



CITY OF HAYWARD

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

Agenda

Council Infrastructure & Airport Committee

Wednesday, February 26, 2025

5:30 PM

**Hayward Executive Airport -
20301 Skywest Drive**

NOTICE: The Council Infrastructure & Airport Committee will hold a hybrid meeting in the Hayward Executive Airport Conference Room 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 angel.groves@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 the Hayward Executive Airport, 20301 Skywest Drive, Hayward, CA
2. Please click on the link below to join the webinar:

<https://hayward.zoom.us/j/85755427454?pwd=IRWTUaM9jY5fVbwXK0mpl7lkswhoyB.1>
Webinar ID: 857 5542 7454
Password: CIAC@0226

Or join by phone:

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

Webinar ID: 857 5542 7454

Password: 810014306

International numbers available: <https://hayward.zoom.us/j/kcn6BbjRQ>

CALL TO ORDER

ROLL CALL

PUBLIC COMMENTS:

APPROVAL OF MINUTES

1. [MIN 25-019](#) Approval of Minutes of the Council Infrastructure & Airport Committee held on October 23, 2024.

Attachments: [Attachment I October 23, 2024 CIAC Meeting Minutes](#)

2. [MIN 25-023](#) Approval of Minutes of the Council Infrastructure & Airport Committee (CIAC) Meeting Held on January 29, 2025.

Attachments: [Attachment I Staff Report](#)

REPORTS/ACTION ITEMS

3. [ACT 25-008](#) Santa Clara Street Traffic Calming Project No. 05303

Attachments: [Attachment I Staff Report](#)

4. [ACT 25-009](#) Update on the Hayward Boulevard Feasibility Study, Project No. 05217

Attachments: [Attachment I Staff Report](#)
[Attachment II Improvements Summary](#)

ORAL PRESENTATION: **2024 Airport Noise Report**

FUTURE AGENDA ITEMS

5. [ACT 25-011](#) Proposed 2025 Agenda Planning Calendar: Review and Comment

Attachments: [Attachment I Staff Report](#)

COMMITTEE MEMBER/STAFF ANNOUNCEMENTS AND REFERRALS

ADJOURNMENT

NEXT SCHEDULED MEETING: Wednesday, April 23, 2025



CITY OF HAYWARD

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

File #: MIN 25-019

DATE: February 26, 2025

TO: Mayor and City Council

FROM: Director of Public Works

SUBJECT

Approval of Minutes of the Council Infrastructure & Airport Committee held on October 23, 2024.

RECOMMENDATION

That the Council Infrastructure & Airport Committee (CIAC) reviews and approves the October 23, 2024 CIAC meeting minutes.

ATTACHMENTS

Attachment I October 23, 2024 CIAC Meeting Minutes



COUNCIL INFRASTRUCTURE & AIRPORT COMMITTEE MEETING
Hybrid Participation - Digital Zoom Meeting/Hayward Executive Airport

October 23, 2024

5:30 p.m.

MEETING MINUTES

CALL TO ORDER: Meeting called to order at 5:32 p.m. by Chair Salinas.

ROLL CALL:

Members Present:

- Angela Andrews, City Council Member
- George Syrop, City Council Member
- Mark Salinas, Mayor/ Chair

Staff Present:

- Alex Ameri, Director of Public Works
- Amber Parras, Senior Secretary
- Douglas McNeeley, Airport Manager
- Hugh Louch, Deputy Director of Public Works – Transportation
- Lucas Woodward, Senior Transportation Engineer
- Pamela Svrclin, Airport Operations Supervisor
- Jhay Delos Reyes, Alameda CTC
- Kanda Raj, Alameda County Transportation Commission

PUBLIC COMMENTS

Mimi Dean, a community member, shared that she heard an airplane passing by while lying in bed and raised questions regarding the types of monitors used, where they were located, and the specific services they provide to the community.

APPROVAL OF MINUTES

**1. Approval of Minutes of the Council Infrastructure & Airport Committee (CIAC)
Meeting Held on August 28, 2024**

The item was moved by CM Andrews, seconded by CM Syrop, and approved unanimously.

REPORTS/ACTION ITEMS

2. East Bay Greenway Multimodal Project - Status Update

Deputy Director of Public Works -Transportation Louch provided a synopsis of the staff report and Senior Transportation Engineer Woodward presented a PowerPoint presentation.

Public Comments

Robert Prinz, Advocacy Director with Bike East Bay, expressed gratitude for the presentation and the ongoing work of the Committee. He raised concerns about the complexity of the streets parallel to Mission Boulevard, noting that specific design details were not discussed in the presentation. He emphasized the importance of establishing clear metrics for an all-ages-and-abilities low-stress bikeway, which should include specific guidelines for shared lane segments. He referenced NACTO's recommendations for an average measured speed of 20 miles per hour or less, with under 2,000 vehicles per day and no more than 50 vehicles per hour during peak times. He highlighted the need to follow Caltrans' new complete streets guidance for protected bikeways, recommending a minimum width of at least six feet, ideally seven feet, outside of the gutter pan. He urged the committee to prioritize adherence to these guidelines in the project's design, ensuring it provides a truly accessible and low-stress experience for all users, rather than focusing solely on the type of bikeway.

Alejandro Jasso, a Hayward resident and member of Bike Hayward, expressed gratitude for the work done on the project, highlighting his positive experience participating in the active transportation working group doing bike and walk audits. He emphasized the importance of connecting schools and protecting bike lanes but raised concerns about the switching of bike lanes from one side to another. He acknowledged the challenges posed by speed bumps, stating that while they allow emergency vehicles to pass, they are not effective for pedestrian crossings. He encouraged the committee to look into implementing raised crossings like those on Fairview Avenue, as they could help ensure vehicles slow down at critical points, ultimately benefiting both cyclists and pedestrians.

Tyler Dragoni, a Hayward resident, expressed strong concerns regarding the decision to remove the alignment from Mission Boulevard, stating that the choice lacked transparency and that the supporting data was not made available to the public. Mr. Dragoni suggested that the decision to alter the alignment might have been politically motivated, stating that prioritizing residents' needs would have been the easier argument. He questioned why engineers did not discuss specific plans for the project, including the implications of closing off Silva Avenue as part of the new alignment. He concluded by affirming his support for the overall project but stressed that the chosen approach could present significant political challenges moving forward.

Dario Duentas, a member of the public, commented on the project, stating that while it is a great idea, its effectiveness depends on usability. He acknowledged the community outreach efforts but raised concerns about the significant bike pileups often seen, which he described as unsafe, even with riders wearing helmets. He questioned how the project plans to address these issues and funnel cyclists into safe areas, as he didn't see that connection in the presentation. He emphasized the need for the bike lane project to align with safe biking practices in Hayward, highlighting that safety measures are currently lacking.

Committee Member's Comments

CM Syrop expressed overall support for the plan and appreciation for the thought and effort put into it. CM Syrop requested clarification on the decision to remove the project from Mission Boulevard, highlighting that this question has surfaced multiple times. He referenced the public comment regarding Whitman Street, noting that the area sees significant parking use, especially in working-class neighborhoods. He suggested exploring options that prioritize data on community needs, emphasizing the importance of collaboration with local stakeholders. He also raised the distinction between business and residential parking, suggesting that businesses with ample parking lots might not require as much on-street parking.

He questioned whether an alternative alignment might be feasible and proposed exploring segments that run parallel to Mission Boulevard without extending all the way to Jackson Street. He suggested that a route that briefly intersects with Mission Boulevard before returning to a parallel path could potentially preserve more residential parking. He noted that although he understands the practical reasons behind the changes, he wanted to know what other alternatives were considered besides Mission Boulevard.

CM Andrews commended staff for their presentation and sought clarification on the outreach efforts, particularly asking whether pop-up events had been organized or if outreach was conducted during school events. She noted the significant development along Mission Boulevard, including both residential projects and new amenities, and emphasized the impacts these changes have brought. She acknowledged the City's efforts to mitigate and manage these impacts and inquired whether there are plans for a detailed review of Mission Boulevard before the project moves forward, especially if it is already underway. She suggested implementing temporary measures or demonstrations, such as pop-up events at the proposed locations or nearby schools, to provide the community with a tangible preview of the project's potential impact prior to full implementation.

Mayor Salinas emphasized that the project is currently at the conceptualization stage, seeking clarification that no immediate actions, such as parking elimination or street modifications, would be undertaken at this time. He reiterated the importance of effective community outreach, aligning with Council Member Andrews' earlier remarks, to ensure thorough engagement during the project's planning and development phases. Mayor Salinas emphasized the importance of the three schools located along that corridor emphasizing that if the goal is to promote biking, walking, and local transportation for students, it is currently very difficult to do so safely. Mayor Salinas highlighted two primary concerns: speeding throughout the city, noting that speeding on Whitman Road is even more prevalent than on Mission Boulevard. He pointed out issues specific to Mission Boulevard, particularly the stretch between Fletcher and Carlos Bee or Orchard. He noted that the area is often congested, with cars parked illegally in front of businesses such as the tobacco store and ice cream shop, creating significant challenges for vehicles trying to navigate or exit the area. Mayor Salinas further expressed concerns about proposals to reduce Mission Boulevard's width to accommodate bike lanes. He described the idea as impractical, emphasizing that it would likely lead to even greater congestion, especially during peak hours between 2 PM and 6 PM.

Lastly, Mayor Salinas proposed memorializing Mr. Pena, a long-time bike rider and advocate, in the project's plans. He referenced a tragic accident that occurred about a year ago at Mission Boulevard and Orchard Avenue, suggesting that the Orchard Corridor, Silva Corridor, or even the Whitman Corridor could be named in his honor. He recommended calling it the "Pena Gateway" or "Pena Pathway" as the project progresses, recognizing Mr. Pena's contributions to the biking community.

CM Andrews raised a question about parking permissions and enforcement, noting the increasing development along Mission Boulevard. She mentioned that with more traffic on Mission Boulevard, she wasn't sure if it was mutually exclusive to have different types of bike lanes on Mission Boulevard versus Whitman. While she had not yet reviewed the study, she inquired whether it would be possible to look into the situation with businesses that are occupying street space with parked cars for extended periods, sometimes not moving for weeks and asked if this issue would be addressed either as part of the current project or through zoning regulations.

3. ORAL REPORT: SkyWest Property Update

Airport Manager McNeeley provided a synopsis of the staff report and presented a PowerPoint presentation.

Public Comments

Tyler Dragoni, a Hayward resident, commended staff for the update and emphasized the importance of maintaining SkyWest, noting its significance in a predominantly Black and Brown neighborhood. He highlighted that SkyWest provides an important recreational space for residents, including people walking their dogs, elderly individuals using canes, and others rehabilitating. Mr. Dragoni pointed out that SkyWest is a revenue source for the City but expressed concern about the potential to prioritize revenue generation at the expense of community needs. He concluded by expressing the belief that the airport should not be expanded with more hangars.

Mimi Dean, a community member, shared a concerning story about witnessing a fire truck trying to leave the fire station on Winton Avenue but being unable to do so due to heavy traffic. The truck had to navigate down the wrong side of the street to proceed, which she found frightening. She expressed concern about how closing off SkyWest Road might further congest Winton Avenue, potentially making it even more difficult for emergency vehicles to navigate. Ms. Dean urged the city to consider the impact on the fire station when making traffic-related decisions and to consult traffic engineers on this issue. She also raised a question about the involvement of the USDA with turtles and wondered if it was related to the Alameda County Resource Conservation District. She mentioned she had been studying flood maps, expressed concern that the area designated for proposed industrial development may be prone to flooding unless significant mitigation efforts are implemented. Ms. Dean reiterated her support for preserving SkyWest as a recreational space for Hayward residents, particularly those in the northwest part of the city, who currently have limited access to park space.

Committee Member’s Comments

CM Andrews inquired about the time frame regarding the ponds, asking if any developments or actions were currently taking place.

CM Syrop expressed satisfaction with the ongoing efforts to address the ponds and inquired whether any discussions had been held regarding policy development or further building out related initiatives. He also raised the question of whether the city had engaged with other regional park districts, such as the California Department of Parks and Recreation (CDPR), to assist with the maintenance costs at the airport. He suggested exploring opportunities for these agencies to help manage the park's maintenance needs or if current staffing resources were adequate to meet the ongoing demands. Recognizing the park as an asset to the community, CM Syrop expressed concerns about dedicating city resources to maintaining such a large space and proposed the idea of a short-term agreement or contract with external parties to alleviate the burden on city staff while ensuring the park is properly cared for. He emphasized the importance of balancing the park’s community value with the efficient use of city resources.

4. ORAL REPORT: Taxiways Zulu & A1 - Project Update

Airport Manager McNeeley provided a synopsis of the staff report and presented a PowerPoint presentation.

FUTURE AGENDA ITEMS

5. Proposed 2024/2025 Planning Calendar: Review and Comment

Director of Public Works Ameri provided a synopsis of the City’s Pavement Condition Index (PCI) and delivered a PowerPoint presentation to outline the status and related details.

ADJOURNMENT

Chair Salinas adjourned the meeting at 6:55 p.m.

MEETINGS

Attendance	Present 10/23/24 Meeting	Present to Date This Fiscal Year	Excused to Date This Fiscal Year	Absent to Date This Fiscal Year
Angela Andrews	✓	5	0	0
Mark Salinas	✓	5	0	0
George Syrop	✓	5	0	0



CITY OF HAYWARD

Hayward City Hall
777 B Street
Hayward, CA 94541
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File #: MIN 25-023

DATE: March 4, 2025

TO: Mayor and City Council

FROM: Director of Public Works

SUBJECT

Approval of Minutes of the Council Infrastructure & Airport Committee (CIAC) Meeting Held on January 29, 2025.

RECOMMENDATION

That the CIAC reviews and approves the January 29, 2025 CIAC meeting minutes...

ATTACHMENTS

Attachment I Staff Report
Attachment II Resolution



COUNCIL INFRASTRUCTURE & AIRPORT COMMITTEE SPECIAL MEETING
Hybrid Participation - Digital Zoom Meeting/Hayward Executive Airport

January 29, 2025

5:30 p.m.

MEETING MINUTES

CALL TO ORDER: Meeting called to order at 5:30 p.m. by Chair Salinas.

ROLL CALL:

Members Present:

- Angela Andrews, City Council Member
- George Syrop, City Council Member
- Mark Salinas, Mayor/ Chair

Staff Present:

- Alex Ameri, Director of Public Works
- Amber Parras, Senior Secretary
- Colin Patterson, Associate Transportation Planner
- Douglas McNeeley, Airport Manager
- Hugh Louch, Deputy Director of Public Works – Transportation
- Pamela Svrclin, Airport Operations Supervisor

PRESENTATION

Airport GHG Emissions

PUBLIC COMMENTS

Melissa Milleman, a community member, highlighted the negative impact of jet emissions on her neighborhood near the airport, emphasizing that the air quality deteriorates during jet warm-ups. She called for green solutions, such as planting trees, to mitigate air pollution in affected areas.

Sandra Frost, a community member, reiterated her concerns about Skywest, noting that while particulate pollution is being addressed, noise pollution remains significant. She advocated for preserving Skywest as a crucial green space that helps buffer pollution and offers recreational opportunities.

Mary Clements, a Skywest HOA resident and Board member, raised alarms about fire hazards at the golf course, especially given the presence of combustible materials and overgrown trees. She questioned the City's plans to mitigate these risks.

Steven Brown, a community member, expressed disappointment over the golf course's closure and criticized the potential use of its land for a jet runoff area. He emphasized the unique ecosystem in the area and argued against developing a business park, suggesting repurposing existing vacant buildings instead.

Liz Eisler, a community member, discussed wildfire risks and the need for proper maintenance of eucalyptus trees. She stressed the ecological value of Skywest and warned about potential flooding issues if development occurs.

Tyler Dragoni, a community member, emphasized the need to consider socioeconomic factors in planning, referencing how City of Livermore transformed a golf course into a recreational space. He urged the City to prioritize residents' health and well-being in planning decisions.

Alejandro Jasso, a representative of Bike Hayward and a board member for Bike East Bay, praised the City's traffic calming efforts and reiterated the importance of preserving Skywest as a community space. He noted that improved infrastructure can influence biking habits and promote safer environments.

REPORTS/ACTION ITEMS

1. Update on the City Bike Voucher Program

Deputy Director of Public Works Transportation Louch provided a synopsis of the staff report and introduced Associate Transportation Planner Patterson who presented a PowerPoint presentation.

Public Comments

Tyler Dragoni, a community member, pointed out the lack of bike repair services in the City compared to the abundance of car repair shops. He proposed allocating funding for bike repair services, tools, and workshops to teach residents how to fix common issues like flat tires. This would help cyclists feel more confident and prepared while riding

Robert Prinz, Advocacy Director of Bike East Bay, praised Staff for their comprehensive funding package and highlighted the importance of addressing barriers to biking beyond infrastructure. He expressed enthusiasm for collaboration with local partners and mentioned expected funding in 2025 for projects that would support these initiatives. Mr. Prinz emphasized volunteer engagement in bike-building initiatives to ensure sustainability and continued community involvement after the project's initial phase.

Alejandro Jasso, a representative of Bike Hayward and a board member for Bike East Bay, echoed Mr. Prinz's sentiments and commended Staff for their efforts. He noted that Bike Hayward is actively reaching out to parents to initiate a bike bus program, believing this approach could effectively engage the community and address online concerns.

Sandra Frost, a community member from South Hayward, highlighted challenges families face in biking together due to parents lacking biking skills or not biking at all. She emphasized the need for safe learning spaces away from traffic, noting that Skywest has suitable trails for families. While she praised the City's efforts to provide bikes, she raised concerns about unsafe streets for practice. Ms. Frost proposed establishing a bike shop at

Skywest to serve as a central hub for biking activities, including bike repair classes and events, to promote biking within the community.

Liz Eisler, a community member, expressed her support for using Skywest for bike trails. She noted that she has already seen people biking in the area and believes it's a fantastic idea to develop such a space.

Nicole Espinoza Roa from H.A.R.D. discussed potential collaboration with the City, highlighting efforts to incorporate bike parks and expand bike education programs. She mentioned that while a BMX track at Week's Park is still in the early planning stage, a confirmed track will be developed at Tennyson Park. Additionally, she shared that bike education programs focused on road safety and riding skills for young cyclists will be implemented at Mission Boulevard and Mattox Road.

Committee Member's Comments

CM Andrews inquired about Cyclepath's new ownership and its role in the local biking community. She also requested updates on e-scooter regulations and highlighted the success of bike-sharing programs, emphasizing the need for strategic placement. She expressed interest in expanding bike-sharing options and suggested collaborating with the Economic Development Department to fund bike storage solutions for businesses. Additionally, she proposed exploring a partnership with H.A.R.D. to establish bike repair programs using their existing spaces.

CM Syrop supported the City's biking initiatives and bike parking funding, emphasizing accessibility in high-traffic areas. He opposed means testing, advocating for inclusiveness. He backed e-scooter integration and collaboration with the Economic Development Department to enhance bike infrastructure. He suggested repurposing parking spaces at Southland Mall for bike parking or repair stations and engaging property owners in this effort. He proposed a mobile bike repair clinic at locations like Week's Branch Library or Chabot College. Additionally, he recommended Rich City Rides as a key partner for promoting bike culture in underserved communities and inquired about funding for helmets and locks to ensure cyclists' safety.

Mayor Salinas agreed with the discussions and raised concerns about the safety risks of E-bikes and E-scooters, particularly fire hazards from charging them in apartments. He emphasized the need for product safety, citing past issues with poor manufacturing standards in bike-sharing programs. While acknowledging the benefits of E-bikes, he stressed the importance of addressing these risks. He also expressed appreciation for efforts to promote a biking culture and suggested sharing the presentation with the Hayward Youth Commission to encourage youth collaboration and engagement.

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

Deputy Director of Public Works Transportation Louch provided a synopsis of the staff report and presented a PowerPoint presentation.

Public Comments

Alejandro Jasso, a representative of Bike Hayward and a board member for Bike East Bay, discussed the Traffic Injury Mapping System program by UC Berkeley, which collects and maps traffic injury data. He noted that two fatal crashes involving Chris Pena and Sai Ram Gollapalli at the intersection of Carlos Bee and Mission Blvd are not reflected in the data, raising concerns about accurate reporting. Mr. Jasso suggested integrating with the California Crash Reporting System (CCRS) to ensure traffic injuries are correctly reported. Additionally, he mentioned UC Berkeley's SafeTREC program, which conducts complete street safety assessments and safe speed limits evaluations, indicating its potential relevance to local safety initiatives.

Robert Prinz, Advocacy Director of Bike East Bay, praised the staff's presentation and highlighted the challenges of addressing serious and fatal collisions in the East Bay. He emphasized the value of bike infrastructure as a means to implement safety improvements for all road users. Mr. Prinz appreciated the City's quick response to the crash that killed Chris Pena on Mission Boulevard and inquired about the existence of a rapid response program for implementing quick fixes at serious crash sites. He advocated for such a program, noting it would demonstrate the City's commitment to preventing future harm. He pointed out that fatal crashes occur on a small percentage of the City's roads, making it a solvable issue, and called for a formal program focused on data analysis and strategic investments to effectively address this challenge.

Tyler Dragoni, a Hayward resident, mentioned a fatal injury that occurred at the intersection of Mission Boulevard and Lewelling Boulevard. He noted that light bulbs had been removed under the freeway overpass, which falls under Caltrans' jurisdiction. Mr. Dragoni expressed concerns about the challenges of working with Caltrans and their aging infrastructure in addressing safety issues in the area.

Committee Member's Comments

CM Andrews recommended enhancing outreach efforts by installing signage with project details and a contact number for community inquiries. She also suggested working with the Community and Media Relations Division, to utilize social media in addressing concerns raised online. Additionally, she emphasized the Vision Zero aspect of the project and inquired about incorporating crosswalks with embedded lights to improve pedestrian safety.

CM Syrop highlighted the importance of communication regarding the bike lane strategy and Vision Zero initiative, noting the emotional responses tied to the "Put it Back" hashtag

concerning lane removals. He suggested that once residents learn these changes are due to a fatality, discussions tend to shift toward acceptance. He proposed sending an update to explain the initiatives clearly. Additionally, CM Syrop emphasized the need for improved lighting and visibility for cyclist safety, advocating for assessments of streetlight conditions during pavement improvement projects. He recommended a neighborhood-focused approach to enhance visibility and ensure mobility for residents at all hours. He expressed appreciation for the report and the importance of community understanding.

COMMITTEE MEMBER/STAFF ANNOUNCEMENTS AND REFERRALS

Mayor Salinas wished everyone a Happy Lunar New Year, while CM Andrews announced that the piano keys had been featured in the East Bay Times newspaper.

ADJOURNMENT

Chair Salinas adjourned the meeting at 7:39 p.m.

MEETINGS

Attendance	Present 1/29/25 Meeting	Present to Date This Fiscal Year	Excuse to Date This Fiscal Year	Absent to Date This Fiscal Year
Angela Andrews	✓	6	0	0
Mark Salinas	✓	6	0	0
George Syrop	✓	6	0	0



CITY OF HAYWARD

Hayward City Hall
777 B Street
Hayward, CA 94541
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File #: ACT 25-008

DATE: February 26, 2025

TO: City Council Infrastructure & Airport Committee

FROM: Director of Public Works

SUBJECT

Santa Clara Street Traffic Calming Project No. 05303

RECOMMENDATION

That the City Council Infrastructure and Airport Committee (CIAC) reviews and provides feedback on the Santa Clara Street Traffic Calming Project.

SUMMARY

The purpose of the Santa Clara Street Traffic Calming Project (Project) is to improve the safety of Santa Clara Street between West A Street and Winton Avenue by reducing vehicle speeds and enhancing bicycle and pedestrian infrastructure. The Project will include both short-term striping improvements to bike lanes and pedestrian crossings, and long-term enhancements to roadway striping updates and intersection improvements. On February 6, 2024, the City conducted an open house to introduce the project and receive public feedback on safety challenges and potential improvements on Santa Clara Street. Staff are seeking feedback on the proposed approach to enhance the safety and livability of Santa Clara Street.

ATTACHMENTS

Attachment I Staff Report



DATE: February 26, 2025
TO: City Council Infrastructure and Airport Committee
FROM: Director of Public Works
SUBJECT: Santa Clara Street Traffic Calming Project No. 05303

RECOMMENDATION

That the City Council Infrastructure and Airport Committee (CCIAC) reviews and provides feedback on the Santa Clara Street Traffic Calming Project.

SUMMARY

The purpose of the Santa Clara Street Traffic Calming Project (Project) is to improve the safety of Santa Clara Street between West A Street and Winton Avenue by reducing vehicle speeds and enhancing bicycle and pedestrian infrastructure. The Project will include both short-term striping improvements to bike lanes and pedestrian crossings, and long-term enhancements to roadway striping updates and intersection improvements. On February 6, 2025 back on safety challenges and potential improvements on Santa Clara Street. Staff are seeking feedback on the proposed approach to enhance the safety and livability of Santa Clara Street.

BACKGROUND

The Project was initiated in FY22 in response to community concerns regarding speeding on Santa Clara Street and vehicles not stopping at pedestrian crossings, especially at El Dorado Avenue. City Council¹ allocated funding and directed staff to conduct a traffic calming study between West A Street and Winton Avenue on Santa Clara Street to reduce overall vehicle speeds and improve transportation safety for all road users.

The segment of Santa Clara Street from West A Street to Winton Avenue spans 0.7 miles. This is a two-lane roadway for the most part and serves mostly single-family homes and a government institution. There are existing Class II bike lanes on Santa Clara Street between West A Street and Winton Avenue. However, there is no striping separating the bike lane

¹ <https://hayward.legistar.com/LegislationDetail.aspx?ID=3542604&GUID=CD3CE8D9-375E-407D-9B82-C395D07B687A&Options=&Search=>

and on-street parking, which have felt unsafe and uncomfortable for bicyclists. Based on the City's Bicycle and Pedestrian Master Plan (2020), Class IV is recommended for Santa Clara Street between West A Street and West Harder Road.

Based on the traffic data collected in June 2024, Santa Clara Street carries an Average Daily Traffic (ADT) of approximately 15,000 vehicles per day. Notably, approximately 6,000 of these vehicles travel through the study area and do not have a destination on the street or in the adjacent neighborhood. The posted speed limit is 25 mph, but 15% of drivers are traveling at 36 mph or higher. The 5-year collision records from 2018 to 2023 reveal that there have been 12 injury collisions within the Santa Clara Corridor including 2 fatal collisions and 1 severe injury collision. One of the fatal collisions occurred between a bicyclist and a motorist colliding while the other fatal collision involved a motorist and a fixed object. The speed and collision data indicate the need for safety improvements for Santa Clara Street to accommodate safe travel for all road users including motorists, bicyclists, pedestrians, and transit riders.

DISCUSSION

On February 6, 2025, the City conducted an open house to gather community input regarding existing traffic safety concerns and potential improvements. The potential safety improvements presented to the public included buffered and separated bike lanes and high-visibility crosswalks in the short term and lane reconfigurations and intersection improvements in the long term. The feedback from the meeting included:

- Speeding vehicles make it difficult for residents to exit driveways and minor streets.
- Crossing Santa Clara Street is challenging due to the speed of vehicles. Additional safety enhancements, such as flashing beacons received strong support.
- The street is dark at night, increasing safety concerns. Additional streetlights were requested on both Santa Clara St and in the neighborhood.
- There have been many collisions due to speeding and vehicles have crashed into parked vehicles and houses, especially at houses on the corners of cross streets. Several participants provided stories of vehicles crashing through their fences.
- Many of the vehicles traveling on Santa Clara Street are through traffic trying to avoid the I-880 freeway. Participants at the meeting discussed the significant uptick in volumes and safety challenges when there is congestion or a collision on I-880 and also describe common occurrences of unsafe U-turn behaviors from these vehicles.
- Many participants requested additional traffic control, such as stop signs or traffic signals at cross streets.

Based on the public feedback, the staff will evaluate and prioritize options for short- and long-term improvements to Santa Clara Street:

Short-Term Improvements:

The short-term improvements will focus on maintenance improvements, short-term striping upgrades, and evaluation of traffic control. Staff are pursuing maintenance issues such as streetlights needing new bulbs and missing signage. These issues will be addressed by maintenance staff.

Striping upgrades include safety improvements to the existing bike lanes and pedestrian crosswalks. The potential bike lane improvements include a separation between on-street parking and bike lanes, bike buffers (where feasible), and green thermoplastic striping to increase the visibility of bicyclists. The crosswalks on Santa Clara Street at Elmwood Lane and Redbud Lane previously existed but are currently missing; these locations will be restored with high-visibility crosswalks.

Finally, staff will evaluate the potential for additional traffic control. Many meeting participants requested additional stop signs or signals. While stop signs are relatively low cost to implement, staff have previously evaluated this option and determined that the crossings on Santa Clara Street do not meet warrants established by national and state guidance documents. However, the warrant process was recently updated to better align with safety goals and staff will evaluate the various crossings to determine if any of the crossings are appropriate for stop signs.

Long-term Improvements:

The long-term improvements will focus on comprehensive lane reconfigurations and intersection upgrades to reduce overall speeds and right-of-way conflicts and further increase pedestrian and bicycle visibility. Staff anticipate that the street will be repaved in approximately 5 years, at which point a more comprehensive update can be made. Potential lane reconfigurations include a reduction in the number and width of the lanes to discourage speeding and potential reduction in the number of lanes that bring vehicles from A Street and Winton Avenue onto Santa Clara Street to discourage its use for through traffic. This could also include the installation of some raised median segments to limit turns and U-turns in areas that were not designed for these movements.

Staff will also evaluate potential changes to intersection controls. Staff have already pursued a grant that would install flashing beacons and curb extensions at two locations on Santa Clara Street, likely to be Ocie Way and El Dorado Avenue, as well as at other locations in the City. Staff will also evaluate the potential of traffic circles or traffic signals. Staff anticipate that traffic signals will not meet warrants from national and state guidance, but traffic circles may be possible at some intersections. Traffic circles would help slow traffic, while allowing residents to exit side streets more easily. However, there could be significant cost and staff will need to carefully evaluate the feasibility of this option.

ECONOMIC IMPACT

City residents who live in the surrounding neighborhood and frequent travelers on Santa Clara Street will benefit from safe transportation infrastructure and be encouraged to walk

or bike on Santa Clara Street. It is also expected that the likelihood of collisions will be reduced through the Santa Clara Traffic Calming Project.

FISCAL IMPACT

This item has no impact on the General Fund. The Santa Clara Street Traffic Calming Project 05313 is funded by Measure BB (Pedestrian and Bicycle) - Fund 213.

STRATEGIC ROADMAP

This agenda item supports Strategic Priority of Invest in Infrastructure. Specifically, this item relates to the implementation of the following project:

Project N1: Continue to implement major corridor traffic calming initiatives.

SUSTAINABILITY FEATURES

This project will implement safety improvements to benefit pedestrian and bicycle modes of travel, which may facilitate increased use of these modes of transportation and reduce reliance on single-occupant vehicles and vehicle miles traveled.

PUBLIC CONTACT

Public outreach for this project was conducted through an in-person open house on February 6, 2025. Approximately 900 mailers and open house posters in both English and Spanish were sent out and installed throughout the Santa Clara Street project corridor and in the surrounding neighborhood. Approximately 30 area residents attended the meeting.

NEXT STEPS

After receiving feedback and direction from the Committee, staff will update the proposed approach and return to the public to review proposed improvements and feasibility analysis, including a plan for phasing the work over time. Construction for short-term improvements is tentatively planned to begin in the Summer of 2026.

Prepared by: Jade Kim, Assistant Transportation Engineer
Hugh Louch, Deputy Public Works Director - 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

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

File #: ACT 25-009

DATE: February 26, 2025

TO: Council Infrastructure & Airport Committee

FROM: Director of Public Works

SUBJECT

Update on the Hayward Boulevard Feasibility Study, Project No. 05217

RECOMMENDATION

That the City Council Infrastructure and Airport Committee (CIAC) reviews and comments on proposed improvements for the Hayward Boulevard corridor to be implemented as part of the City's repaving program in 2025.

SUMMARY

In response to feedback from the public and City Council direction to address speeding and safety issues along Hayward Boulevard, in 2019 the City launched the Hayward Boulevard Feasibility Study. The street has various horizontal and vertical curves, limited space outside of the public right-of-way, steep grades at various locations along the corridor, deteriorated sidewalks and missing sidewalk connections.

After conducting outreach during 2020 and 2021, the project was put on hold in late 2021 due to a staffing shortage and the need for continued evaluation of improvements. During the last public meeting in 2021, several residents raised concerns about the impact of protected bike lanes and reduced road capacity on potential emergency evacuation needs. In Summer 2024, staff resumed the project, with a focus on short term improvements that could be made as part of repaving of a portion of the street that is planned for 2025.

The project team developed a short-term striping plan and smaller scale improvements focused primarily on safer crossings of the road (Attachment II). These improvements would involve restriping the road to add bicycle lanes and adding new crosswalks, flashing beacons, and associated curb ramps in select locations along the corridor. Consistent with feedback from public meetings, the bicycle lanes would be protected in the uphill direction, with separation from vehicles, but only buffered in the downhill direction. This would enable that space to be used for evacuation during a fire or other emergency, if needed.

ATTACHMENTS

File #: ACT 25-009

Attachment I Staff Report

Attachment II Improvements Summary



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¹ <https://www.hayward-ca.gov/your-government/departments/transportation-division/hayward-boulevard-feasibility-study>

BACKGROUND

Over the years, staff has received numerous Access Hayward requests and emails from residents concerning the Hayward Boulevard corridor. The Hayward Boulevard Feasibility Study was created to address community concerns that include, but are not limited to, speeding, safety, and connectivity. Hayward Boulevard is an arterial with a mix of land uses with significant geometric challenges. It is designed to carry much higher volumes of traffic than use the street. It has extreme horizontal and vertical curves, limited space outside of the public right-of-way, steep grades at various locations along the corridor, missing sidewalk connections, and few marked pedestrian crossings.

Based on the community concerns and the unique geometric challenges, the Hayward Boulevard Feasibility Study identified, evaluated and designed feasible traffic calming and safety improvements. Traffic calming is a term used to describe a full range of methods to slow cars traveling through neighborhoods, making the street work for all users.

Over the years, City Council has taken several actions to develop policy that ensures the City builds streets that are safe and convenient for all modes of travel, regardless of age or ability. The Mobility Element in the Hayward 2040 General Plan and the Complete Streets Policy adopted in 2013 establish a priority to accommodate all road users, including motorists, pedestrians, bicyclists, and transit riders. The Vision Zero policy, adopted in 2023, establishes safety as the primary factor for designing City streets.

DISCUSSION

In January 2021, the team presented three alternatives to the CIAC that included a variety of traffic calming, sidewalk, and crossing improvements.² Each of these alternatives had construction costs exceeding \$20 million due to inclusion of physical medians, new roundabouts, and significant sidewalk segments. Some of the improvements, especially new sidewalk improvements, would have required extensive grading and possible retaining walls.

In April 2021, staff presented two options at a public meeting that varied the type of bicycle facility and whether or not a lane reduction would be included. During that meeting, participants raised concerns about potential evacuation concerns. Further action was not taken in 2021 and the project was put on hold due to the departure of key staff.

In 2024, the City identified the need to repave Hayward Boulevard within 2 to 3 years. The Transportation Division, with several staff positions filled, was able to restart the project, taking into consideration two key changes:

- Project extents. The initial iteration of the Hayward Boulevard Feasibility Study identified multiple improvement options for the corridor, from Campus Drive to Fairview Avenue. For the current work, staff are focused on the portion between Carlos Bee Boulevard and Farm Hill Road, which is the extent proposed to be repaved in 2025.

² <https://hayward.legistar.com/LegislationDetail.aspx?ID=4762286&GUID=B885B56E-216B-4330-AF3F-7625E042924A&Options=&Search=>

- **Funding:** In 2021, staff were targeting funding from a competitive grant from the Alameda County Transportation Commission (Alameda CTC) to advance this project. In reviewing the project in 2024, staff identified that the proposed project did not align well with the criteria used for Alameda CTC grants or other regional, State or Federal grants. As such, a more scaled or phased project would likely be needed.

To address these constraints, staff developed an approach to the potential implementation of the project that included three phases:

1. **Short-term improvements through repaving.** Repaving projects provide an excellent opportunity to reconfigure streets to enhance safety for all users. Repaving generally does not include significant civil improvements (e.g., a new median), but can reconfigure lanes, lane widths, crosswalks, available bicycle facilities, and similar improvements.
2. **Short-term civil improvements.** Staff sought to prioritize the most critical safety and multimodal connectivity improvements identified by the project. This includes several short sidewalk segments and new or enhanced pedestrian crossings with flashing beacons.
3. **Long-term improvements.** The third phase would be to implement the preferred alternative over time. Given the likely funding challenges for the full, this may include select improvements that could be implemented over time.

Attachment II summarizes the first two phases of work for the project and includes the full restriping plans in Phase 1 and proposed crossing improvement plan sheets in Phase 2. Phase 1 would be implemented in 2025 along with street repaving and includes the following elements:

- Reduce through travel lanes to one in each direction, consistent with the preferred alternative identified in 2021. As noted, the project is not expected to increase congestion, with trips adding at most a few seconds to total travel time.
- Add turn lane pockets and a center turn lane where appropriate.
- Add a protected bicycle lane (Class IV) in the uphill (east) direction. In this direction, bicyclists generally travel much slower speed than vehicles, and separation will help ensure safer travel
- Add a buffered bicycle lane (Class II) in the downhill (west) direction. In this direction, bicyclists can travel closer to the speed of vehicles making separators less necessary. Some bicyclists would be negatively impacted by separators that narrow the available space. Further, a buffered lane would be available to vehicles if evacuation was necessary, addressing the most significant comment received during outreach.
- Add speed markings on the downhill direction between Parkside Dr and Spencer Ln. These markings get closer together as the vehicle travels downhill, creating the perception of increased speed. They have been shown to have a modest reduction of speeding.
- Upgrade existing crosswalks to high visibility.

Phase 2 would be implemented within the next 2 to 3 years, with design beginning in the current year. The elements of Phase 2 include the following elements:

- Close the sidewalk gap on the north side of Hayward Boulevard near Civic Avenue. This short segment of sidewalk creates the most significant gap for people attempting to walk from various residential areas to a crossing of Hayward Boulevard.
- Add new crosswalks and flashing beacons at Parkside Drive (the end near California State University East Bay, [CSUEB]), Spencer Lane (near College Heights Park), and Farm Hill Drive. These are all locations with regular pedestrian crossings that enable the existing sidewalks to connect residents to many destinations on and off Hayward Boulevard.

ECONOMIC IMPACT

Active transportation options like bicycling and walking foster economic health by creating dynamic, connected communities with a high quality of life that helps support small business development, decreases transportation and healthcare costs and increases property values, employment, and tourism. Providing alternate modes of travel reduces single lane occupancy vehicles, reduces congestion and costs related to automobile-oriented infrastructure maintenance and construction.

FISCAL IMPACT

City Council has previously allocated \$2 million to Project 05310 (Hayward Boulevard Safety Improvements) from Fund 212 (Measure BB Local Transportation) to implement Project 05217 (Hayward Boulevard Feasibility Study). The Capital Improvement Projects (CIP) includes a placeholder of \$800,000 of the amount for construction to come from the proposed Alameda CTC grant, which was not pursued at the time. As noted above, staff recommend pursuing funding for other projects that are a better fit with Alameda CTC, regional, State, and Federal funding sources.

Staff are proposing to reduce the total construction cost for Project 05310 to \$500,000, which will cover the cost of Phase 1 and 2. Staff are finalizing the cost estimate and will provide an update on the total construction cost as the project moves forward. Any remaining funding in this Project could be used for future phases or returned to Fund 212 to be allocated to other projects.

STRATEGIC ROADMAP

This agenda item supports the Strategic Priority of 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/incidents.

SUSTAINABILITY FEATURES

The action taken for this agenda report will result in supporting mobility goals established as part of the City’s 2040 General Plan, providing for a balanced multi-modal system of transportation facilities and services in Hayward.

PUBLIC CONTACT

This project has included significant community outreach since its inception, including public meetings, multiple presentations to the City Council Infrastructure Committee, and two community surveys. For this meeting, notifications were sent to all residents that use Hayward Blvd for their daily travel, including residents of all of the streets that feed into Hayward Boulevard for access to areas to the west.

Staff also coordinated with CSUEB to ensure that students, faculty, and staff were aware of the project and notified of the opportunities to provide input.

NEXT STEPS

Staff will use Committee feedback to finalize the design of the proposed changes to Hayward Boulevard. The City annual repaving program will commence in summer 2025 with all updated striping completed by fall. Additional notifications will be provided to residents of Hayward Boulevard and all streets with repaving projects once the schedule for that project has been prepared.

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

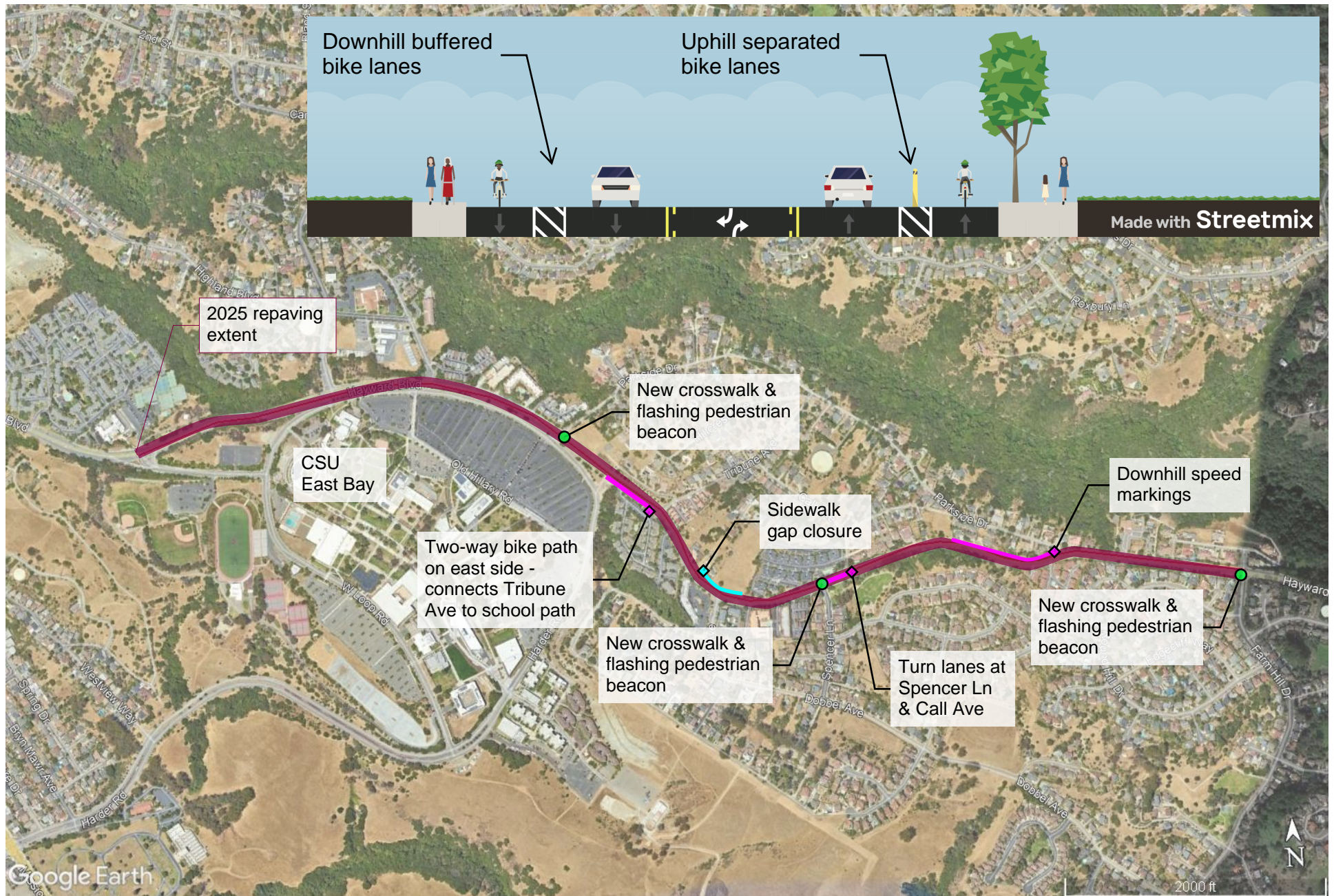
Recommended by: Alex Ameri, Director of Public Works

Approved by:

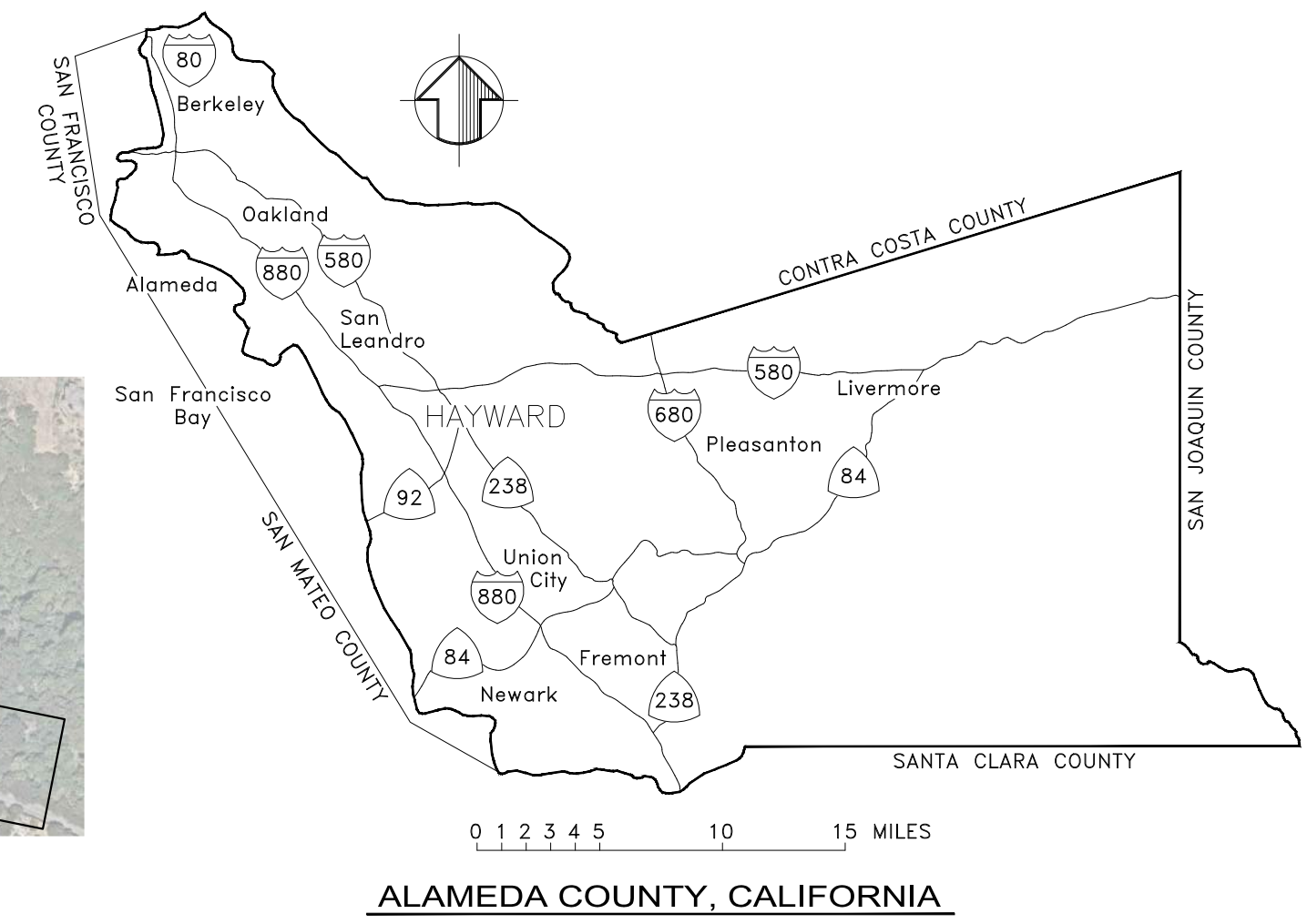
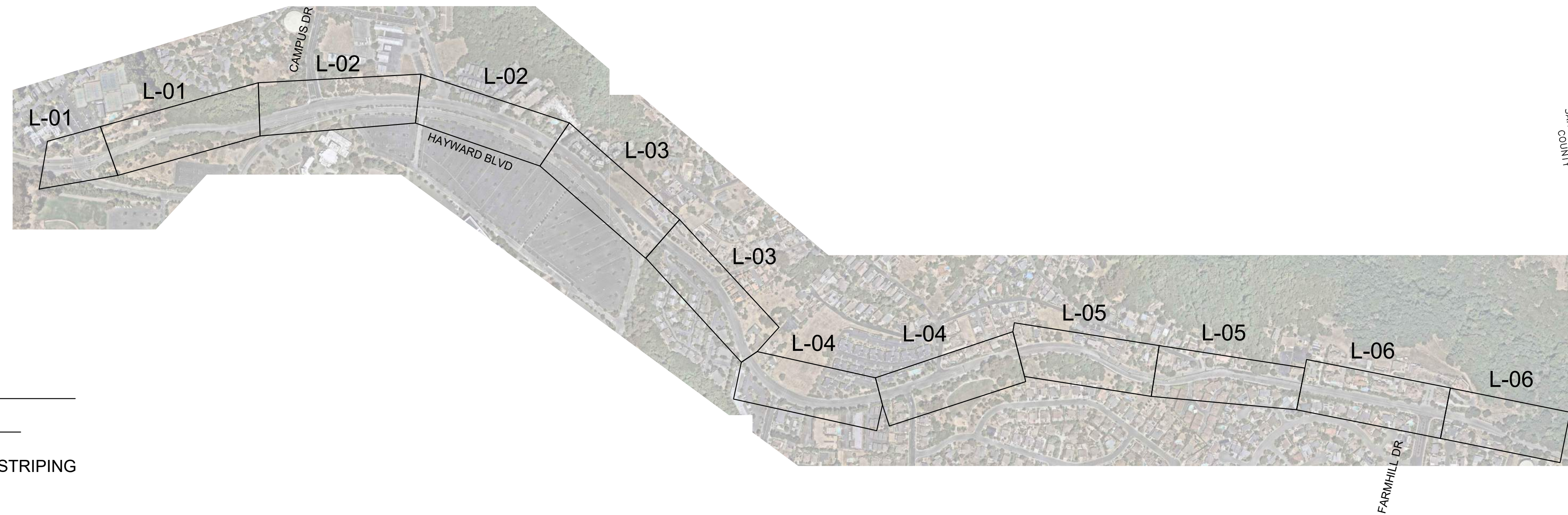


Dr. Ana M. Alvarez, City Manager

Hayward Boulevard Feasibility Study - Short Term Improvements



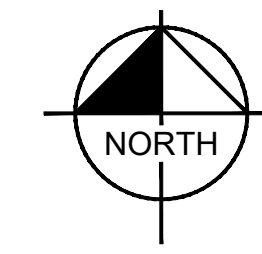
PLANS FOR THE CONSTRUCTION OF
HAYWARD BOULEVARD
CORRIDOR PLAN
 PHASE 1
 HAYWARD, ALAMEDA COUNTY, CA



INDEX OF SHEETS

NO.	SHEET TITLE
1	TITLE SHEET
2-7	SIGNAGE AND STRIPING

KEY MAP
 1" = 500'



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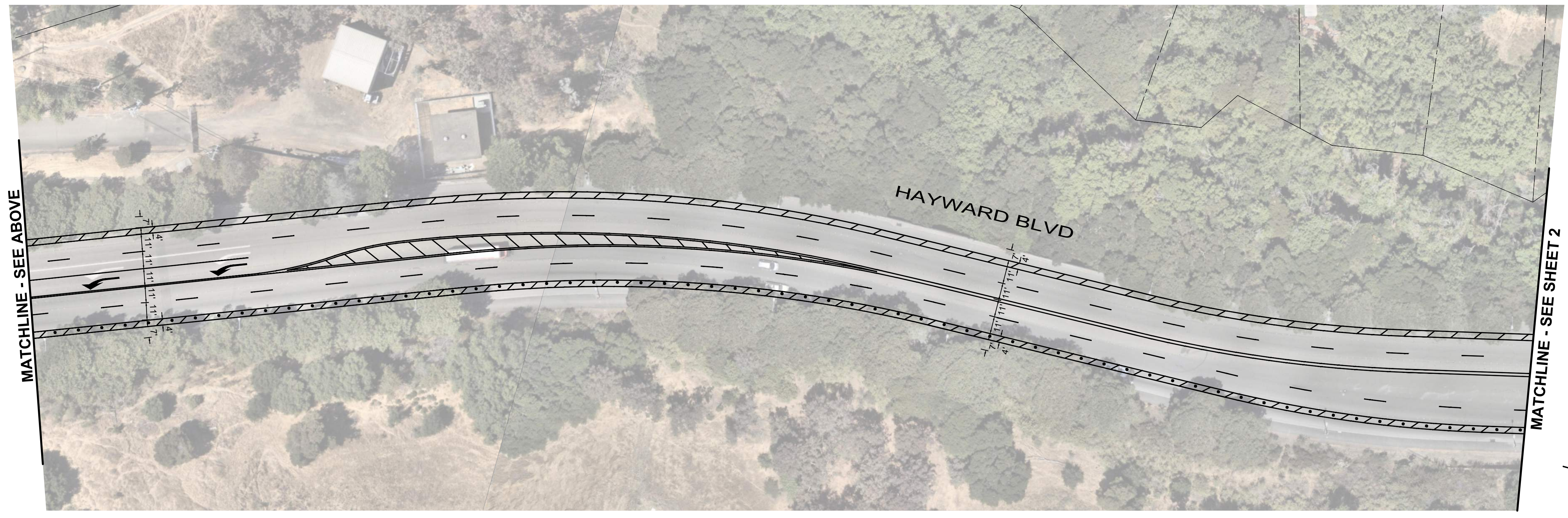
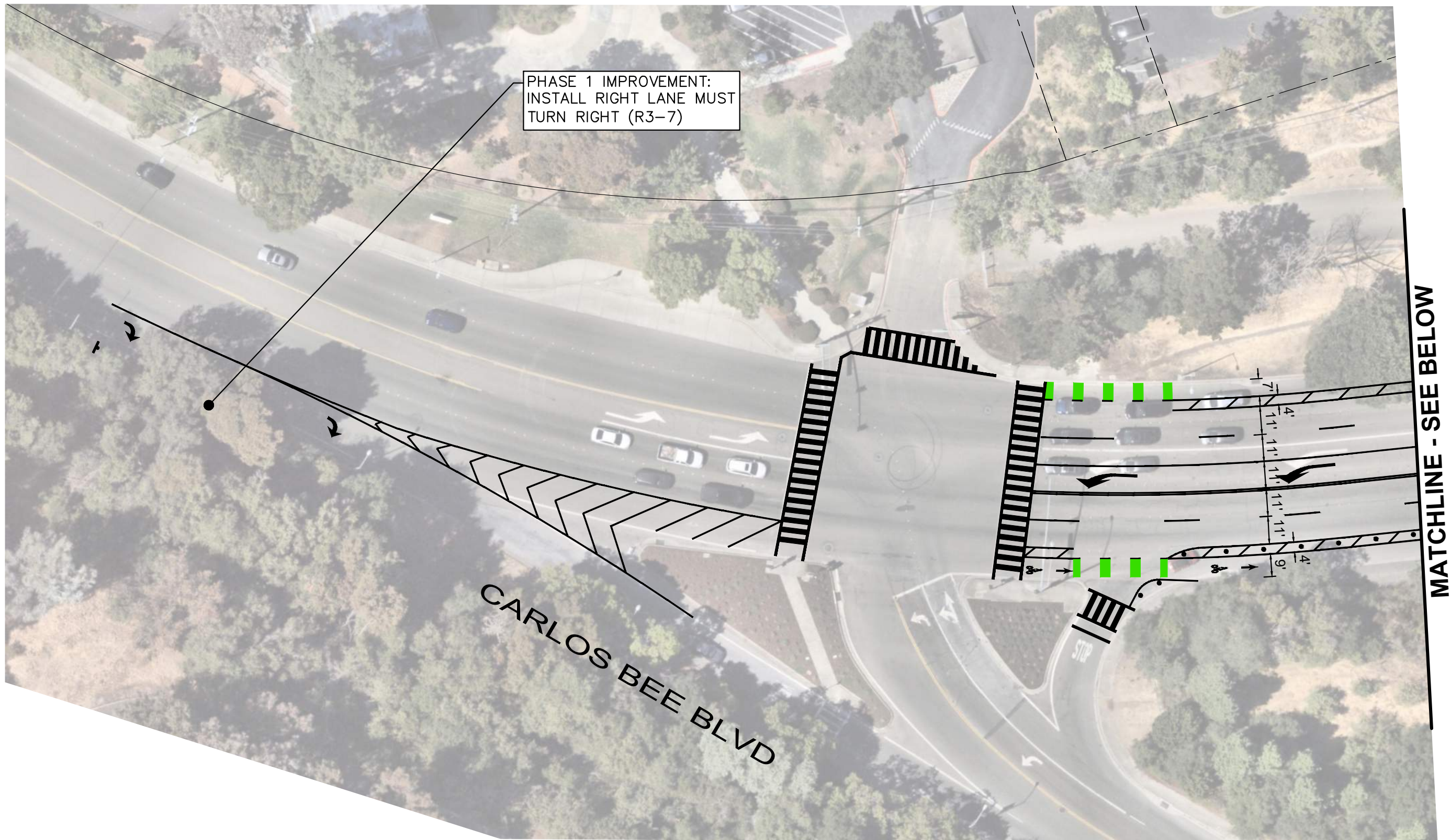
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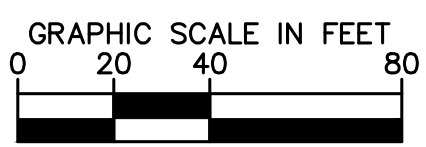
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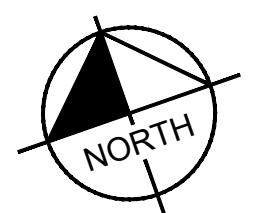
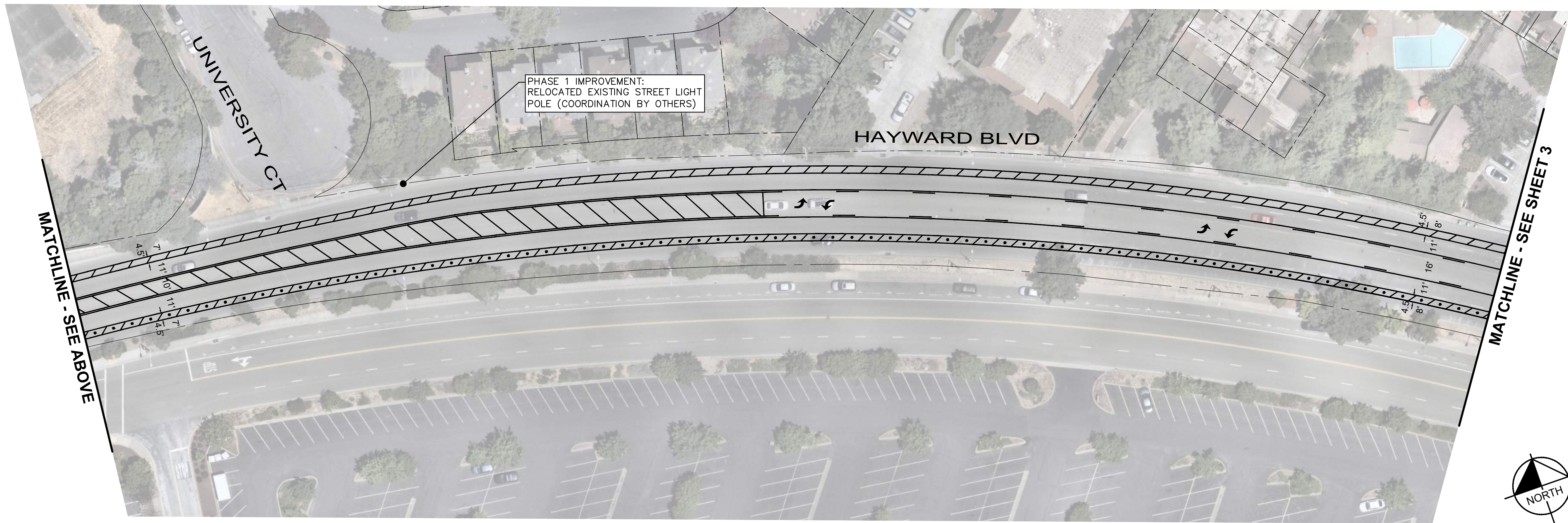
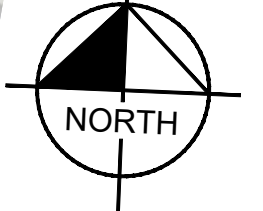
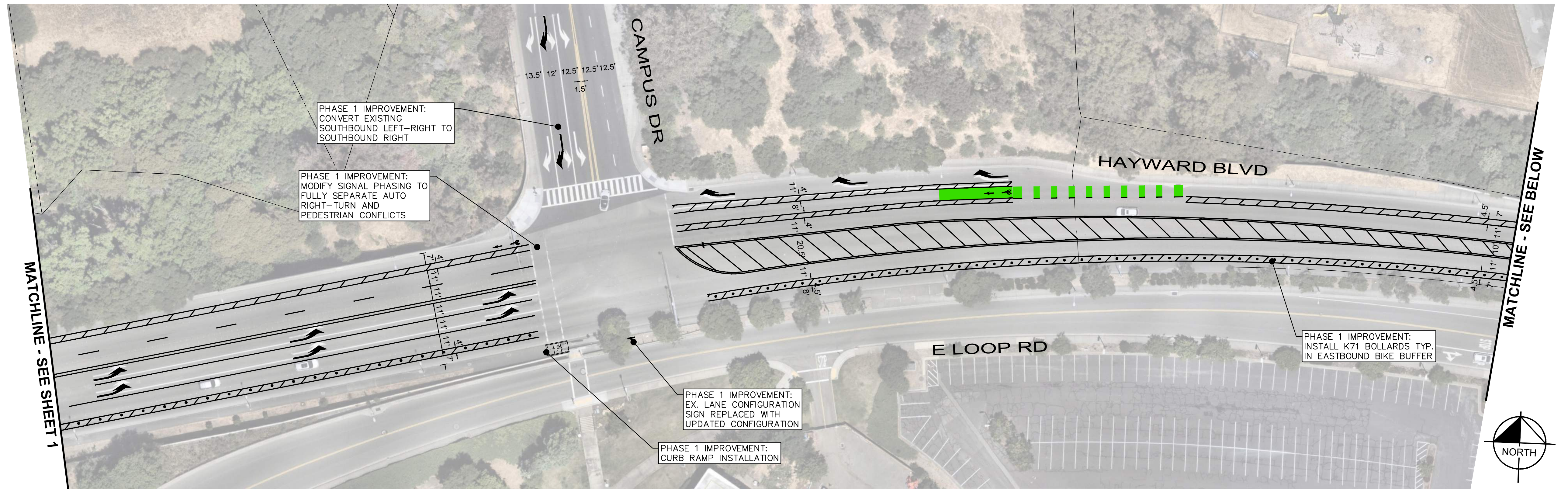
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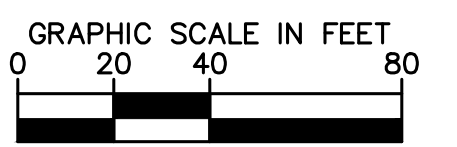
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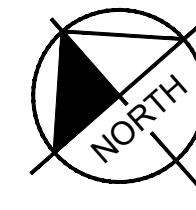
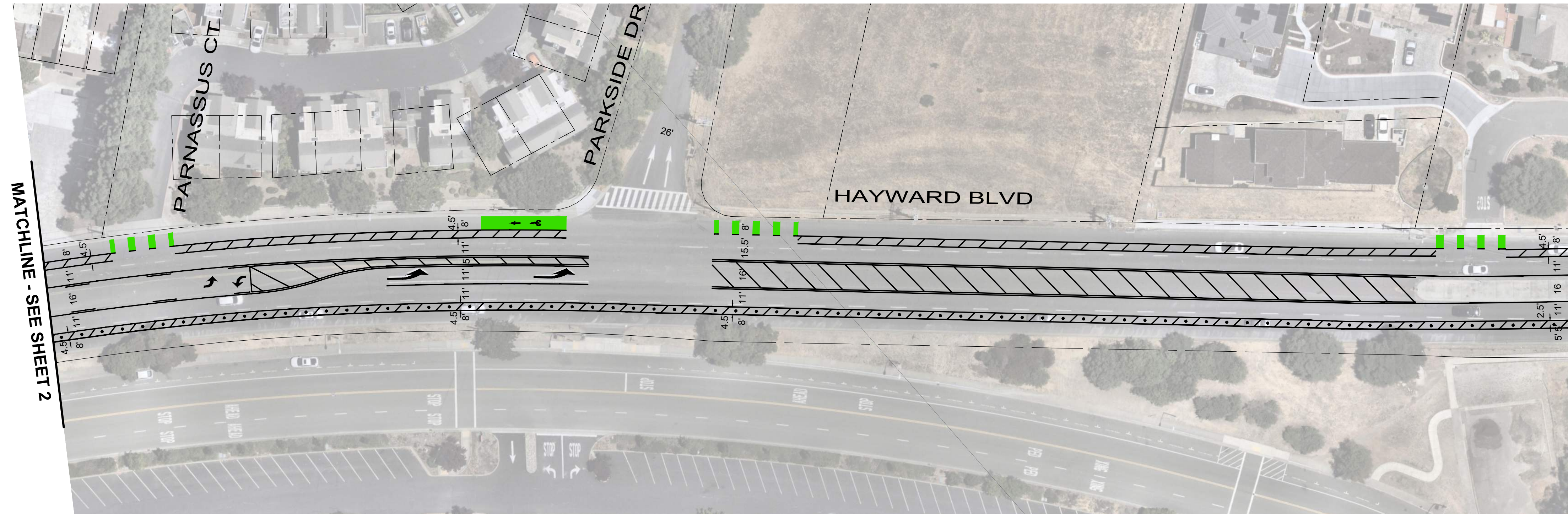
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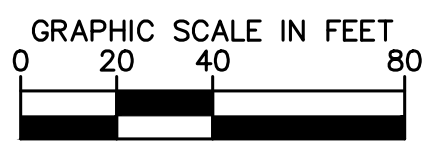
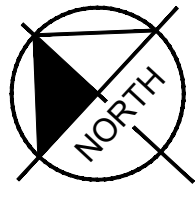
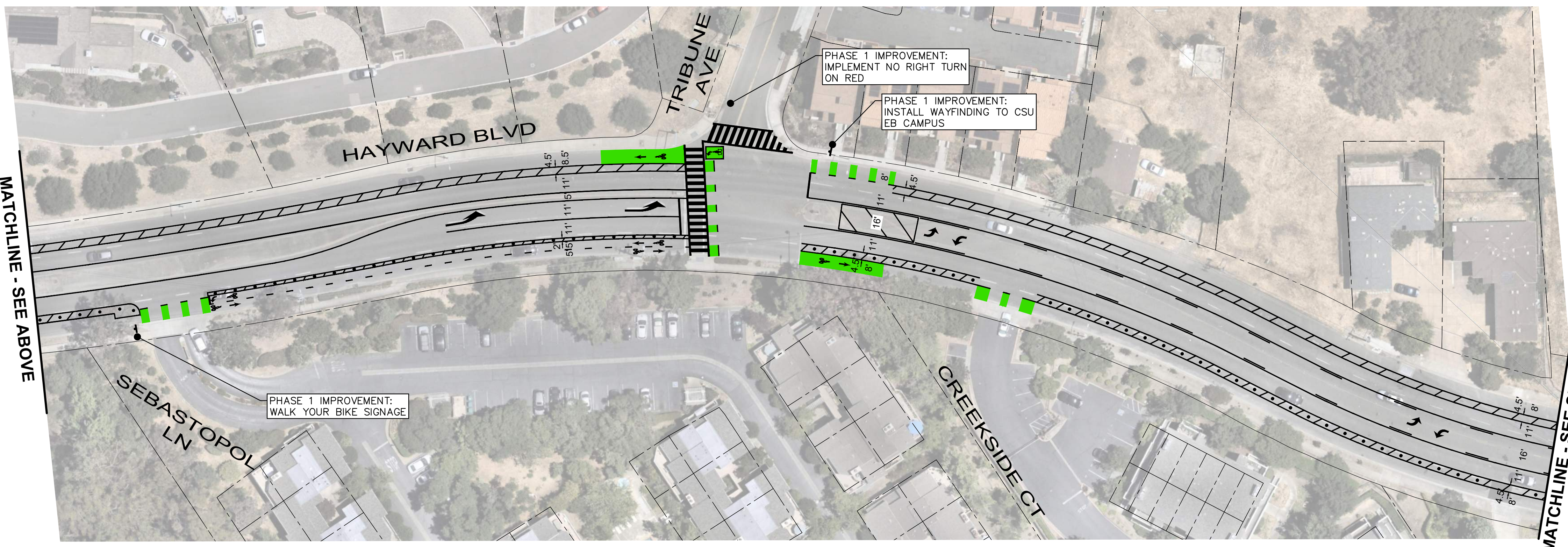
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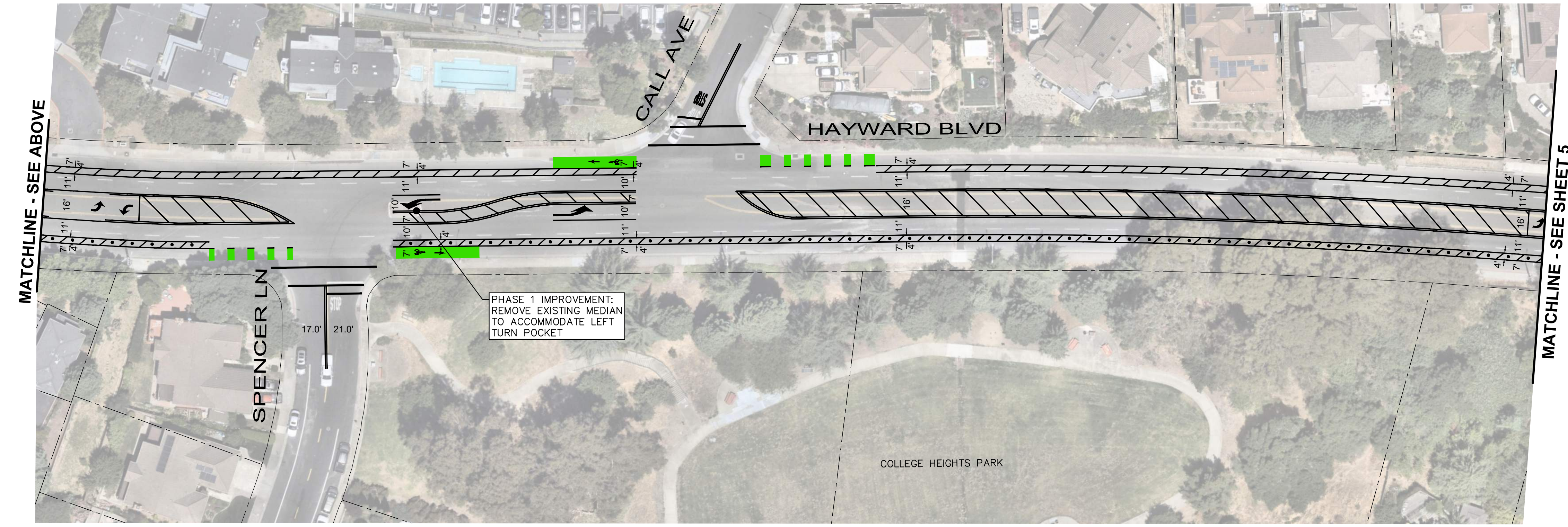
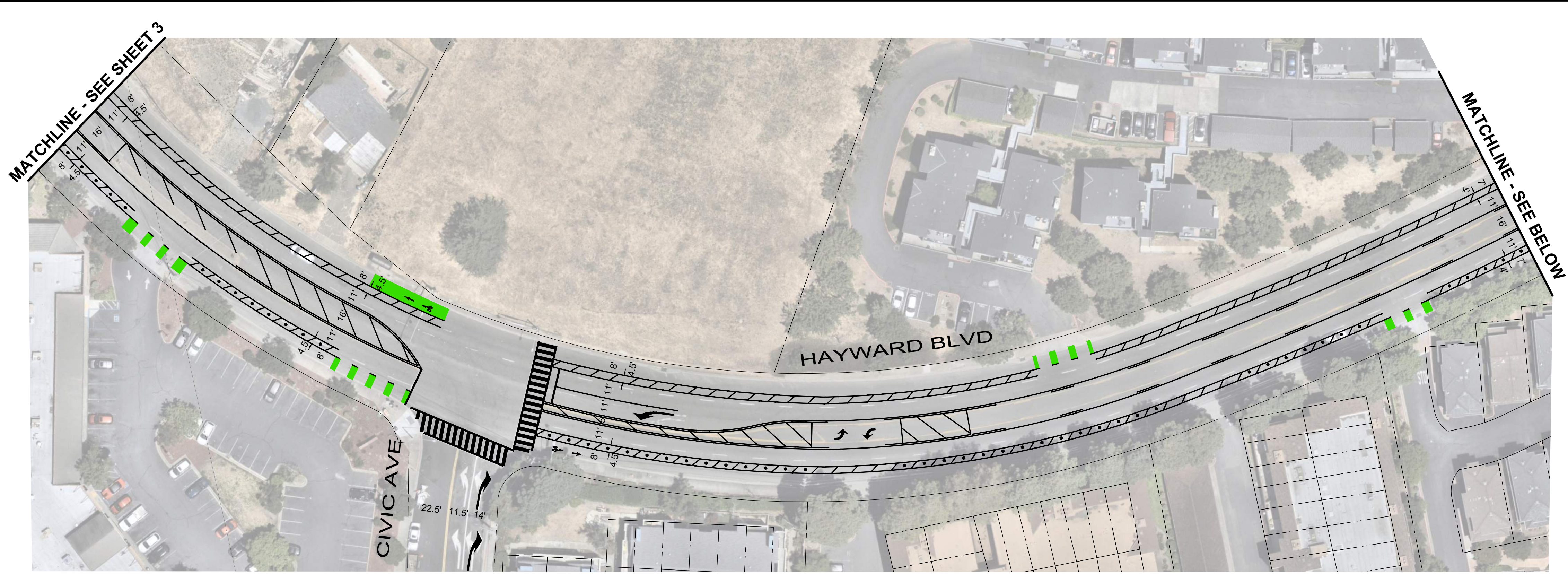
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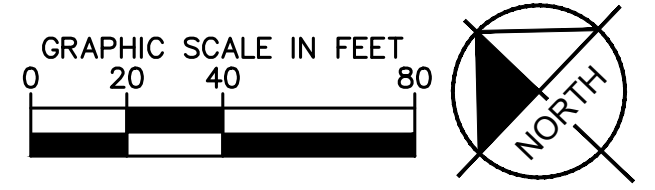
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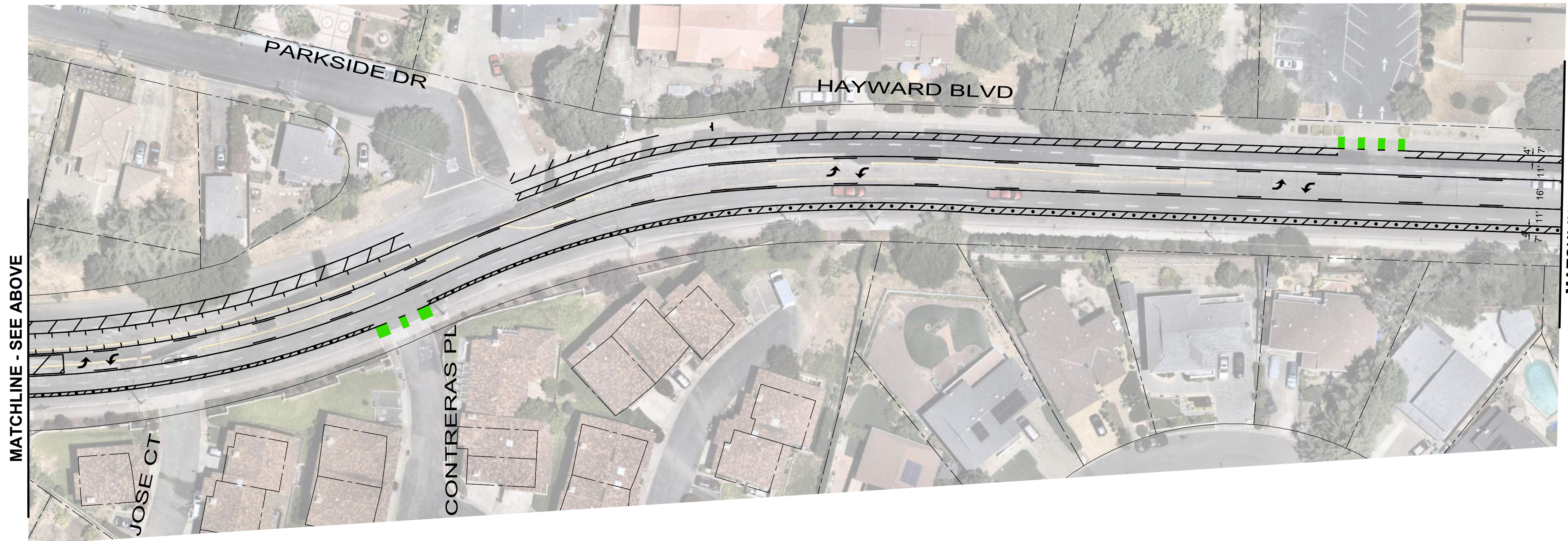
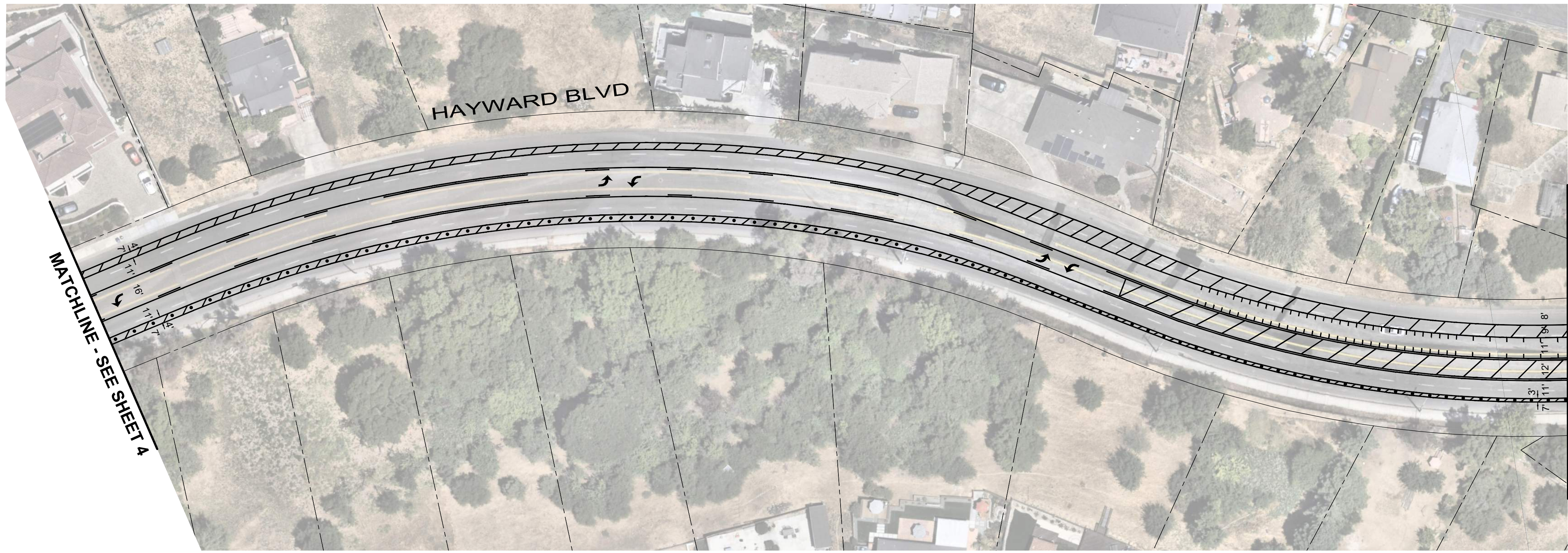
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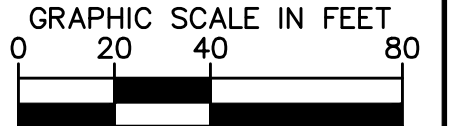
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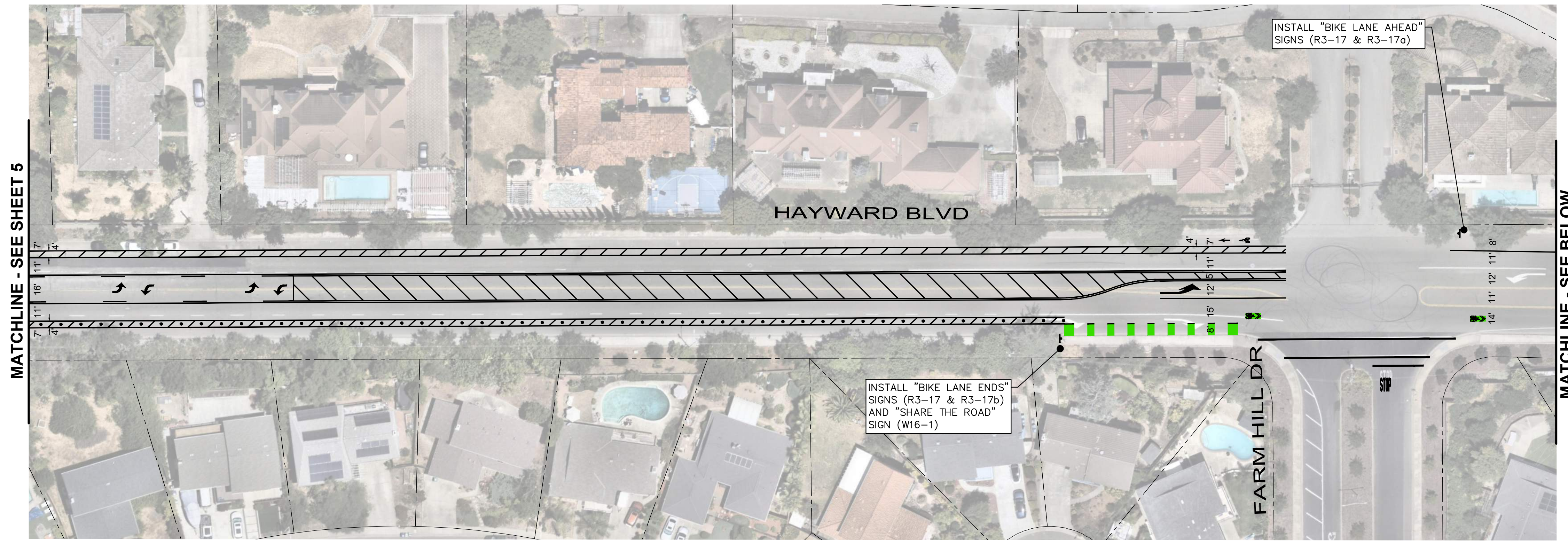
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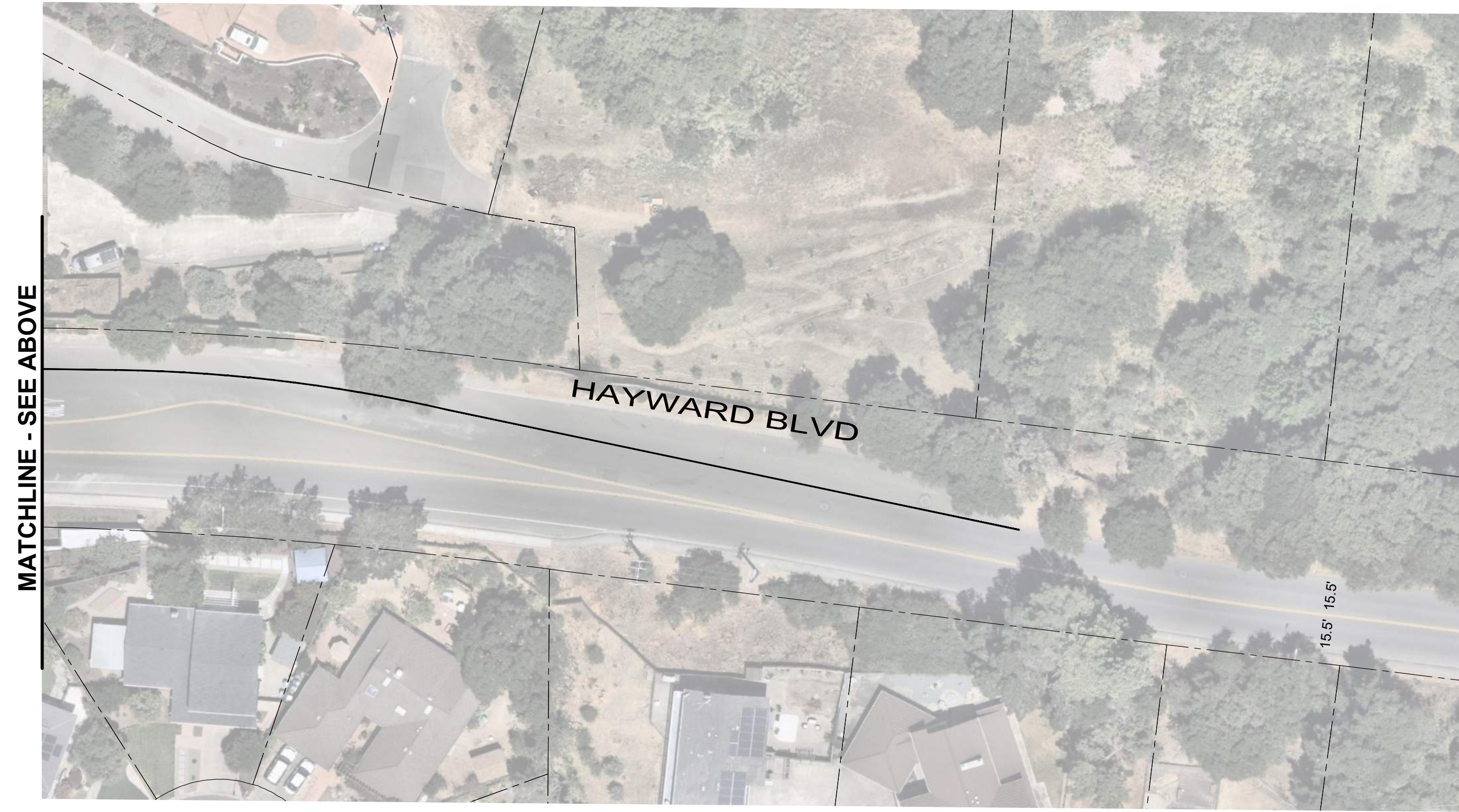
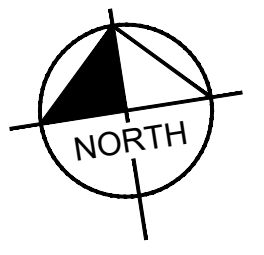
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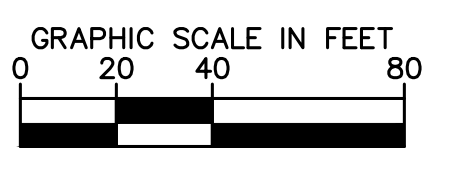
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DATE	12/04/2024
SCALE	AS SHOWN
DESIGNED BY	TLK
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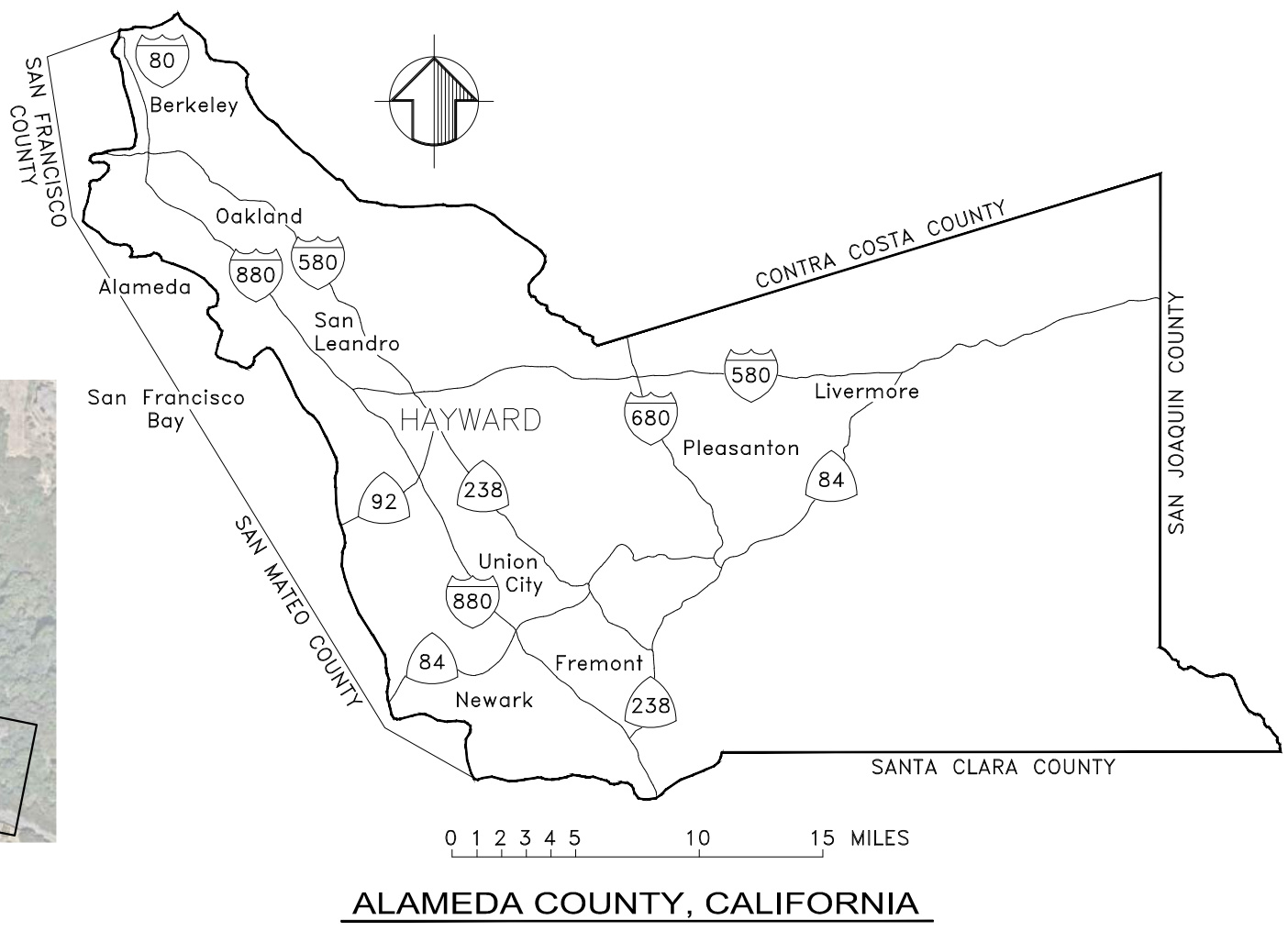
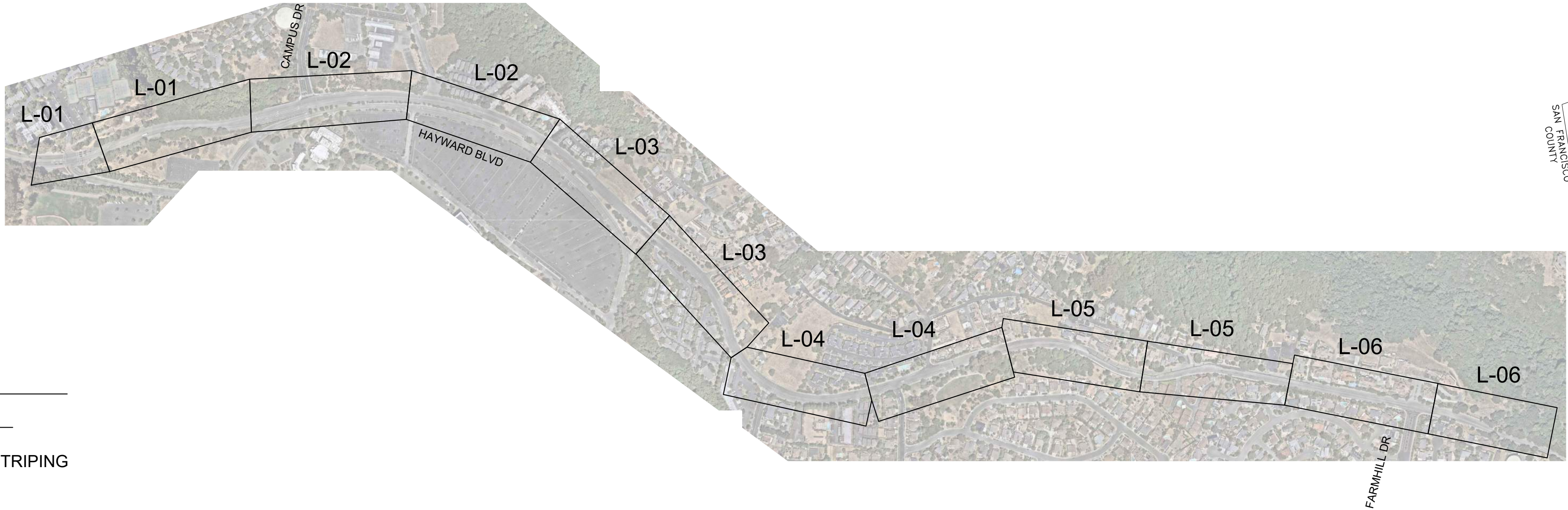
HAYWARD BOULEVARD
 CORRIDOR PLAN
 PHASE 1

ALAMEDA COUNTY CALIFORNIA

SIGNAGE AND STRIPING

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SHEET NUMBER	7 OF 7

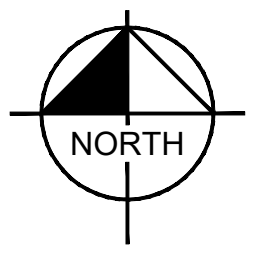
PLANS FOR THE CONSTRUCTION OF
HAYWARD BOULEVARD
CORRIDOR PLAN
 PHASE 2
 HAYWARD, ALAMEDA COUNTY, CA



INDEX OF SHEETS

NO.	SHEET TITLE
1	TITLE SHEET
2-7	SIGNAGE AND STRIPING

KEY MAP
 1" = 500'



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**HAYWARD BOULEVARD
 CORRIDOR PLAN
 PHASE 2**

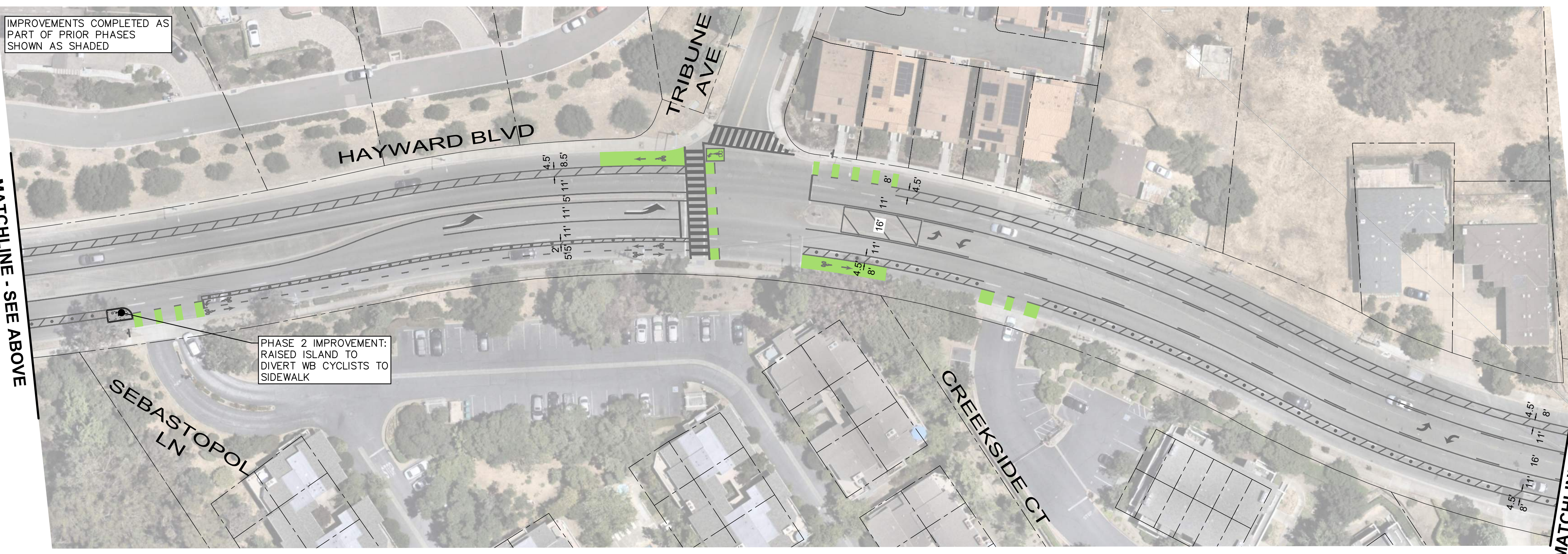
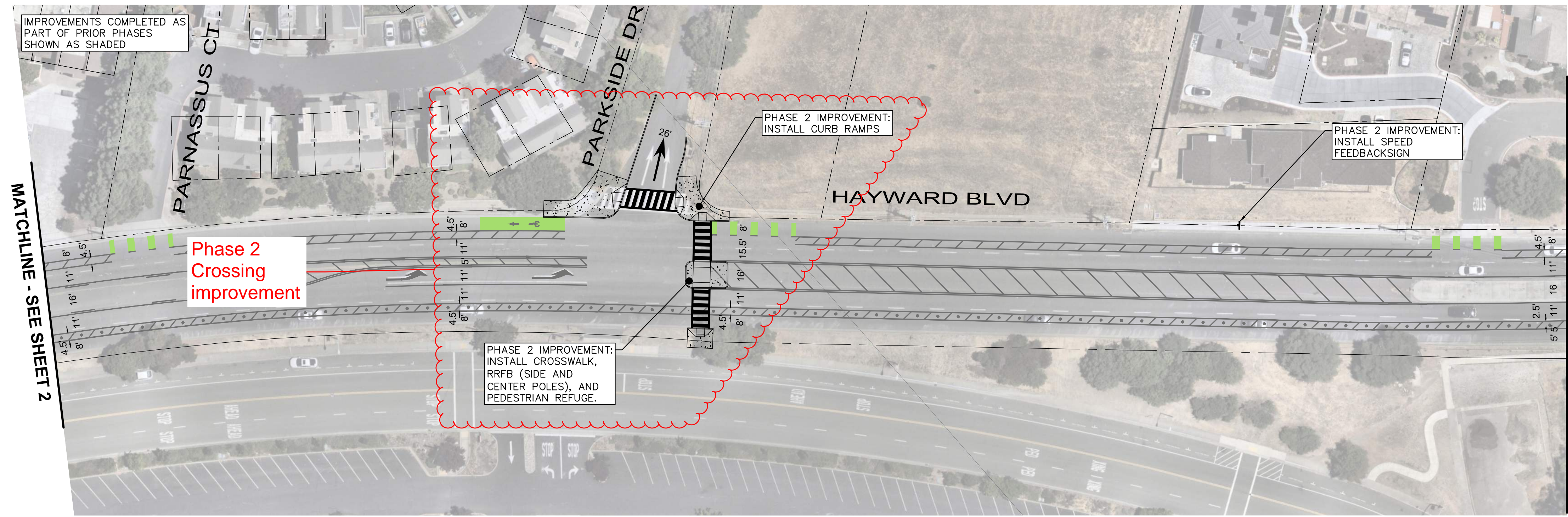
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SHEET NUMBER 1 OF 7

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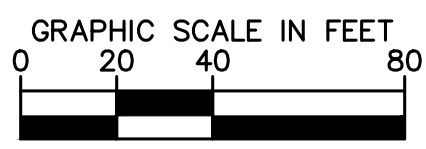
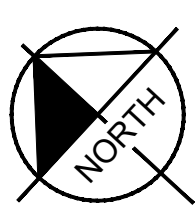
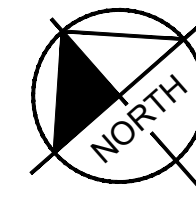
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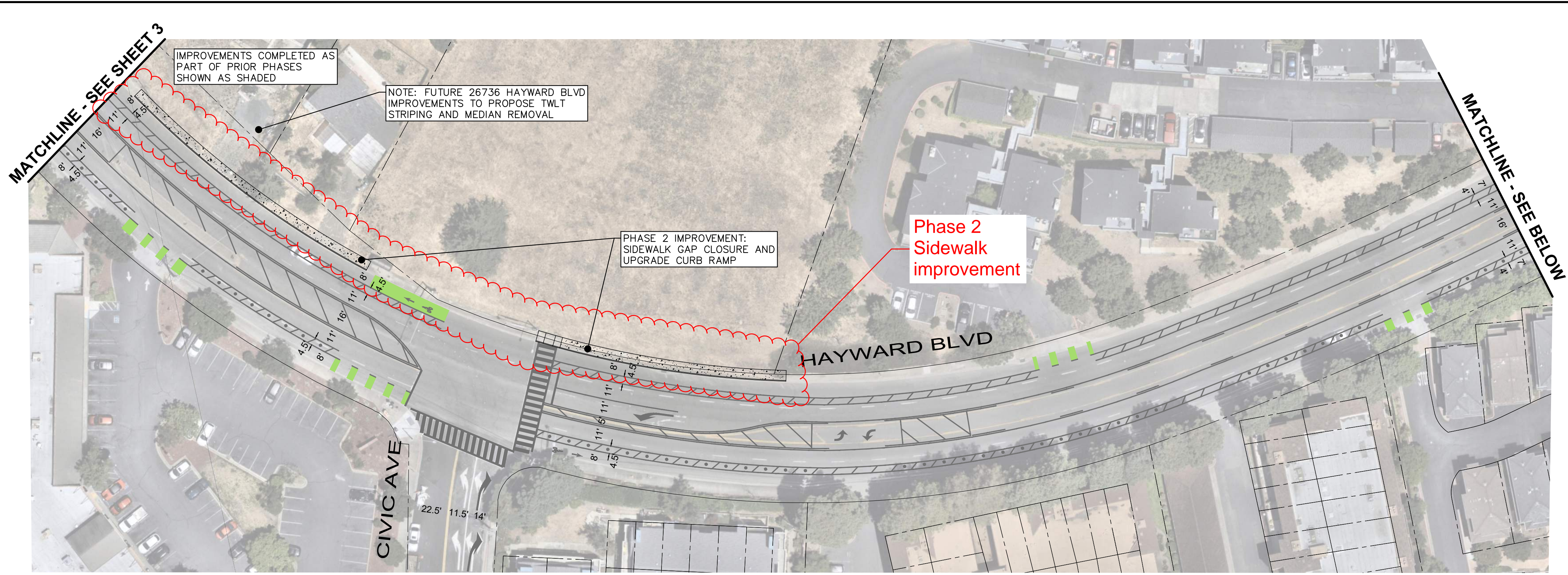
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CORRIDOR PLAN
PHASE 2**

ALAMEDA COUNTY CALIFORNIA

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SHEET NUMBER 4 OF 7

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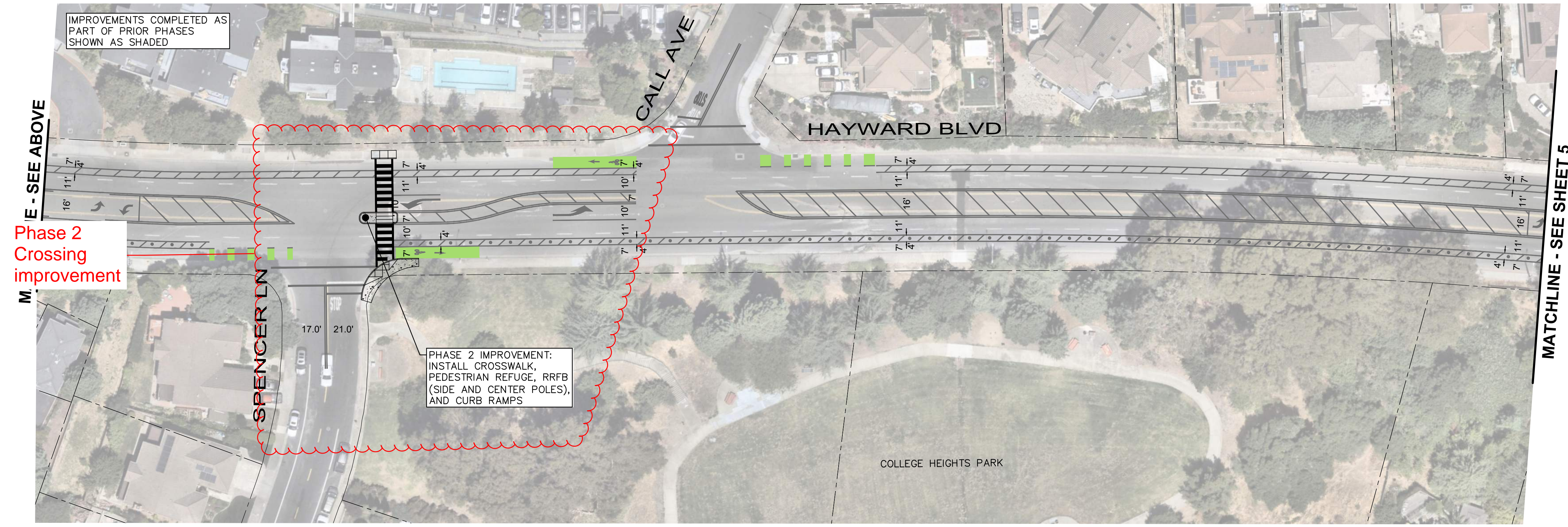
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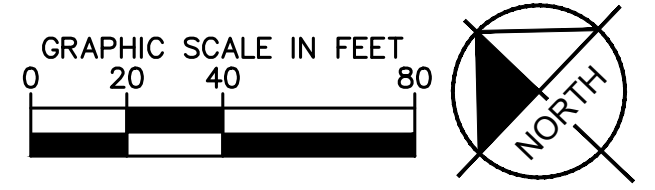
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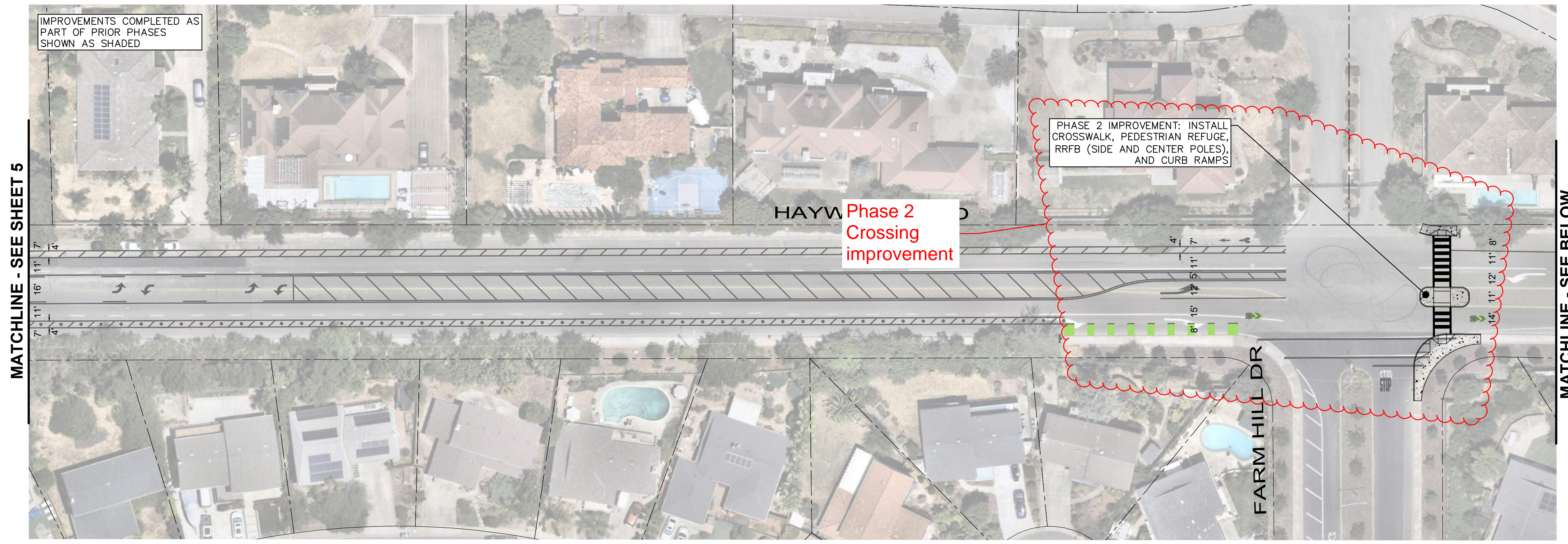
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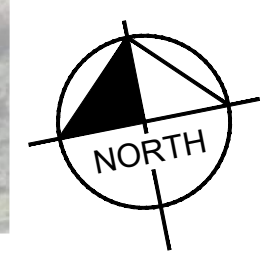
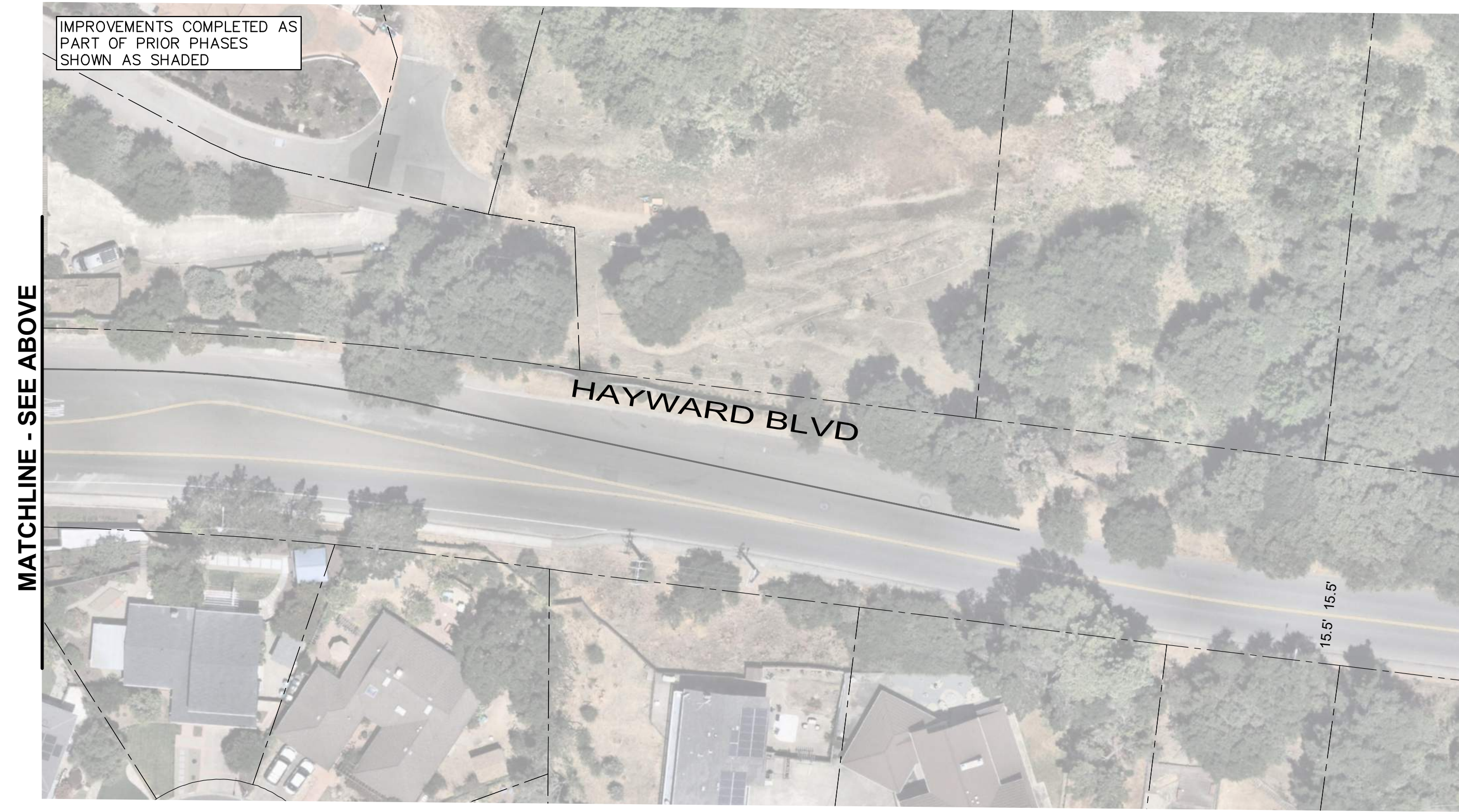
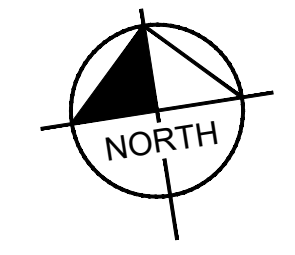
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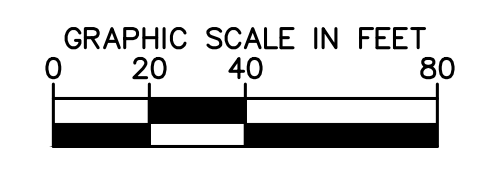
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 PHASE 2

ALAMEDA COUNTY
CALIFORNIA

SIGNAGE AND STRIPING

DRAWING NUMBER L-06
SHEET NUMBER 7 OF 7



CITY OF HAYWARD

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

File #: ACT 25-011

DATE: February 26, 2025

TO: Council Infrastructure & Airport Committee

FROM: Director of Public Works

SUBJECT

Proposed 2025 Agenda Planning Calendar: Review and Comment

RECOMMENDATION

That the Council Infrastructure & Airport Committee (CIAC) reviews and comments on this report.

SUMMARY

The proposed 2025 agenda planning calendar contains planned agenda topics for the Committee meetings for the CIAC's consideration. This agenda item is included in every Council Infrastructure Committee agenda and reflects any modifications to the planning calendar, including additions, rescheduled items, and/or cancelled items.

ATTACHMENTS

Attachment I Staff Report



CITY OF
HAYWARD
HEART OF THE BAY

DATE: February 26, 2025
TO: City Council Infrastructure & Airport Committee
FROM: Director of Public Works
SUBJECT: Proposed 2025 Agenda Planning Calendar: Review and Comment

RECOMMENDATION

That the City Council Infrastructure & Airport Committee (CI&AC) reviews and comments on this report.

SUMMARY

The proposed 2025 agenda planning calendar contains planned agenda topics for the Committee meetings for the CI&AC’s consideration. This agenda item is included in every City Council Infrastructure Committee agenda and reflects any modifications to the planning calendar, including additions, rescheduled items, and/or cancelled items.

DISCUSSION

The proposed 2025 agenda planning calendar contains planned agenda topics for several future City Council Infrastructure & Airport Committee meetings for the Committee’s consideration. This agenda item is included in every City Council Infrastructure & Airport Committee agenda and reflects any modifications to the planning calendar, including additions, rescheduled items, and/or cancelled items.

Underlined – Staff recommends item to be added to Approved Agenda Planning Calendar

~~Strikeout~~ - Staff recommends item to be removed or scheduled from previously Approved Planning Calendar.

FY 2025
April 23, 2023 – Meeting Location: Hayward City Hall
1. Approval of Minutes from February 26, 2025 Meeting
2. Review and Approve the 2025 Agenda Planning Calendar
3. <u>Orchard Traffic Calming Pilot Update</u>
4. <u>FY26 CIP Review</u>
5. Oral Updates (if applicable)

June 23, 2025 – Meeting Location: Hayward Executive Airport
1. Approval of Minutes from April 23, 2025 Meeting
2. Vision Zero – Speed Management Plan Update
3. Safe Routes to Schools Infrastructure Design
4. Review and Approve the 2025 Agenda Planning Calendar
5. Oral Updates (if applicable)
Unscheduled
1. Receive Update on New CIP Project: Corporation Yard and Potential Funding Options (PW&U/FIN)

NEXT STEPS

Upon consideration and approval by CI&AC, staff will schedule items accordingly for future meetings.

Prepared by: Hugh Louch, Deputy Director of Public Works - Transportation
Douglas McNeeley, Airport Manager

Recommended by: Alex Ameri, Director of Public Works

Approved by:



Dr. Ana M. Alvarez, City Manager