



Special Council Infrastructure & Airport Committee Meeting

Presentations

NOVEMBER 13, 2025

An aerial photograph of the Hayward Executive Airport. The runway and taxiway are visible, with white and yellow markings. The surrounding area includes green grass, parking lots, and some airport buildings. In the background, there are mountains and a clear sky.

Hayward Executive Airport Skywest Property Update November 13, 2025



Skywest Site



Background

- **Golf Course opened in 1963**
- **Sublease assigned to HARD in 1975**
- **The sublease was amended on four times**
- **HARD ceased operation of Skywest in September 2020**

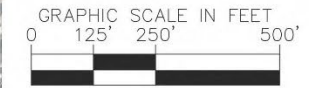
Background

10/24/2022

Updated 11/11/2025

Note:

Site plan layout is preliminary in nature and for shown illustrative purposes only. Note that the final layout may differ.



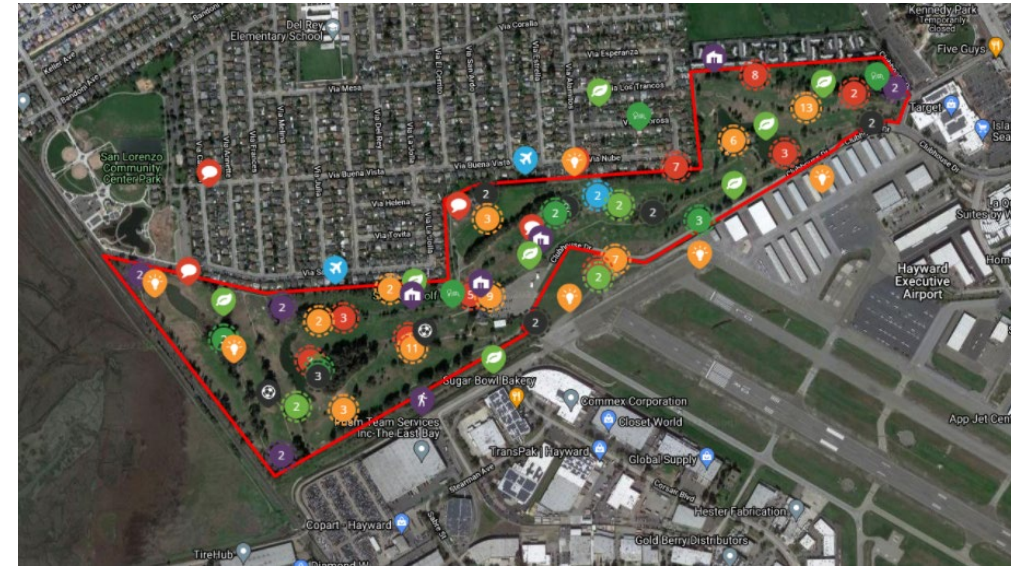
Hayward
EXECUTIVE AIRPORT

Skywest Property Visualization Project
Preliminary Illustrative Plan

Kimley»Horn

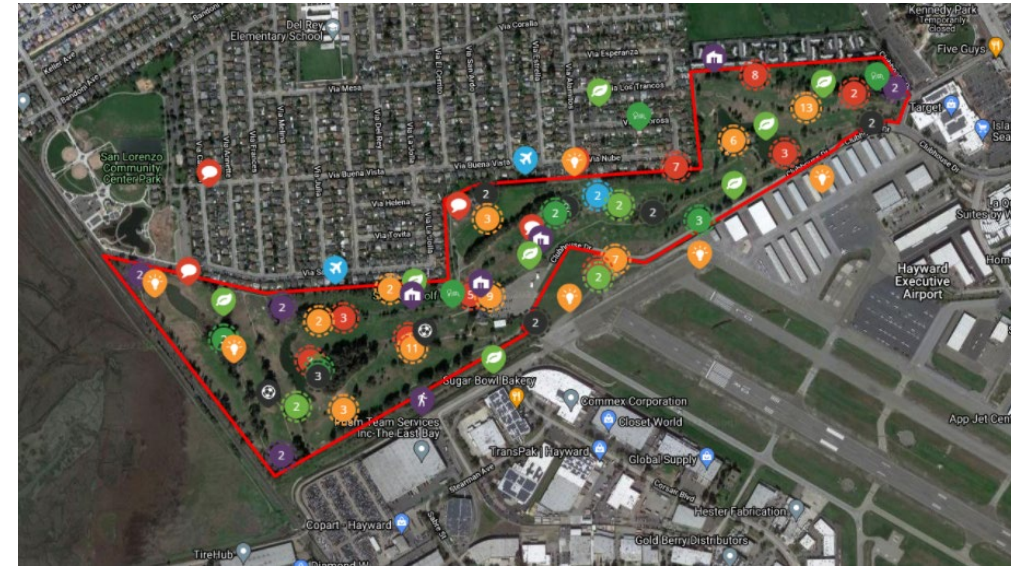
Public Outreach

- Three public workshops in 2021
- San Lorenzo Homeowners Association 2021
- Special CAC meeting 2021
- Hayward Youth Commission 2021
- Council work session 2021
- CAC meeting on October 28, 2021
- Public comments 2021 - Present



Public Comments

- **A total of 721 comments received**
- **The approved project will be included as part of an Airport Layout Plan (ALP) update now underway**
- **Proposed uses at the site require review and approval by Council and the FAA**



Community Benefits



Community Benefits

- Lifesaving missions
- Humanitarian efforts
- Job creation and taxes
- Air Freight
- Youth groups
- Flight school training
- News gathering
- Aviation Education



Airport Limitations

- **Federal Quit Claim Deed**
- **Federal Instrument of Release**
- **FAA Grant Assurances**
- **Caltrans**
- **Alameda County Airport Land Use Committee**

Land Use

- **Land density restricted for safety reasons**
- **Recreational uses limited**
- **Secondary treated water only approved for use on a golf course**

Estimated Costs

Design / Construction Cost (Open Space, 39 acres and Buffer, 7 acres)		
Description	Cost Estimate	Notes & Assumptions
Project Design/Admin	\$6,000,000	Includes Design, Administration, Inspection Testing
Environmental Assessment	\$500,000	
Park Renovations	\$46,000,000	\$1 million per acre 46 acres
Perimeter Fencing (FAA Standards)	\$770,000	\$140 /ft Rod Iron fencing 8ft minimum of 5,500 liner feed needed
Domestic Water installation	\$500,000	
Total	\$53,770,000	

Estimated Costs

Maintenance Costs		
Description	Cost Estimate Annually	Notes & Assumptions
Lease rent	\$2,364,436.80	\$1.18 per sq ft per year 46 Acres
Equipment	\$70,000.00	Current budget set aside annually for replacement vehicles & repairs for Airport
Water	\$864,529.41	\$11 per 748 Gallons 7,100 gallons / acre / day 46 acres at 180 Days
Electricity	\$25,097.00	Based on 2024 GCSAA Survey - Pacific
Tree Care	\$260,000.00	5 man crew once per week \$5,000 per day
Small Tools & Equipment	\$9,979.00	Based on 2024 GCSAA Survey - Pacific
Security	\$79,000.00	M - F midnight to 8 am and Sat & Sun 4 pm to 8am
Weed & Rodent abatement	\$99,498.00	Based on 2024 GCSAA Survey - Pacific
Fuel & Lubricant	\$31,778.00	Based on 2024 GCSAA Survey - Pacific
Personnel	\$100,000.00	2 full time staff
Total	\$3,904,318.21	

Fiscal Impact

- **No adverse impact to the General Fund**
- **No impact to Measure C**
- **Potential long-term benefits to General Fund**
- **Revenue for airport to offset HARD loses**
- **Revenue to maintain airport infrastructure**
- **Revenue to help offset Skywest maintenance**
- **Airport Funding unavailable**

Economic Impact

- **Work for tradespeople during construction**
- **Work for maintenance workers after construction**
- **Other employment opportunities**
- **Further Hayward's presence as a tech leader**
- **Potential increase in overall economic activity**

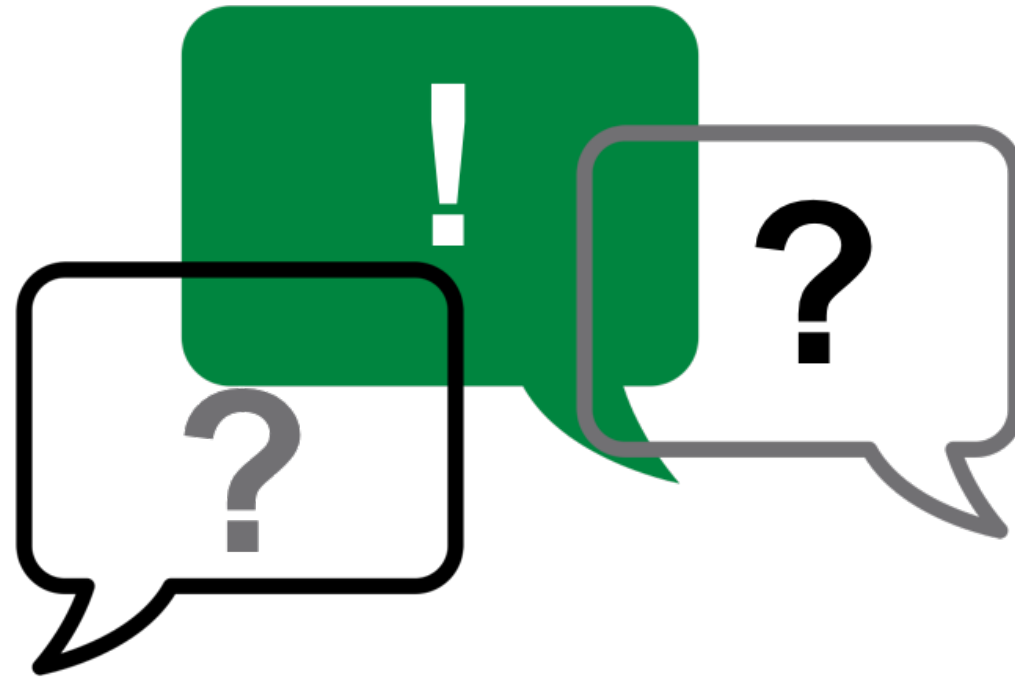
Skywest Summary

- **Development Cost Limitations**
- **Fiscal Impact – Site Maintenance**
- **Runway Safety Area (RSA) and Runway Protection Zone (RPZ)**
- **Quit Claim Limitations**
- **Instrument of Release Limitations**
- **FAA Grant Assurances**
- **Caltrans Limitations**
- **Alameda Airport Land Use Committee Limitations**
- **FAA Approval Required**

Next Steps

- **Hold another community workshop to receive new feedback**
- **Public meeting with CIAC**
- **Present updated site plan to Council**
- **Meet with FAA to discuss the Skywest site plan**
- **Present FAA comments to Council**
- **Initiate environmental review**
- **Submit updated ALP to FAA**
- **Refine design concept with further input**

Questions





Safe Streets Hayward Plan Update (A St, B St, and Tennyson Rd)

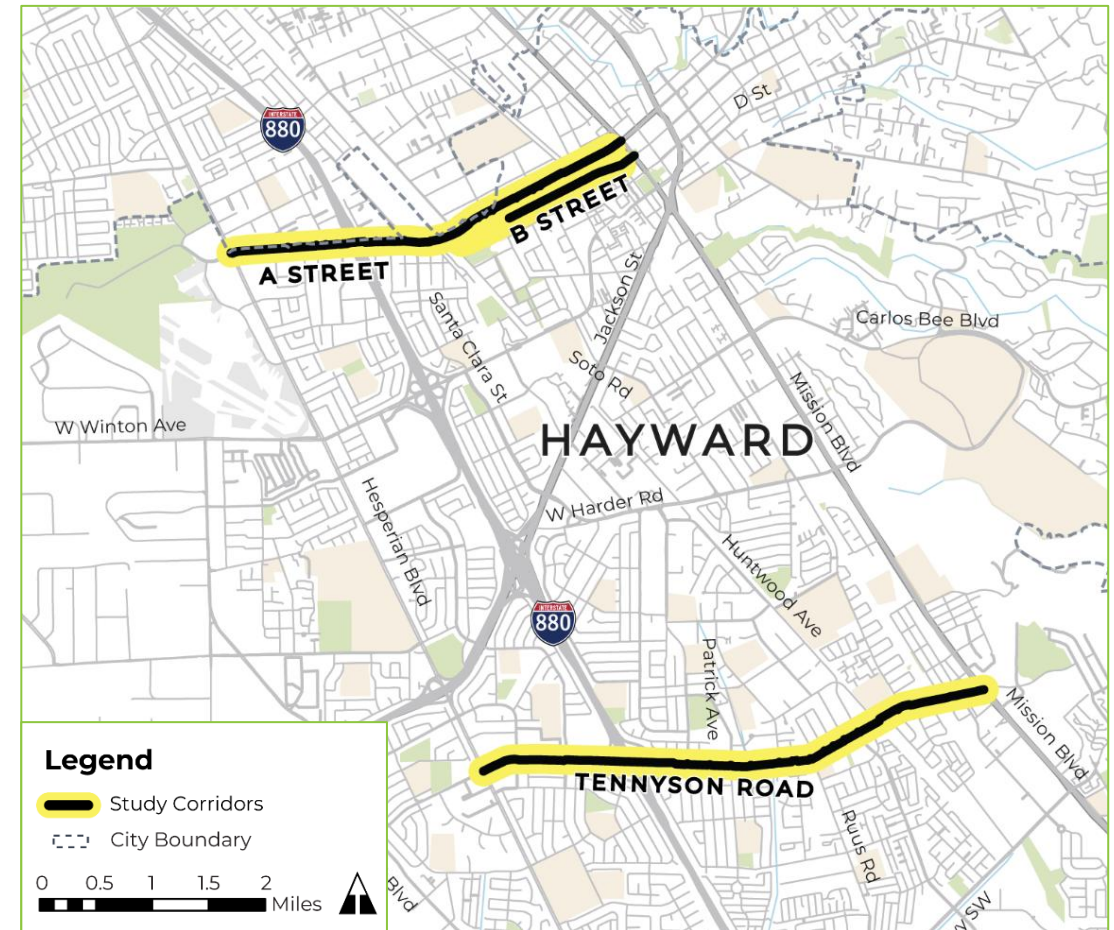
Council Infrastructure & Airport Committee Meeting
November 2025

Background

- In 2023, Hayward adopted Local Road Safety Plan and Vision Zero by 2050 Policy
- Safe Streets for All (SS4A) Grant to develop a High Injury Network (HIN) Safety Plan

Phase 1:

- A Street
- B Street
- Tennyson Road



Project Timeline



Key Analysis Findings



385 crashes
on A/B Streets and
Tennyson Road
since 2019



31 severe
injuries or fatalities
since 2019



46% of severe
injury or fatal
crashes involved
someone walking
or biking

Outreach Round 1 Activities



432 surveys taken



Postcards, flyers,
social media blasts

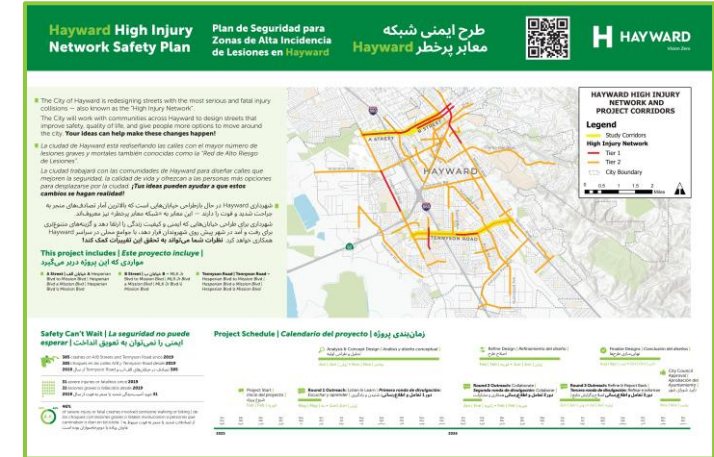
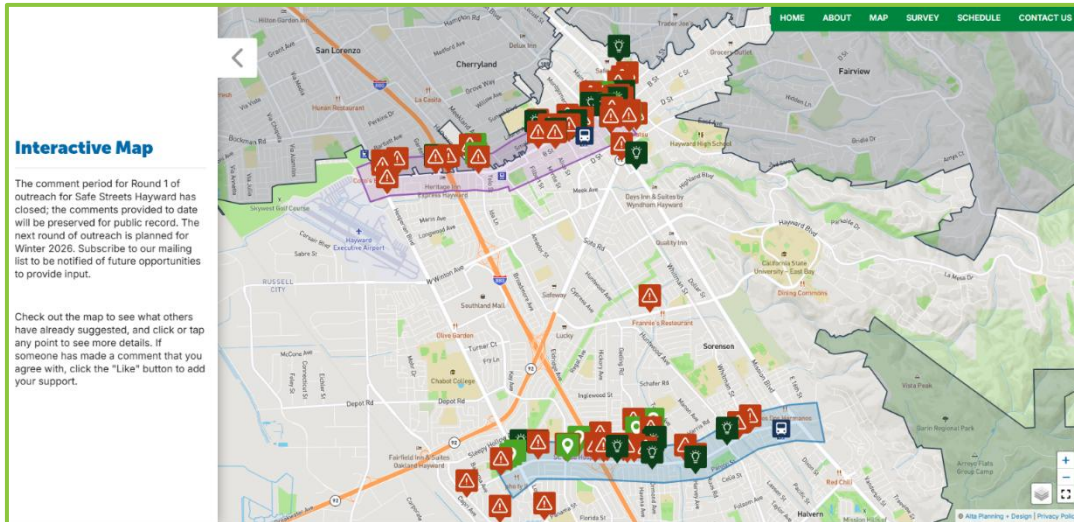


Interviews with
community members



9 Pop-up events

Online Interactive Map Survey



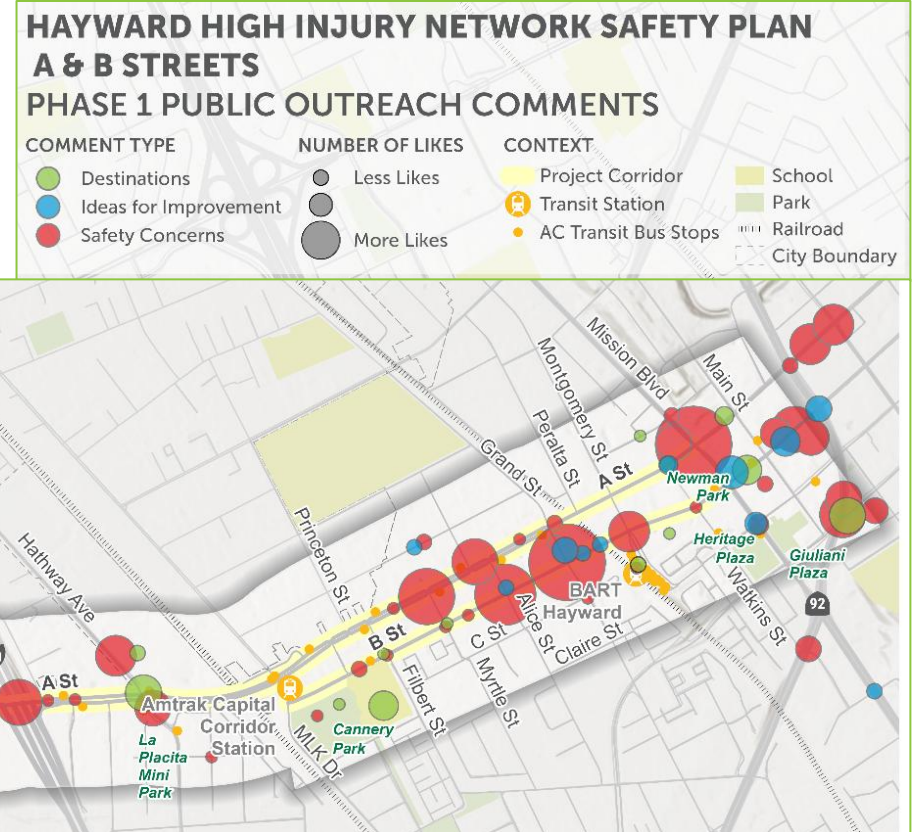
Outreach Round 1 Takeaways (A & B St)

Community Top Priorities

- Improved bike and bus infrastructure
- Safer crossings for children and elderly
- Improved speed control including speed humps

Other Outreach Takeaways

- **272** survey responses for A & B Streets
- **+53%** of respondents walk or bike along the corridor
- Other social/environmental concerns included interactions with unhoused people



Outreach Round 1 Takeaways (*Tennyson Rd*)



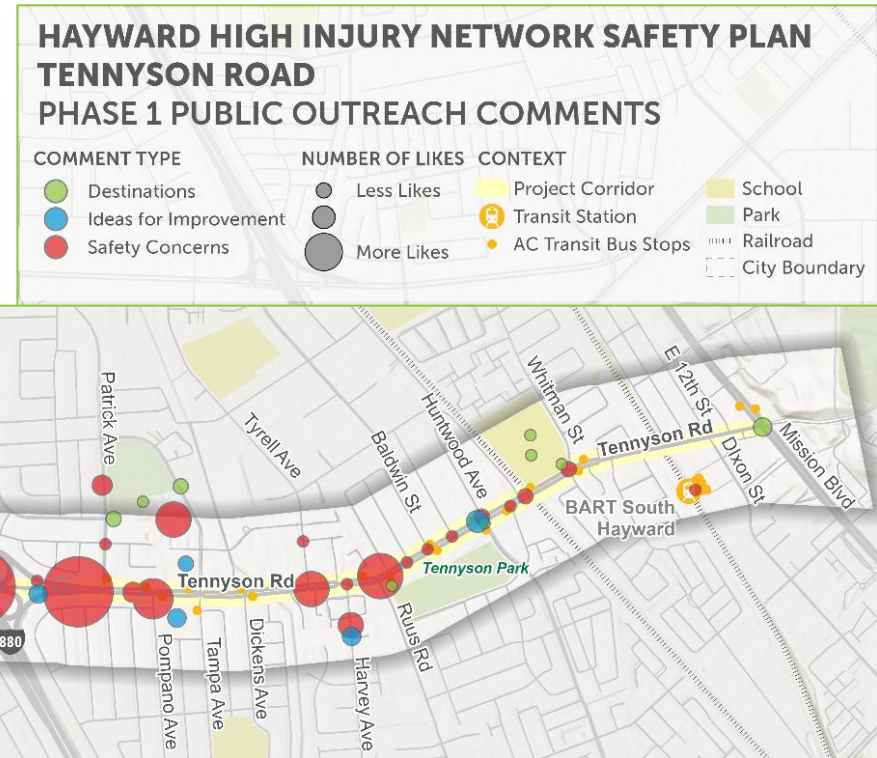
Community Top Priorities

- Cyclist safety and reducing conflicts between bikers and pedestrians
- Better lighting at crossings and parks
- Heavier traffic enforcement to reduce speeds



Other Outreach Takeaways

- **152** survey respondents
- **+58%** of respondents walk or bike along the corridor
- Other feedback included unsafe driving behavior and a desire for a cleaner and safer environment



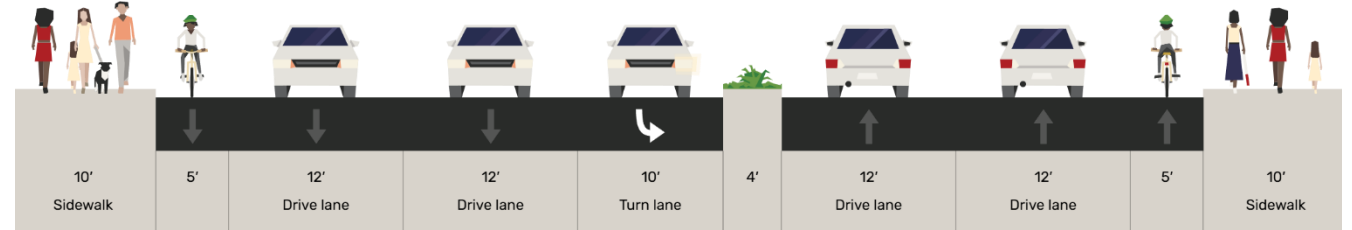
A Street Proposed Alternatives



A Street Alternatives

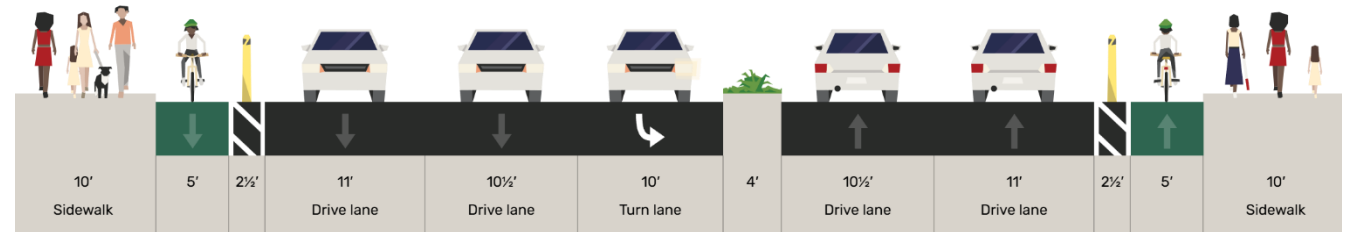
Existing Cross Section/ Low Impact Alternative:

Existing Class II bike lanes with option to implement spot improvements (pedestrian scale lighting, RRFB's, protected signal phasing).



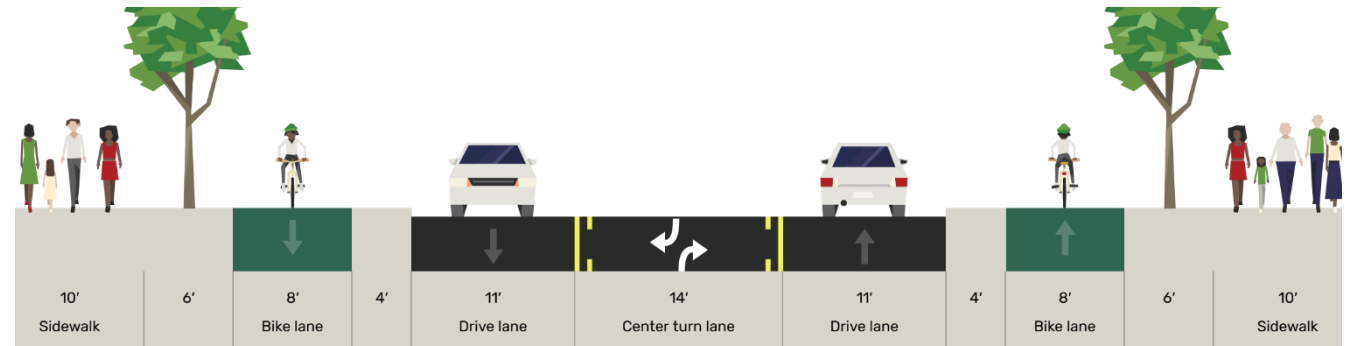
Medium Impact Alternative:

Protected bike lanes by narrowing travel lanes and spot parking removal.



High Investment Alternative:

Road diet and spot parking removal, protected bike lanes OR shared use paths, and protected intersections.



B Street Proposed Alternatives

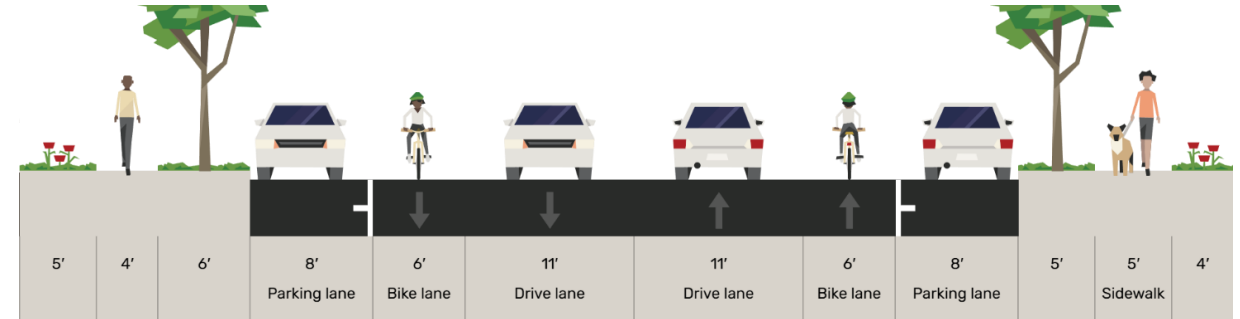


B Street Alternatives (West of Montgomery Ave)



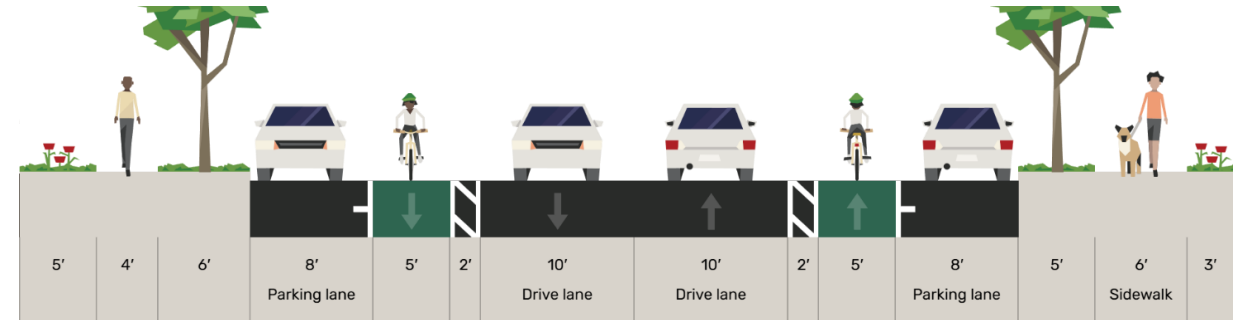
Existing Cross Section/ Low Impact Alternative:

Existing Class II bike lanes with option to implement spot improvements (traffic circles, speed humps, curb bulb outs).



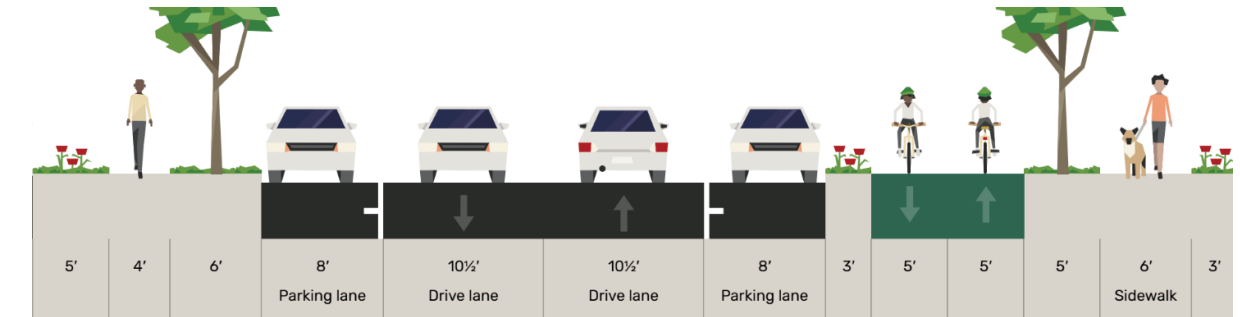
Medium Impact Alternative:

Buffered bike lanes by narrowing travel lanes. Assess implementation of traffic diverters.



High Investment Alternative:

Two-way cycle track on the south side of the corridor by narrowing travel lanes.

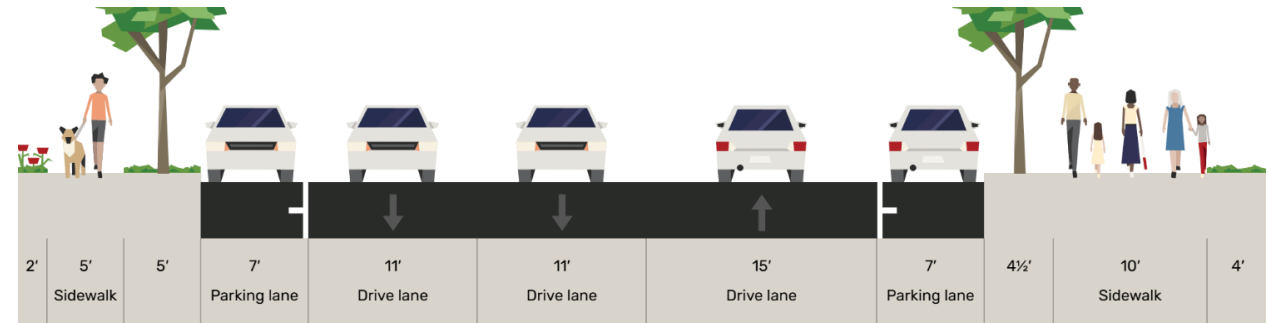


B Street Alternatives (East of Montgomery Ave)



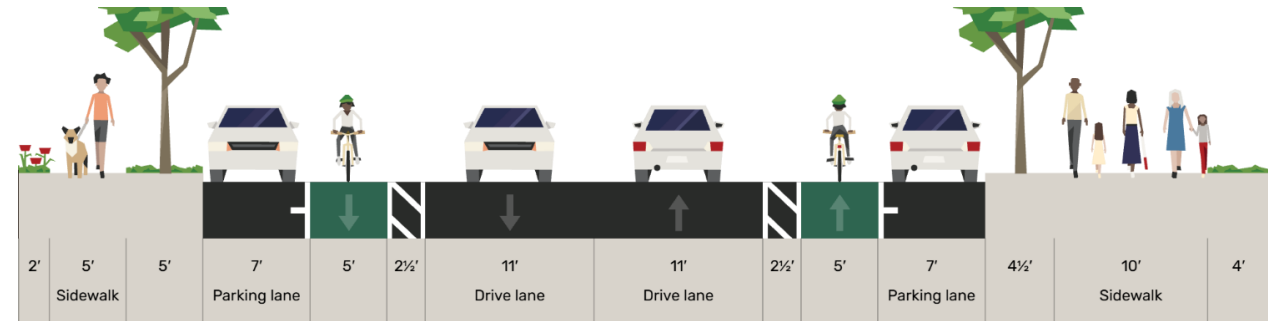
Existing Cross Section/ Low Impact Option:

No existing bike lanes. Option to implement spot improvements (pedestrian scramble at Watkins St, benches, etc.).

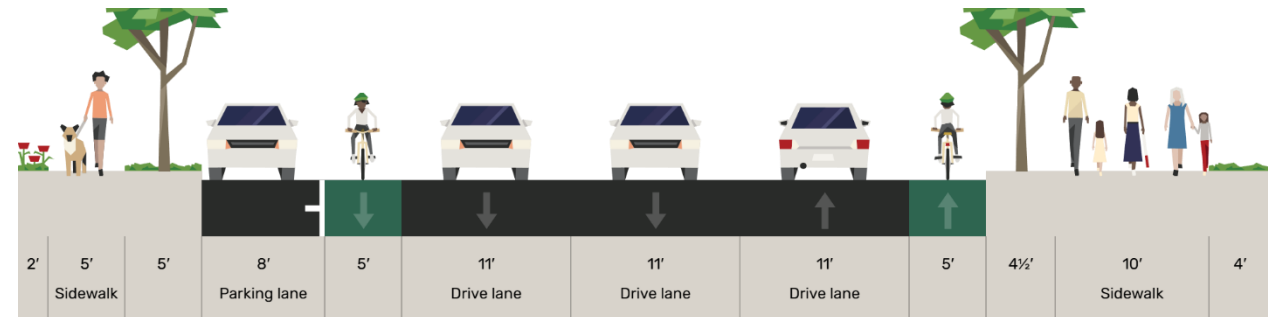


Medium Impact Alternative 1:

Road diet and buffered bike lanes.



Medium Impact Alternative 2: Parking removal and class II bike lanes.



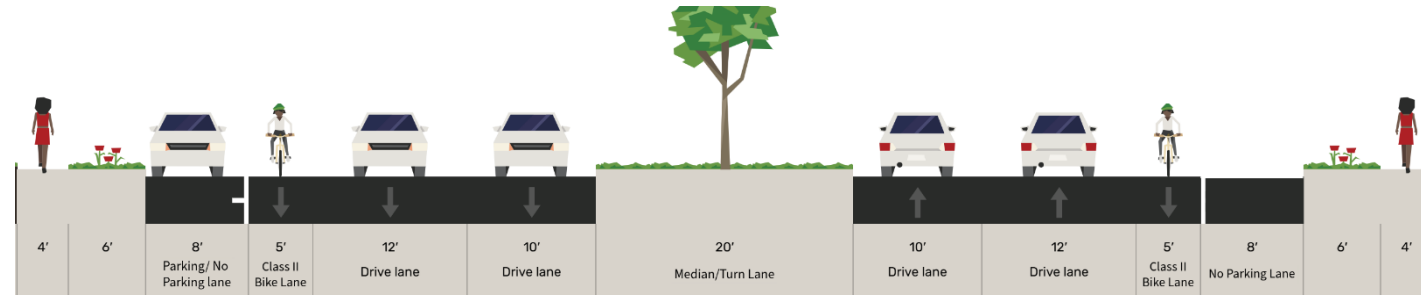
Tennyson Rd Proposed Alternatives



Tennyson Road Alternatives

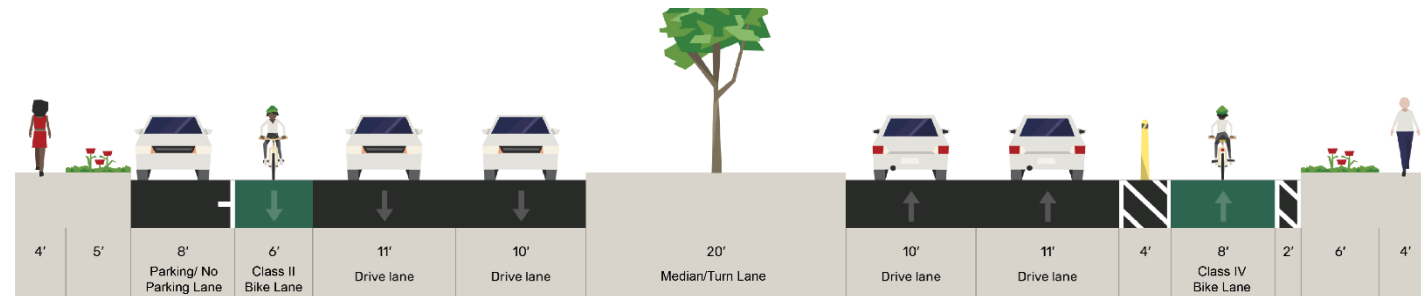
Existing Cross Section/ Low Impact Option:

Class II bike lanes with option to implement spot improvements (curb bulb outs, protected signal phasing, RRFBs).



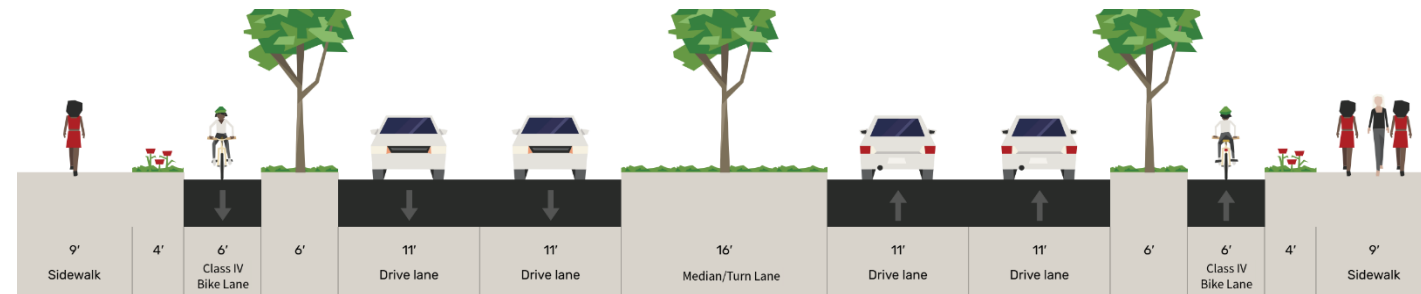
Medium Impact Alternative

Buffered and protected bike lanes by narrowing travel lanes.



High Investment Alternative:

Spot parking removal and/or median narrowing for protected bike lanes and protected intersections.



*Recommend separate project for I-880 interchange improvements

**Recommend two-way cycle track for EBGW connection

Other Corridor-wide Improvements



- Targeted closure of high collision turning movements (left turns, right-turn-on-red)
- Protected left-turn phasing
- Median refuge islands and curb bulb-outs
- Re-evaluated bus stop placements
- Reduced bicycle conflicts at bus stops
- Signal warrant analysis for uncontrolled crossings
- Leading pedestrian interval
- Pedestrian-scale lighting, curb ramps, high visibility crosswalks



Project Timeline



Thank you!
Questions?

Agenda

1

Project Introduction

2

Outreach Round 1

3





Proposed Alternatives

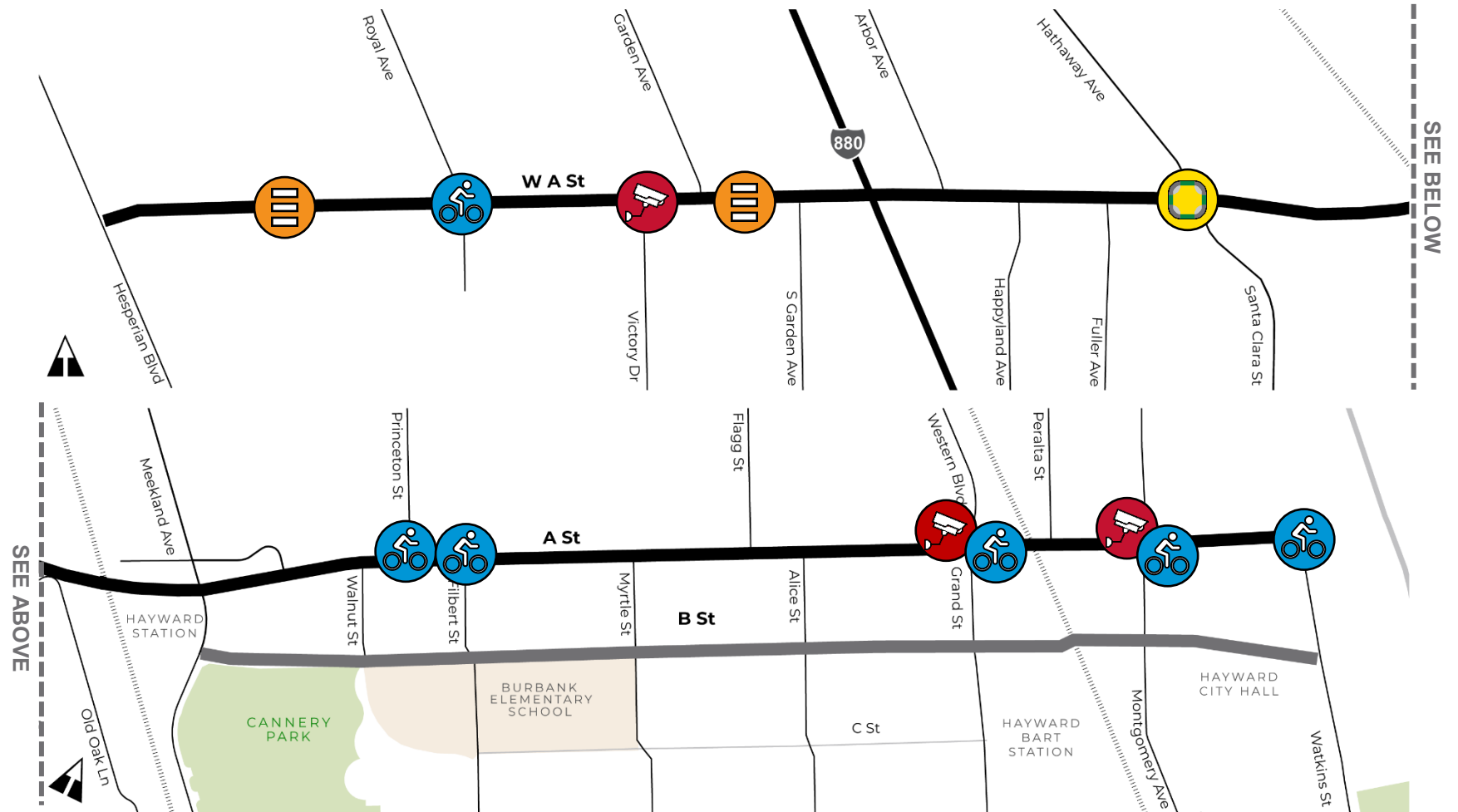
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Next Steps

Proposed A Street Safety Improvements

Improvements

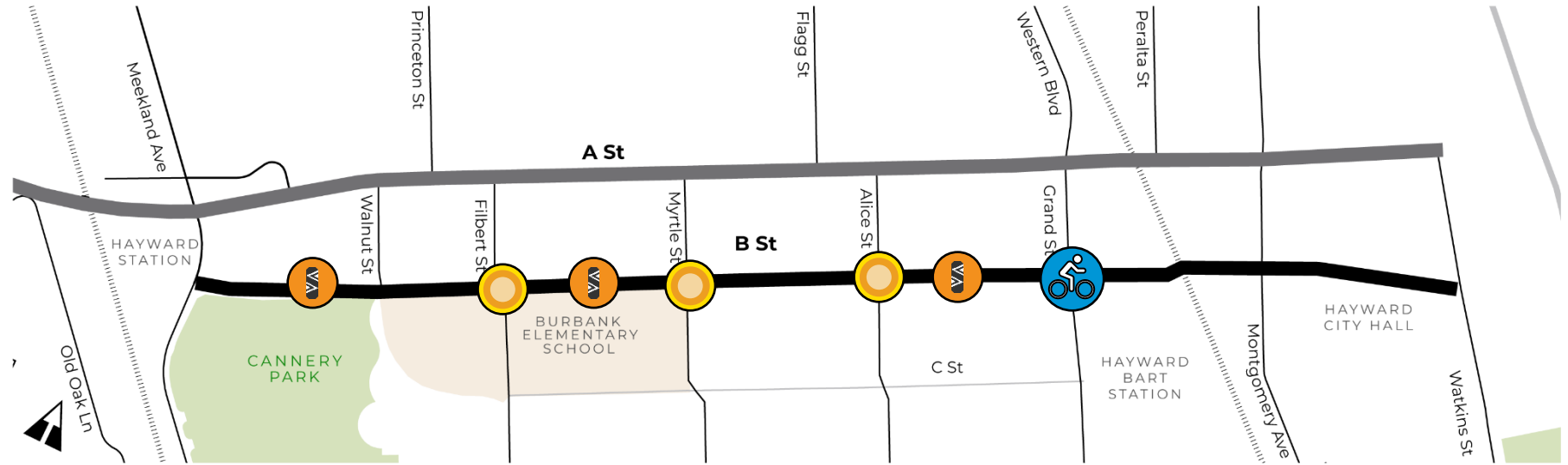
-  Protected Intersection
-  Other Improved Intersection Design
-  Mid-Block Crossing with RRFB
-  Red Light Cameras



B Street Access Improvements

Improvements

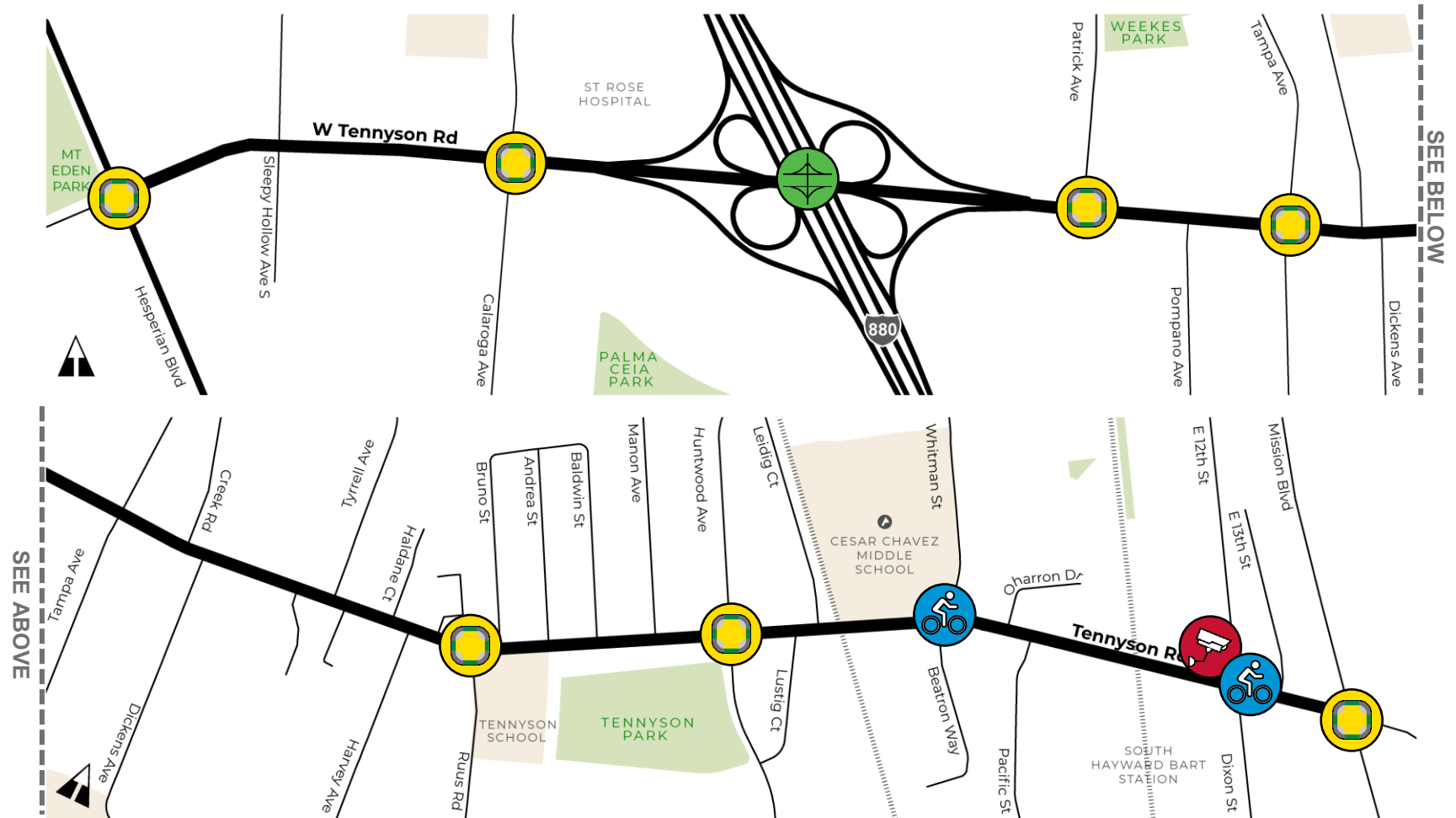
-  Neighborhood Traffic Circle or Diverters
-  Speed Hump
-  Other Improved Intersection Design



Tennyson Road Access Improvements

Improvements

-  Protected Intersection
-  Other Improved Intersection Design
-  Proposed Diamond Interchange
-  Red Light Cameras



Next Steps



Refine Alternatives from CIAC



Outreach Round 2



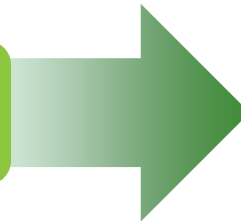
Advance Conceptual Design



Outreach Round 3



Select Preferred Design



- Community Meetings
- Stakeholder Meetings
- Pop-up Events
- Updated Project Website
- Online Survey

