agenda. The Committee welcomes comments and requests that speakers present their remarks in a respectful manner, within established time limits and focus on issues which directly affect the City or are within the jurisdiction of the City. As the Committee is prohibited by State law from discussing items not listed on the agenda, your item will be taken under consideration and may be referred to staff for further action. Speakers shall not use threatening, profane, or abusive language which disrupts, disturbs, or otherwise impedes the orderly conduct of a Committee meeting. The City is committed to maintaining a workplace free of unlawful harassment and is mindful that City staff regularly attend Committee meetings. Discriminatory statements or conduct that is hostile, intimidating, oppressive, or abusive and disruptive to a meeting and will not be tolerated.

How to submit written Public Comment:

Send an email to amber.parras@hayward-ca.gov by 1:00 p.m. the day of the meeting. Please identify the Agenda Item Number in the subject line of your email. Emails will be compiled into one file, distributed to the Council Infrastructure & Airport Committee and City staff, and Published in the City's Meeting and Agenda Center under Documents Received After Published Agenda.

How to provide live Public Comment during the Council Infrastructure & Airport Committee Meeting:

1. Attend in person at Hayward City Hall, 777 B Street, Conference Room 2A.
2. Please click on the link below to join the webinar:

When: Jan 29, 2025 05:30 PM Pacific Time (US and Canada)

Topic: Special Council Infrastructure & Airport Committee Meeting

Please click the link below to join the webinar:

<https://hayward.zoom.us/j/84344539211?pwd=WrawU28k38u9sAANLrsHNdDVbsObYx.1>

Webinar ID: 843 4453 9211

Password: CIAC@0129

Or join by phone:

US: +1 669 900 6833 or +1 646 931 3860

Webinar ID: 843 4453 9211

Password: 563636276 International numbers available: <https://hayward.zoom.us/u/kcqFXEHyD9>

CALL TO ORDER

ROLL CALL

PRESENTATION Airport GHG Emissions

REPORTS/ACTION ITEMS

1. [RPT 25-011](#) Update on the City Bike Voucher Program

Attachments: [Attachment I Staff Report](#)

2. [ACT 25-004](#) Implementation of Vision Zero and Complete Streets in Hayward - Review and Comment

Attachments: [Attachment I Staff Report](#)
 [Attachment II Existing and Proposed Map](#)

COMMITTEE MEMBER/STAFF ANNOUNCEMENTS AND REFERRALS

ADJOURNMENT

NEXT SCHEDULED MEETING: Wednesday, February 26, 2025



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777 B Street
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File #: RPT 25-011

DATE: January 29, 2025

TO: Council Infrastructure & Airport Committee

FROM: Director of Public Works

SUBJECT

Update on the City Bike Voucher Program

RECOMMENDATION

That the Council Infrastructure and Airport Committee reviews and provides feedback on the proposed Bike Voucher Program.

SUMMARY

The City has been awarded funding from the California Air Resource Board's (CARB) Clean Mobility in Schools (CMIS) and Sustainable Transportation Equity Project (STEP) Grant Programs to implement Safe Routes and Active Transportation for Schools and Underserved Communities in Hayward (Project). Staff is using unique and progressive strategies to address the bicycling culture in Hayward.

ATTACHMENTS

Attachment I Staff Report



DATE: January 29, 2025
TO: Council Infrastructure and Airport Committee
FROM: Director of Public Works
SUBJECT: Update on the City Bike Voucher Program

RECOMMENDATION

That the Council Infrastructure and Airport Committee reviews and provides feedback on the proposed Bike Voucher Program.

SUMMARY

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BACKGROUND

The City was awarded funding from the CARB's CMIS and STEP Grant Programs to implement Safe Routes and Active Transportation for Schools and Underserved Communities in Hayward. On April 23, 2024, Council accepted the grant award and appropriated \$6.2 million in funding to Project Nos. 06937, Active Transportation Incentive and Promotion Program, and 06941, Safe Routes to School Implementation Project .¹ This project has two primary purposes:

1. Designing and constructing Safe Route to School infrastructure improvements around twelve (12) Hayward schools based on school safety assessments conducted in recent years.
2. Creating a voucher program to provide bicycles to residents that aims to promote safe, affordable active transportation and reduce emissions, particularly for residents in disadvantaged and low-income communities.

¹ <https://hayward.legistar.com/LegislationDetail.aspx?ID=6642374&GUID=011AC041-028D-4871-BBEC-5F6C655F83C6&Options=&Search=>

As part of the grant, the City partnered with several organizations to help deliver these programs, including Hayward Unified School District (HUSD), TransForm, Teach Earth Action (TEA), Bike East Bay, and Bike Hayward. These organizations are supporting community outreach, engagement with students and families, design of the bike voucher program, and review of program implementation.

DISCUSSION

CARB and other agencies have recently funded a number of bicycle voucher programs in California. A statewide bike voucher program launched in December² and Ava Community Energy is launching a similar program is launching for Alameda County and some surrounding areas later this year.

The City's program, which includes over \$2.5 million in funding for bicycle vouchers, will be among the largest municipal bike voucher programs in the U.S, aiming to distribute thousands of bicycles to Hayward residents. Most other examples of other city-run programs that staff is aware of distributed between a few dozen and a couple hundred bicycles. Deploying a program at this scale requires extensive outreach and engagement.

Outreach and engagement included three methods:

1. TEA worked with Chabot College students to conduct fieldwork in the community in the Summer and Fall of 2024, interviewing over 1,000 residents and gathering detailed feedback to inform the design of the program.
2. TransForm is currently working with HUSD and individual schools to receive similar feedback from school students and families.
3. City staff and other partners have reviewed existing bike voucher programs and talked to potential partners to identify opportunities and constraints for the program.

Several findings have emerged from all of the work conducted to date, including:

- To succeed, this program needs to help build a bicycling culture in Hayward. The community interviews conducted by TEA and staff research into other programs clearly indicate that it will require effort to have broad-based acceptance of the bikes supplied by this program. Working with existing community institutions will help maximize the effectiveness of the program and the benefit for residents.
- Successful similar programs include complementary services to help integrate bicycling into their daily lives. The City of Berkeley's E-bike Equity Project (BEEP) included hands-on assistance for applicants, community events, and training of youth bike mechanics to help build and maintain the bikes.
- Long term sustainability will require community organizations that can help maintain these bicycles over time. The closure of Cycle Path, Hayward's only bike

² <https://ww2.arb.ca.gov/our-work/programs/california-e-bike-incentive-project>

shop, limits the currently available resources to support both distribution of bicycles and ongoing maintenance.

- The community has diverse needs for bicycling that range from residents who lack access to vehicles to students seeking independence to families looking for more sustainable transportation options. The scale of the City’s program creates the opportunity to serve diverse needs through multiple targeted programs.
- The City has significant gaps in the bicycle network that will need to be addressed for a successful program. Many residents say they feel safe bicycling in their neighborhood, but not in connecting to other parts of the City.
- Voucher programs can be costly to operate, potentially limit the reach and effectiveness of the City’s program. Similar programs often require substantial income verification from applicants and rely on access to multiple bike shops, creating barriers to entry for many Hayward residents.

Based on these findings, staff have identified several potential program components.

Market Segment	Characteristics	Potential program design
Students – middle to high school	<ul style="list-style-type: none"> • Adult sized bikes can support long term use 	<ul style="list-style-type: none"> • Exploring partnership with HUSD and community organizations to distribute free bikes to students
Students – elementary to middle school	<ul style="list-style-type: none"> • Critical time of life for learning independence through biking 	<ul style="list-style-type: none"> • Exploring partnership with HUSD summer programs on bike training and loaner bikes that are reused as students age out of smaller bikes • Exploring partnership with HUSD and HARD on bike lending at Tennyson Park pump track
Students – college	<ul style="list-style-type: none"> • Strong interest from colleges to participate • Opportunity for independent mobility 	<ul style="list-style-type: none"> • Exploring partnership with CSU East Bay and Chabot College • Market available e-bike voucher programs (City, Ava, State)
Seniors/disabled residents	<ul style="list-style-type: none"> • Unique mobility needs • Significant opportunity for independence 	<ul style="list-style-type: none"> • Coordinating on potential adaptive³ bike ownership or sharing program with Community Resources for Independent Living
Families	<ul style="list-style-type: none"> • Parents taking children to school or learning to ride with their children • Likely prefer e-bikes 	<ul style="list-style-type: none"> • Exploring partnership with Ava Community Energy’s e-bike voucher program

³ Adaptive bicycles include a variety of recumbent bicycles, handcycles, tandem bikes, and other adaptations of bicycles that enabled individuals with various disabilities to bicycle. In the Bay Area, BORP provides a variety of adaptive cycling programs: <https://www.borpp.org/programs/cycling/>

Residents of apartments	<ul style="list-style-type: none"> • Unlikely to have access to space for bicycle storage in most apartments 	<ul style="list-style-type: none"> • Evaluating a targeted e-scooter program
Interested but concerned cyclists	<ul style="list-style-type: none"> • Individuals who are uncomfortable or learning to ride a bicycle • People who want to explore recreational opportunities 	<ul style="list-style-type: none"> • Exploring partners with HARD for small-scale bike share along the San Lorenzo Creekway • Partner with the Library, with a potential base of operations at Weekes Library

To ensure that Hayward’s program is effective, the recommendations for the program design include considering how the City administers the program, who is eligible, what types of bikes are included, how the City can complete delivery of the bicycles, how to make the process user friendly for residents, and how to ensure long term sustainability including providing local maintenance services.

Program eligibility will be focused on lower income residents. The City plans to work with community organizations that serve lower income and equity populations to help ensure that these individuals are aware of and ready to participate in the program and to potentially reduce the administrative burden of income verification. For any voucher program, the City would use existing utility programs that provide discounts to low income individuals. The California Public Utility Commission’s California Alternate Rates for Energy (CARE) and Family Electrical Rate Assistance (FERA) programs include verification of income status. Ava is using these verification to manage their proposed voucher program. The City may also be able to use similar income verification programs for City operated utilities.

To help keep the programs simple, select bike options would be provided. One to two options would be provided for students. Ava’s program works with bike shops outside of Hayward where residents would be able to choose from shop’s available e-bikes, if the City pursues this part of the program. Adaptive bike for seniors and adults with mobility challenges would have more options as recommended by CRIL. All recipients will have safety equipment included, such as helmet, lights, and lock.

For all programs, the City is exploring methods to address the lack of a local bike shop. Potential ideas include a bike fair where approved vendors could come to Hayward and provide test rides and residents could take advantage of the voucher program. This might look be similar to a street fair or farmers market and could potentially partner with existing events.

Program management will include selecting bikes, delivering the bikes, building the bikes, and ensuring the availability of maintenance for the bikes. Staff is working toward having a nonprofit or collaboration of organizations establish a nonprofit bike shop and run the program after the grant ends. Staff is working on a developing an RFP to select a

community organization that may provide community building around bicycling and bike shop services focused on building bike culture.

ECONOMIC IMPACT

City residents, including students and their families, will benefit from bike subsidies that provide an affordable, alternative transportation option. Transportation costs are a significant portion of expenses for many households and reducing these costs can free up resources for other, more productive expenditures.

STRATEGIC ROADMAP

This agenda item supports the Strategic Priority of Confront Climate Crisis & Champion Environmental Justice and Invest in Infrastructure. Specifically, this project relates to the implementation of the following projects:

Confront Climate Crisis & Champion Environmental Justice

Project C6: Improve e-bike adoption through the creation of an e-bike rebate program and ensuring that electric transit infrastructure such as EV chargers also serve e-bike and not just electric cars

FISCAL IMPACT

This item has no impact on the General Fund. The Active Transportation Incentive and Promotion Program Project 06937 and Safe Routes to School Implementation Project 06941 are both budgeted in Fund 460, Transportation System Improvement. The project was previously approved and allocated funding by Council, with \$3,500 in City funding included in the project to cover survey incentives that are not allowable under the CARB grant.

SUSTAINABILITY FEATURES

The implementation of the project would encourage and incentivize walking and biking for the residents thereby contributing to the residents health and reducing automobile dependency and greenhouse gas emissions over time.

PUBLIC CONTACT

This project has included significant community outreach, being led by TEA and TransForm. TEA and Chabot College students have conducted over 1,000 interviews and surveys over the summer fall semester. TransForm is in the process of conducting outreach with students and families through HUSD.

The City is also conducting direct outreach to community organizations to help inform the design of the program, including the grant sub-recipients and other organizations that may be able to help implement the program.

Robust public outreach and engagement will continue as the project moves forward. All necessary stakeholders and affected neighborhoods, agencies, community-based organizations and businesses will have opportunities for input and be done in a way that is equitable.

NEXT STEPS

Staff will use Committee feedback to finalize the design of the Bike Voucher Program. The proposed schedule for the Project includes:

Winter 2025	Finalize program options
Spring-Summer 2025	Pilot program roll out
Fall 2025-Spring 2026	Full program roll out

Prepared by: Colin Patterson, Associate Transportation Planner
Hugh Louch, Deputy Public Works Director - Transportation

Recommended by: Alex Ameri, Director of Public Works

Approved by:



Dr. Ana M. Alvarez, City Manager



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File #: ACT 25-004

DATE: January 29, 2025

TO: Council Infrastructure & Airport Committee

FROM: Director of Public Works

SUBJECT

Implementation of Vision Zero and Complete Streets in Hayward - Review and Comment

RECOMMENDATION

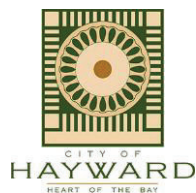
That the Council Infrastructure and Airport Committee provide feedback on the implementation of Vision Zero and Complete Streets policies in Hayward, including ensuring appropriate outreach around these initiatives.

SUMMARY

Over the last two years, the City has restaffed the Transportation Division of Public Works, enabling the City to work on implementing Council-established transportation priorities. Specifically, Council has adopted Vision Zero and Complete Streets policies that guide staff's work on transportation. The City has significantly increased the number of projects being implemented, addressing both long term and newly established Council priorities. This work session provides an opportunity to review City policies and recent projects and discuss strategic transportation priorities and engagement approaches.

ATTACHMENTS

- Attachment I Staff Report
- Attachment II Existing & Proposed Map



DATE: January 29, 2025

TO: Council Infrastructure and Airport Committee

FROM: Director of Public Works

SUBJECT: Implementation of Vision Zero and Complete Streets in Hayward – Review and Comment

RECOMMENDATION

That the Council Infrastructure and Airport Committee provide feedback on the implementation of Vision Zero and Complete Streets policies in Hayward, including ensuring appropriate outreach around these initiatives.

SUMMARY

Over the last two years, the City has restaffed the Transportation Division of Public Works, enabling the City to work on implementing Council-established transportation priorities. Specifically, Council has adopted Vision Zero and Complete Streets policies that guide staff's work on transportation. The City has significantly increased the number of projects being implemented, addressing both long term and newly established Council priorities. This work session provides an opportunity to review City policies and recent projects and discuss strategic transportation priorities and engagement approaches.

BACKGROUND

Over the years, Council has adopted several policies and documents that guide transportation investments, including:

- Complete streets policy (Resolution No. 13-027) adopted in 2013.¹
- Hayward 2040 General Plan, including Goal Mobility-3 to provide Complete Streets, designed to balance diverse needs of users in the public right-of-way.²
- Complete Streets Action Plan, adopted in 2017, designed to prioritize safety, provide complete streets, and ensure funding to support these efforts.³

¹ <https://hayward.legistar.com/LegislationDetail.aspx?ID=2968161&GUID=553BDEB4-30D0-4CF6-88A2-09D4D3FC97C5>

² <https://www.hayward-ca.gov/your-government/documents/general-plan/mobility-element>

³ <https://hayward.legistar.com/LegislationDetail.aspx?ID=3084750&GUID=9F1F7633-072E-4D44-A161-E953CAD3542E&Options=&Search=>

- Bicycle and Pedestrian Master Plan (BPMP), which establishes a vision and priorities for investment in the bicycle and pedestrian networks and programs in the City, adopted in 2020.⁴
- Vision Zero policy (Resolution No. 23-196), adopted in 2023, which sets a goal to eliminate fatalities and serious injuries by 2050 and identifies safety as the factor that staff should use to guide investments in City streets.⁵
- Local Road Safety Plan (LRSP), which identifies the strategies and approaches to advancing towards the Vision Zero goal, also adopted in 2023.⁶

These policies and plans reflect a number of efforts to address two related concepts that currently guide transportation investment:

1. Safety should be the overriding goal for investment in the transportation system, working strategically towards Vision Zero.
2. The City's transportation network should support travel by all users, including people who walk, bike, take transit, and drive (complete streets).

In addition to City policies, the City must comply with regional (Alameda County Transportation Commission (ACTC) and Metropolitan Transportation Commission) and State policies related to Complete Streets, safety, and other areas. The City receives substantial funding from regional and State sources through the Measure BB one cent sales tax (administered by Alameda CTC), the Senate Bill 1 (Road Repair and Accountability Act of 2017), and many regional, State, and Federal grants that all requires implementation of Complete Streets, safety, and other policies similar to those adopted by the City.

Staffing at the Transportation Division of Public Works has fluctuated significantly since the adoption of many of these policies, reaching a low point in 2021. The Division is moving closer to full staffing, creating opportunities to advance many of the City's strategic transportation priorities, including Vision Zero and Complete Streets.

DISCUSSION

Over the last two years, staff has been conducting a number of activities to implement adopted Complete Streets and Vision Zero policies:

- Pursuing grants. The City has pursued and had several recent successes in attracting funding for major initiatives. Funding from the Federal Safe Streets for All (SS4A) program, for example, is supporting implementation of Vision Zero initiatives and funding from the California Air Resources Board (CARB) is supporting safe routes to schools investments around schools and
- Implementing complete streets through repaving projects. A key aspect of complete streets is to integrate complete streets into other projects. One of the primary work

⁴ <https://www.hayward-ca.gov/your-government/departments/transportation-division/bike-and-pedestrian-master-plan-update>

⁵ <https://www.hayward-ca.gov/sites/default/files/documents/ET-Vision-Zero-Commitment-Resolution-Local-Road-Safety-Plan-CCM-230627.pdf>

⁶ <https://www.hayward-ca.gov/your-government/departments/transportation-division/local-road-safety-plan>

streams for the City is the regular repaving program. This helps maintain the critical asset of our streets, while also presenting an opportunity to develop a more complete, multimodal transportation system. Attachment II identifies recent improvements to the City bike network that have been or are planned to be implemented through the repaving program.

- Traffic calming program. Traffic speeds are a long-acknowledged safety challenge for Hayward and other cities and Council has directed resources to both an overall program and specific traffic calming projects. Staff are working to implement both the general program and specific projects, creating opportunities to build pedestrian, bicycle, and transit improvements.
- Strategic safety corridor studies. A key implementing action from the LRSP was to pursue grant funding to address the High Injury Network (HIN), the 14% of City streets with 74% of all serious injuries and fatalities. The City successfully received grant funding from the Federal Safe Streets for All (SS4A) program and is the process of launching the first four studies for the Loop, A St, B St, and Tennyson Rd. Future studies will start next year on Mission Blvd, Hesperian Blvd, and Jackson St.
- Systematically addressing speeds. The City is working to reduce vehicle speeds, the most significant factor contributing to serious injuries and fatalities, through both many of the above programs and a just launched Speed Management Plan (also funded by the SS4A grant). The Speed Management Plan will set out a framework for target speeds and identify infrastructure, traffic signal, education, enforcement and other strategies to achieve a vision of safer speeds in the City.

This provides a high level summary of City initiatives, but note that staff also continue to work on specific projects identified by Council through the budget process.

Engagement Approach

As with all projects, staff uses a variety of methods to engage with the public. Methods are selected based on the extent of the changes to the streets. Generally speaking, staff use the following approaches:

- Street redesigns with no changes to capacity or parking receive notifications about the project as part of the changes being made.
- Street designs with significant changes to capacity or parking receive direct public engagement through a combination of notifications, public meetings, and surveys. The specific methods selected depend on the context of the street and the
- Most major projects have individual websites to communicate information on an ongoing basis.
- Staff use various City newsletters and social media channels to communicate information about specific projects and initiatives.

In reviewing several recent projects implemented through repaving or other similar means, staff has identified potential opportunities to enhance engagement.

- Update the City’s Bicycle and Pedestrian Master Plan webpage to include a section on current and upcoming implementation plans. This would be a one-stop shop for projects being implemented.
- Develop recordings of walk throughs of project design decisions. This would provide a means to communicate complex decisions that residents can check in on when they have questions.
- Developing social media walk throughs of completed projects to help explain the approach and rationale behind various street designs.
- Ongoing coordination with community groups to provide educational materials about the City’s transportation policies and projects. The City has multiple active projects that can support these efforts, including the Speed Management Plan and a recently started Community Based Transportation Plan.

ECONOMIC IMPACT

Enhancing the safety of City streets for all users will reduce the direct cost of traffic collisions on residents, visitors, and the City. Safer streets enable residents to travel by foot, bike, and transit, reducing the cost of vehicle ownership and operation.

FISCAL IMPACT

There is no fiscal impact for this item.

STRATEGIC ROADMAP

This agenda item supports the Strategic Priority of Confront Climate Crisis & Champion Environmental Justice and Invest in Infrastructure. Specifically, this project relates to the implementation of the following projects:

Invest in Multimodal Transportation

Project N1: Continue to implement major corridor traffic calming initiatives

Project N6: Continue to add approximate 10 miles of bike lanes annually, with a focus on protected bike lanes and intersections that have high traffic/incident

SUSTAINABILITY FEATURES

Enhancing the safety of City streets for all users will encourage and incentivize walking and biking for the residents thereby reducing automobile dependency and greenhouse gas emissions over time.

PUBLIC CONTACT

No specific outreach has been conducted for this item, but significant community outreach has and will be conducted for each of the projects and initiatives described in this staff report.

NEXT STEPS

Staff will use the feedback from the Committee to inform future approaches to Complete Streets and Vision Zero, as well as the engagement activities around these initiatives.

Prepared by: Hugh Louch, Deputy Director of Public Works - Transportation

Recommended by: Alex Ameri, Director of Public Works

Approved by:

A handwritten signature in black ink, appearing to read "Dr. Alvarez", written over a horizontal line.

Dr. Ana M. Alvarez, City Manager

City of Hayward Existing and Proposed Bikeway Facilities

ATTACHMENT II

