



CITY OF HAYWARD

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

Agenda

Council Infrastructure & Airport Committee

Wednesday, August 27, 2025

5:30 PM

Hybrid/Conference Room 2A

NOTICE: The Council Infrastructure & Airport Committee will hold a hybrid meeting on 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 **byron.tang@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 in Conference Room 2A in Hayward City Hall
2. Please click the link below to join the Webinar:

Join from PC, Mac, iPad, or Android:

<https://hayward.zoom.us/j/88520590185?pwd=FUoOLIPUswmR5HNnRqJOsb5GFxywiw.1>
Passcode:CIAC_0827

Phone one-tap:

+16699006833,,88520590185#,,, *144836669# US (San Jose)

+16469313860,,88520590185#,,, *144836669# US

Join via audio:

+1 669 900 6833 US (San Jose)

+1 646 931 3860 US

Webinar ID: 885 2059 0185

Passcode: 144836669

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

CALL TO ORDER

ROLL CALL

PUBLIC COMMENTS:

APPROVAL OF MINUTES

1. [MIN 25-084](#) Approval of Minutes of the Council Infrastructure & Airport Committee (CIAC) Meeting Held on June 25, 2025.

Attachments: [Attachment I Meeting Minutes from June 25, 2025](#)

REPORTS/ACTION ITEMS

2. [ACT 25-048](#) Ruus Road Complete Street Project

Attachments: [Attachment I Staff Report](#)

3. [ACT 25-049](#) Update on Interstate 880/A Street Interchange Improvement Project and Recommendation for Council to Authorize the City Manager to Execute an Agreement with Alameda County Transportation Commission to Advance the Project and Allocate \$1,350,000 from Fund 212 (Measure BB Local Transportation) to the Project

Attachments: [Attachment I Staff Report](#)
 [Attachment II A Street Five Lane Alternative](#)
 [Attachment III California Transportation Commission LATIP Project List](#)

ORAL UPDATES:

1. Main Streets Complete Streets
2. East Bay Greenway Update
3. Mission Blvd Pilot Project Update
4. HIN Phase 1: Road Safety Audit Report
5. Hayward Rides
6. Outreach at Backpack Giveaway
7. Dollar Street/Harder Road Congestion Update

FUTURE AGENDA ITEMS

Discuss Topics for October Agenda

COMMITTEE MEMBER/STAFF ANNOUNCEMENTS AND REFERRALS

Hayward Executive Airport Open House
20301 Skywest Drive
Sunday, September 21, 2025
10:00 a.m. to 3:00 p.m.

ADJOURNMENT

Next Scheduled Meeting: Wednesday, October 22, 2025



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Hayward City Hall
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File #: MIN 25-084

DATE: August 27, 2025

TO: Council Infrastructure & Airport Committee

FROM: Director of Public Works

SUBJECT

Approval of Minutes of the Council Infrastructure & Airport Committee (CIAC) Meeting Held on June 25, 2025.

RECOMMENDATION

That the CIAC reviews and approves the June 25, 2025 CIAC meeting minutes.

ATTACHMENTS

Attachment I June 25, 2025 CIAC Meeting Minutes



COUNCIL INFRASTRUCTURE & AIRPORT COMMITTEE MEETING
Hybrid Participation - Digital Zoom Meeting/Conference Room 2A

June 25, 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
- Byron Tang, Principal Transportation Engineer
- Lucas Woodward, Senior Transportation Engineer
- Manvi Nigam, Transportation Planner with Fehr & Peers
- Michael Lawson, Acting City Manager
- Sammy Lo, Senior Civil Engineer
- Vadim Sidelnikov, Assistant City Attorney

PUBLIC COMMENTS

Several community members, including Hayward residents, youth leaders, and conservation professionals, voiced support for preserving the Skywest site as open green space. Speakers emphasized the growing community backing, including over 1,700 petition signatures, and highlighted the ecological value of the site as habitat for sensitive species like the western pond turtle. Concerns were raised about the environmental and health impacts of nearby development and airport operations, particularly jet fuel emissions and noise. Youth speakers from Arroyo High School stressed the importance of protecting the site for future generations and ensuring young voices are heard in City decisions. Suggestions included pursuing conservation grant opportunities and using Skywest to balance impacts from large developments like the future Amazon Center. A member from the Alameda County Resource Conservation District also expressed interest in partnering with the City to protect the space. In response, staff noted that Skywest can be placed on a future Council Committee agenda so that additional information regarding ownership and land-use restrictions could be provided.

APPROVAL OF MINUTES

1. **Approval of Minutes of the Council Infrastructure & Airport Committee held on April 23, 2025.**

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

REPORTS/ACTION ITEMS

2. **Proposed Updates to the Sidewalk Maintenance and Repair Ordinance**

Director of Public Works Ameri introduced Assistant City Attorney Sidelnikov, who provided a synopsis of the staff report.

CM Andrews asked whether the City is aware of any grants or programs available to assist property owners with sidewalk repair costs. Assistant City Attorney Sidelnikov responded that while no grants are currently known, several neighboring cities have adopted programs like 50/50 cost-sharing and hardship-based assistance. He compiled a list of comparable models for Council's consideration and added that staff had consulted with the City's insurance partners, who indicated ordinances of this kind are common and unlikely to affect homeowner insurance rates.

Director of Public Works Ameri noted that the City has a strong sidewalk repair program, and approximately \$1.7 million has been allocated for repairs, as approved at the prior evening's City Council meeting. He emphasized that while the City is making a significant contribution, property owners are still responsible for part of the costs.

CM Syrop asked if the ordinance places full sidewalk maintenance responsibility on property owners and whether they can access discounted City services or hire their own contractor. CM Andrews asked if the City could be held liable for recommending a contractor. CM Syrop expressed concern about the financial risk to property owners if full liability for sidewalk-related injuries rests with them, noting this seems to be the case under the current ordinance. He also asked if there would be outreach to inform homeowners about the update. He requested a rough fiscal estimate for a potential hardship program to support low-income homeowners, citing data that 9% of Hayward owner-occupied households earn under \$35,000 annually and 23% are considered low-income. While not all would qualify or need assistance, he emphasized the importance of understanding the program's potential cost as City Council deliberates.

Mayor Salinas commented that, since the City is aligning its sidewalk maintenance ordinance with State legislation, it may be helpful to include a paragraph or some language explaining the origin of the ordinance and its connection to State law.

Public Comments

There were none.

3. California Air Resources Board Safe Routes to School Infrastructure Project - Status Update

Director of Public Works Ameri provided a synopsis of the staff report and Lucas Woodward presented a PowerPoint presentation.

CM Syrop inquired whether the program is limited to K-12 schools, noting that previous discussions about improving safety around Cal State East Bay, particularly on Hayward Boulevard, would require separate funding. He raised concerns about Hayward Unified School District's projected deficit and the possibility of school closures, asking whether staff had coordinated with the district to avoid investing in sites that may soon be inactive. While supportive of the overall plans, he emphasized that if student safety is the primary goal, the rollout should consider potential campus closures. He also noted the minimal proposed improvements at Winton Middle School and

asked whether further design enhancements could be made. CM Syrop asked if there is a timeline for when the community can expect to see some of the proposed improvements implemented.

Mayor Salinas commented that the intersection of Winton Avenue and Soto Road is a major and busy intersection and emphasized that any enhancements the City can implement there would be greatly appreciated.

CM Andrews expressed enthusiasm about the planned traffic circle at Miami Avenue and Melbourne Avenue, recalling a prior request that was initially denied due to space constraints. She asked whether changes in traffic circle requirements made the installation feasible now. CM Andrews also inquired about traffic safety near schools located on major streets, citing Moreau Catholic High School on Mission Boulevard as an example. She asked if there are known safety concerns in that area given the volume of students crossing to nearby shopping centers.

Mayor Salinas suggested that the Safe Routes to Schools presentation could also be shared with the Hayward Local Agency Committee (HLAC) to help clarify which schools are involved, noting that the listed schools appear to have strong attendance records. He emphasized that safe routes involve more than infrastructure improvements like paint and sidewalks; it also includes maintaining clean and walkable paths, highlighting the issue of illegal dumping around some school areas. Mayor Salinas acknowledged ongoing efforts by the City's Maintenance Services team to address these concerns.

Acting City Manager Lawson proposed also presenting the information to the Hayward Youth Commission.

Public Comments

Jennifer Trevis, from the Alameda County Resource Conservation District, shared that she is working with the County Clean Water Program to organize volunteer trash cleanup events. She offered to host a future event, potentially on a Saturday evening, and noted that these efforts typically engage high school students and local community members, including commuters.

4. Vision Zero Update: Speed Management Plan

Director of Public Works Ameri provided a synopsis of the staff report, followed by a PowerPoint presentation from Principal Transportation Engineer Tang, who also introduced Manvi Nigam, a Transportation Planner with Fehr & Peers.

CM Andrews commended staff for their report and inquired about how the Downtown Specific Plan aligns with the Speed Management Plan. She referenced a previous consultant recommendation regarding a potential two-way conversion of B Street and noted that additional factors, such as input from the Alameda County Transportation Commission, could influence solutions for downtown and plaza area streets. She also raised concerns about increased traffic on Whitman Street, which many residents use as an alternative to the congested Mission Boulevard. CM Andrews asked whether the plan accounts for the impact on surrounding neighborhood streets and what strategies are being considered to minimize traffic spillovers.

CM Syrop commended staff for their clear and thoughtful presentation, particularly the final map highlighting priority streets exceeding speed thresholds. He expressed interest in seeing that map overlaid with collision and KSI data to better inform prioritization efforts. CM Syrop supported the overall approach, describing it as logical and well-structured; he appreciated the plan's strategic method for identifying which streets need interventions and emphasized the importance of using this data to guide future traffic-calming measures.

Public Comments

There were none.

STAFF ORAL REPORTS AND ANNOUNCEMENTS

Main Street Complete Streets Project Decorative Crosswalk Options

Director of Public Works Ameri provided an update on the Main Street project in downtown Hayward, followed by a PowerPoint presentation, and introduced Senior Civil Engineer Sammy Lo, the project manager.

Council Members Andrews and Syrop expressed strong support for the ongoing Main Street project and commended staff for the improvements already visible in the downtown area. CM Andrews asked whether staff had consulted with the Downtown Hayward Improvement Association (DHIA) on the proposed crosswalk design concepts and emphasized the importance of community input. She acknowledged cost concerns but encouraged exploring options that include color, noting the positive visual impact of the colorful crosswalk near the library. She ranked full color as her top preference, followed by a mixed color-and-white design, with black and white as the least preferred. CM Syrop also emphasized the need to balance beautification with safety, expressing concern that some designs did not clearly resemble crosswalks. He supported the sparing use of color to enhance visibility and suggested exploring additional designs that incorporate natural elements.

FUTURE AGENDA ITEMS

5. Proposed Agenda Planning Calendar: Review and Comment

COMMITTEE MEMBER/STAFF ANNOUNCEMENTS AND REFERRALS

CM Syrop announced upcoming family-friendly community events, including the South Hayward Market on Saturday evening at 680 W. Tennyson and the Stack Centers/Feed and Youth and Family Center from 5:00 to 8:00 PM, as well as the Hayward Night Market at Saint Rose from 4:00 to 8:30 PM, featuring giveaways, live music, and food vendors.

CM Andrews praised the Maintenance Department for their effective management of street closures, specifically recognizing Paul Lewis for his efforts, and reminded residents about the Keep Hayward Clean and Green Commission cleanup event scheduled for Saturday, 8:30 a.m. to 12:00 p.m. at Eden Greenway Park.

Senior Transportation Engineer Woodward provided updates on two projects: the Mission Boulevard downtown striping project, which will pilot on-street parking in one lane and is moving toward contract execution with ongoing outreach planned; and the Industrial Parkway paving

project, involving new bike facilities and related parking changes, where a mailer with a corrected email address was sent to residents to invite public comments, complemented by QR code access, with efforts continuing to ensure community awareness.

CM Andrews commented that she really liked the QR codes used in the downtown area and asked whether similar outreach methods such as signage could be implemented for more intensive projects in high-profile areas with heavy pedestrian traffic. She also suggested distributing flyers or posters to local coffee shops along the corridor, noting that while there aren't many on Industrial Parkway, it could still be an effective way to reach the community.

ADJOURNMENT

Chair Salinas adjourned the meeting at 6:46p.m.

MEETINGS				
Attendance	Present 6/25/25 Meeting	Present to Date This Fiscal Year	Excuse to Date This Fiscal Year	Absent to Date This Fiscal Year
Angela Andrews	✓	9	0	0
Mark Salinas	✓	9	0	0
George Syrop	✓	9	0	0



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File #: ACT 25-048

DATE: August 27, 2025

TO: Council Infrastructure & Airport Committee

FROM: Director of Public Works

SUBJECT

Ruus Road Complete Street Project

RECOMMENDATION

That the Council Infrastructure & Airport Committee (CIAC) review and provide feedback on Project 05716, the Ruus Road Complete Street Project.

SUMMARY

The Ruus Road Complete Streets Project was initiated in response to traffic safety concerns raised by people living and traveling near Ruus Road between Folsom Avenue and Industrial Parkway West. This segment currently has a conventional bike lane of substandard width, and traffic speeds and volumes warrant Class IV separated bike lanes and are recommended in the City's Bicycle and Pedestrian Master Plan. Staff also studied the intersection of Ruus Road and Industrial Parkway and found that the intersection would warrant protected left turn phasing.

The City successfully applied for a grant from the Highway Safety Improvement Program (HSIP), which provides funding for proven safety countermeasures, including Class IV bike lanes and protected signal phasing. The grant application includes a two-way separated bikeway on the east side of Ruus Road between Folsom Avenue and Industrial Parkway and protected left turn phases for the intersection of Ruus Road and Industrial Parkway. The City accepted the HSIP grant at the June 24, 2025 City Council Meeting.

The project recommendations are:

- Install a two-way protected bikeway on the east side of Ruus Rd between Folsom Avenue and Industrial Parkway in place of the existing parking lane
- Modify the traffic signal at Industrial Parkway and Ruus Rd to provide protected left turn phases for all approaches
- Provide traffic calming measures along Ruus Road

The City held a public meeting on July 30, 2025 to share information about proposed improvements and

File #: ACT 25-048

to gather input on the specific traffic calming measures to be installed. The meeting was held at the Peixoto Center, a preschool centrally located on the corridor. Staff have refined the project plans and now seek approval for the proposed plans from CIAC.

ATTACHMENTS

Attachment I Staff Report



DATE: August 27, 2025

TO: Council Infrastructure & Airport Committee

FROM: Director of Public Works

SUBJECT: Ruus Road Complete Street Project

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- Provide traffic calming measures along Ruus Road

The City held a public meeting on July 30, 2025 to share information about proposed improvements and to gather input on the specific traffic calming measures to be installed.

The meeting was held at the Peixoto Center, a preschool centrally located on the corridor. Staff have refined the project plans and now seek approval for the proposed plans from CIAC.

BACKGROUND

Ruus Road connects Tennyson Road in the north to Industrial Parkway West in the south. This project focuses on the half-mile stretch between Folsom Avenue and Industrial Parkway West. The street includes a mix of residential and industrial land uses and one preschool. North of Folsom Avenue, Ruus Road is narrower, with numerous residential driveways on both sides of the street, resulting in less opportunity for enhancements.

Ruus Road has one travel lane in each direction and on-street parking on both sides of the street. In the narrowest stretch between Folsom Avenue and Thiel Road, there is no bike lane. South of Thiel Road, a shared bicycle and parking lane is provided, totaling 12 feet, less than the 13 feet recommended in the Caltrans Highway Design Manual. A marked uncontrolled crosswalk is present at Thiel Rd, across from the Peixoto Center. The street carries approximately 7,600 vehicles daily, with peak southbound volumes in the morning and peak northbound volumes in the evening. While the street is designated 25 MPH, the 85th percentile speed is 34 MPH, indicating that 15 percent of motorists exceed 34 MPH. Per national guidance for selecting bikeways from the American Association of State Highway and Transportation Officials (AASHTO) and the National Association of City Transportation Officials (NACTO), and included by reference in the City's Bicycle and Pedestrian Master Plan (BPMP), these speeds and volumes call for Class IV separated bike lanes to accommodate riders of all ages and abilities. Even with some speed reduction measures, these guidelines would still recommend Class IV facilities.

Multiple Access Hayward reports have cited safety concerns when turning left from Ruus Road onto Industrial Parkway. Staff collected turning movement counts and found that the intersection met warrants for a protected left turn phase. The project proposes concrete islands in the intersection of Ruus Road and Industrial Parkway that separate bicyclists from motorists and also provide better locations for the additional signal equipment that will be required to provide a protected left turn.

The City's 2020 BPMP recommends Class IV separated bike lanes, but one-way facilities cannot fit on both sides of the street without removing all parking. A two-way facility on the east side of the street has many advantages. It would connect directly with the Ward Creek Trail and facilitate separate bicycle phasing at Industrial Parkway. For most of Ruus Road, the east side of the street is bordered by the New England Village Mobile Home Park, with a wall facing the street. There are only 10 residential parcels facing Ruus Rd along the approximately half mile stretch between Folsom Avenue and Industrial Parkway, minimizing driveway conflicts and parking impacts.

Based on daytime and evening observations, parking is usually readily available on the west side of the street north of Ruus Lane. South of Ruus Lane, many vehicles are parked daily, often with visible damage, related to auto-body shops that operate on the south end of the corridor, and the City has received numerous tickets through Access Hayward with

concerns about this situation. The Transportation Division is in discussions with Code Enforcement Division and will continue to work towards a resolution.

The proposed bicycle facility provides valuable connectivity to the bicycle network because a two-way bikeway on the east side of the street would connect directly to a Class I multi-use trail along Ward Creek (and thus to the new Class IV facility installed in August 2025 along Industrial Parkway) and planned Class IV facilities to be installed when the rest of Industrial Parkway is repaved.

The Ruus Road project is also consistent with City policies, including the Hayward 2040 General Plan Goal Mobility-3 and Council adopted Resolution No. 13-027 that established Complete Streets as City policy. The City's complete streets policy includes designing City roads to support travel by all users.

The project is also consistent with Council adopted Resolution 23-196 that establishes Vision Zero as City policy. The City's Vision Zero policy seeks to eliminate fatalities and serious injuries by 2050 and establishes Vision Zero as the guiding principle for the design of City streets.

DISCUSSION

On July 30, 2025, the City conducted a public meeting to share information about the project and receive additional input about other elements that could be incorporated into the project design. The proposed plan includes:

- A two-way protected bikeway on the east side of Ruus Rd between Folsom Avenue and Industrial Parkway in place of the existing parking lane
- Signal modifications to provide protected left turn phases for all approaches at the intersection of Ruus Road and Industrial Parkway
- Traffic calming measures along Ruus Road

Ten people attended the meeting, and many expressed substantial concerns about the project. Feedback included:

- Concerns about traffic and speeding on Ruus Road
- Concerns about loss of parking in front of residents' homes, especially because parking on the other side of the street would require crossing Ruus Road
- Concerns about narrowing the street
- A sense that traffic conditions had worsened since changes to Huntwood Avenue in 2020.
- Concerns about inadequate lighting in the corridor
- Reports of bicyclists not wearing helmets or using lights
- Strong support for a protected left turn phase at Industrial Parkway
- Support for general traffic calming

In addition, other residents contacted staff through the email address provided on the mailer to share feedback about the project. Their input included strong support for a protected left turn phase at Industrial Parkway, concerns about visibility at the intersection of Ruus Lane and Ruus Road, and concerns about the placement of a speed hump too close

to the foundations of mobile homes within New England Village, due to vibrations from vehicles passing over the hump. The plan also received support from an instructor at the Peixoto Center who bicycles to work regularly.

Based on the feedback, staff have sought to address these concerns by recommending a Rectangular Rapid Flashing Beacon (RRFB) at the intersection of Ruus Road and Thiel Road, providing a safe crossing opportunity for people parked on the west side of the street, as well as safe pedestrian access to the Peixoto Center. The HSIP grant that the City has received for the project generally allows for additional elements to be included like lighting and traffic calming measures, as long as elements proposed in addition to proven roadway safety measures do not exceed a certain percentage of the overall grant amount.

Staff also recommend including a speed hump between Folsom Avenue and Thiel Rd in the project, as well as a speed hump just north of Ruus Lane, furthest from New England Village. Additional traffic calming should be provided approximately 500 feet south of Thiel Road, though options other than a speed hump would be preferred. In response to concerns about visibility at Ruus Ln and Ruus Rd, staff recommend a painted bulb-out that would allow traffic to pull up closer to the intersection, improving sight lines. This location will also be evaluated for a new marked crosswalk; while meeting attendees expressed less concern about crossing here than at Thiel Road, the conditions are similar.

Installation of new street lighting is a complex process involving coordination with Pacific Gas & Electric (PG&E) and Alameda County Public Works, which means that including them directly in the HSIP design package would increase the risk of not achieving the grant schedule and budget, however staff can include Ruus Road in its separate program to install new streetlights at locations of high need in the City, as part of the comprehensive Streetlight Plan the City is pursuing.

Attachment II provides a summary of the proposed design.

FISCAL IMPACT

This item will not impact the General Fund. This project received a grant from the Highway Safety Improvement Program for Project Plans, Specifications, and Estimates (PS&E) and Construction. The project has a local match, which is funded from Alameda County Measure BB funds.

STRATEGIC ROADMAP

This agenda item supports the Strategic Priority of Invest in Infrastructure: 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 include safety improvements that will benefit pedestrian and bicycle modes of travel, which may facilitate increased use of these modes of transportation, reducing reliance on single occupant vehicles and reducing vehicle miles of travel.

PUBLIC CONTACT

Staff went door-to-door on Ruus Road in Fall 2024 to introduce the project to residents and businesses. Approximately 1,000 notices were mailed to addresses within a block of Ruus Road to notify the public about the July 30th Public Meeting and provide a point of contact for questions about the project. Notices were provided in English and Spanish. Staff again went door-to-door to speak with residents (or hand out another flier) during the week of the meeting, with a native Spanish-speaking staff member.

NEXT STEPS

After receiving feedback and direction from the CIAC, staff will refine the project plans and develop a Request for Proposals (RFP) for a consultant to develop Project PS&E. The item will be presented for Council approval at a future City Council meeting. Project PS&E is expected to continue through June 2026, with construction occurring in Spring 2027.

Prepared by: Lucas Woodward, Senior Transportation Engineer

Recommended by: Alex Ameri, Director of Public Works

Approved by:



Jayanti Addleman, Interim City Manager



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File #: ACT 25-049

DATE: August 27, 2025

TO: Council Infrastructure & Airport Committee

FROM: Director of Public Works

SUBJECT

Update on Interstate 880/A Street Interchange Improvement Project and Recommendation for Council to Authorize the City Manager to Execute an Agreement with Alameda County Transportation Commission to Advance the Project and Allocate \$1,350,000 from Fund 212 (Measure BB Local Transportation) to the Project

RECOMMENDATION

That the Council Infrastructure & Airport Committee (CIAC) receives an update for the Interstate 880/A Street Interchange Improvement Project and provide a recommendation for Council to authorize the City Manager to execute an agreement with Alameda County Transportation Commission (Alameda CTC) to advance the project and allocate \$1,350,000 from Fund 212 (Measure BB Local Transportation) to the project.

SUMMARY

The City, in partnership with the Alameda CTC, and the California Department of Transportation (Caltrans) propose to provide improvements at the Winton Avenue and A Street interchange along the Interstate 880 (I-880) corridor.

After the passage of the Alameda CTC 2014 Transportation Expenditure Plan in January 2014, the City requested that Alameda CTC begin advancing improvements at the A Street and Winton Avenue interchanges of I-880. Alameda CTC developed a Project Initiation Document (PID), led by Kimley Horn & Associates (Kimley Horn) that identified alternatives. More recently, Alameda CTC and the City selected a preferred alternative, shown in Attachment II, that would retain the existing five-lane configuration, improve safety on the ramps, and add two 12-foot-wide shared bicycle and pedestrian paths.

The Project is currently in the Project Approval and Environmental Document (PA&ED) phase. Completion of this phase requires Council action to allocate supplemental funding for the Plans, Specifications, and Estimates (PS&E) phase. Staff will also update the Metropolitan Transportation Commission's (MTC) Transportation Improvement Program (TIP) project listing, which is required for environmental documents to be approved. The City of Hayward will be listed as the interim

File #: ACT 25-049

implementing agency for the PS&E phase with plans to transition the implementation responsibilities to Alameda CTC when a more detailed funding plan for construction is developed.

ATTACHMENTS

Attachment I	Staff Report
Attachment II	A St Five Lane Alternative
Attachment III	California Transportation Commission LATIP Project List



DATE: August 27, 2025

TO: Council Infrastructure & Airport Committee

FROM: Director of Public Works

SUBJECT: Update on Interstate 880/A Street Interchange Improvement Project and Recommendation for Council to Authorize the City Manager to Execute an Agreement with Alameda County Transportation Commission to Advance the Project and Allocate \$1,350,000 from Fund 212 (Measure BB Local Transportation) to the Project

RECOMMENDATION

That the Council Infrastructure & Airport Committee (CIAC) receives an update for the Interstate 880/A Street Interchange Improvement Project and provide a recommendation for Council to authorize the City Manager to execute an agreement with Alameda County Transportation Commission (Alameda CTC) to advance the project and allocate \$1,350,000 from Fund 212 (Measure BB Local Transportation) to the project.

SUMMARY

The City, in partnership with the Alameda CTC, and the California Department of Transportation (Caltrans) propose to provide improvements at the Winton Avenue and A Street interchange along the Interstate 880 (I-880) corridor.

After the passage of the Alameda CTC 2014 Transportation Expenditure Plan in January 2014, the City requested that Alameda CTC begin advancing improvements at the A Street and Winton Avenue interchanges of I-880. Alameda CTC developed a Project Initiation Document (PID), led by Kimley Horn & Associates (Kimley Horn) that identified alternatives. More recently, Alameda CTC and the City selected a preferred alternative, shown in Attachment II, that would retain the existing five-lane configuration, improve safety on the ramps, and add two 12-foot-wide shared bicycle and pedestrian paths.

The Project is currently in the Project Approval and Environmental Document (PA&ED) phase. Completion of this phase requires Council action to allocate supplemental funding for the Plans, Specifications, and Estimates (PS&E) phase. Staff will also update the Metropolitan Transportation Commission's (MTC) Transportation Improvement Program (TIP) project listing, which is required for environmental documents to be approved. The City of Hayward will be listed as the interim implementing agency for the PS&E phase with

plans to transition the implementation responsibilities to Alameda CTC when a more detailed funding plan for construction is developed.

BACKGROUND

The City prepared a feasibility study for the I-880/Winton Avenue interchange in December 2015. Alameda CTC expanded upon the feasibility study and developed the Project Study Report-Project Development Support (PSR-PDS) for the I-880 Interchange Improvements (Winton Avenue and A Street) Project (Project), which was approved by the California Department of Transportation (Caltrans) in October 2019. The Project is currently in the PA&ED phase.

On May 25, 2021¹, Council reviewed and selected a preferred alternative for A Street and Winton Avenue.² Council approved the following improvements

- Winton Avenue interchange – a partial cloverleaf design with signalized intersections at the ramps
- A Street interchange – retaining the diamond interchange design, with a wide sidewalks/multiuse paths installed bicycle/pedestrian path on A Street
- I-880 improvements – add auxiliary lanes between the two interchanges

Council preferred an alternative for A Street that included a 6-lane cross section under the freeway with separate turn lanes for each of the I-880 on-ramps. However, after Caltrans' review in 2022, this was deemed infeasible due to the inability to meet lane width requirements with 6 lanes; therefore, the existing five lane configuration was retained with added bicycle and pedestrian infrastructure (Attachment II).

DISCUSSION

Over the past several years, City staff have been working with Alameda CTC to identify a financial path forward for this project. The City currently has four interchanges on I-880 at various stages of design (Whipple Road, Industrial Parkway, Winton Avenue, and A Street), as well as the Clawiter Road interchange of State Route 92. Each of these projects require significant reconstruction of major interchanges that outstrip available resources for these types of projects. In addition, individual interchange projects require significant coordination and construction projects need to be spaced over time. Finally, general transportation priorities have shifted both for the City and for regional agencies and there is less funding available for major interchange and highway projects than there was when these projects were first identified.

The City does have access to a funding source that is dedicated to improvements on nearby freeways. As part of the cancellation of the Route 238 Bypass, the funding for that project, as well as the revenue from the sales of excess state-owned properties, was placed into a

¹ <https://hayward.legistar.com/LegislationDetail.aspx?ID=4960819&GUID=CEAC760A-6A5F-4D24-BED4-4F60A63BC155&Options=&Search=>

² <https://hayward.legistar.com/LegislationDetail.aspx?ID=4803668&GUID=3693FFE3-4058-4FC7-B65C-421AFA1D29CD&Options=ID|Text|&Search=Alameda+County+Transportation+Commission>

Local Alternative Transportation Improvement Program (LATIP). This funding must follow specific requirements established by State law, including a specific list of projects that were established through a multiagency agreement between the City of Hayward, Alameda County, the City of San Leandro, and Alameda CTC. The Council approved the project list on July 24, 2007,³ which was subsequently approved by the California Transportation Commission. The LATIP project list that was approved by the California Transportation Commission in 2010 is included as Attachment III.

Given the costs of the projects identified in the LATIP, the program could contribute to two to three interchange projects. Because the priorities for LATIP were established under the initial agreement, any change to the agreement, the project list, or the order in which projects are completed would require action of the State legislature and agreement among the initial partners to the agreement, which could lead to unexpected outcomes.

Based on the LATIP agreement and status of projects on the list, the next two projects that can be constructed with this funding are the Industrial Parkway interchange, including adding the missing northbound off ramp, and the A Street/Winton Avenue interchanges, including completing the auxiliary lanes between the two interchanges. Staff are proposing to advance the A Street portion of this project as the first constructable segment, with additional changes to Winton Avenue and the mainline addressed at a future date. The interchange improvements need to be constructed before the auxiliary lanes can be added.

Currently the Project is in the PA&ED phase. A California Environmental Quality Act (CEQA) Initial Study with Proposed Negative Declaration was prepared by Caltrans in cooperation with Alameda CTC and City of Hayward in May 2022. Similarly, National Environmental Policy Act (NEPA) documentation will be prepared by Caltrans. Although environmental documents have been publicly circulated, the project cannot advance to the design phase unless it receives NEPA approval from the Federal Highway Administration (FHWA). FHWA approval of NEPA requires commitment of funds to be shown for the PS&E phase in the MTC's TIP listing for the project and the TIP listing will need to be updated.

One additional requirement to update the project's TIP listing is to designate an Implementing Agency for the PS&E phase. Alameda CTC staff has notified the City that they could not be listed as the Implementing Agency for the PS&E phase, even if that were the City's preference, until a funding plan for construction is better defined. This includes providing information on the certainty regarding the revenue from sales of LATIP properties that would be available for construction, a backup funding plan if LATIP funding would not be available in time for construction, and commitment that the City will continue to participate in Project Sponsor responsibilities through construction. City staff recommends that the City be listed as the interim Implementing Agency to meet the deadline to update the TIP listing and to continue working with Alameda CTC staff to provide clarity on construction funding so that the City's interim Implementing Agency status can be transitioned to Alameda CTC.

³ <https://portal.laserfiche.com/Portal/Browse.aspx?id=136816&repo=r-b6d2994c>

The A Street interchange improvements are the most feasible elements of the A Street/Winton Avenue project. It will address safety at the I-880 on and off ramps and will create improved pedestrian and bicycle connectivity under the freeway. The construction for this project can be fully funded using LATIP funds with the City contributing totaling not-to-exceed amount of \$1,350,000 towards the total \$4,000,000 needed to develop plans, specifications, and estimates.

Given the challenge of advancing both the A Street and Winton Avenue interchanges at the same time, Alameda CTC and the City have proposed advancing the A Street interchange as the most feasible path to moving this project forward and has received Caltrans concurrence on this phased approach. Further delays by not receiving Caltrans project approval in a timely manner may subject the project to unforeseen changes to federal and state requirements and may put the environmental documentation at risk. The current action would authorize the City Manager to enter into an agreement with Alameda CTC to commit the required funds to receive Caltrans project approval and advance to the PS&E phase for the A Street portion of the project.

ECONOMIC IMPACT

This item has no direct economic impact. The current action will help fund the design effort. The future project will have safety and multimodal connectivity benefits, that will have small reductions in health care costs due to reduced risk of traffic collisions.

FISCAL IMPACT

This item does not impact the General Fund. The \$1,350,000 City contribution needed for this PS&E phase of the project would be drawn from Fund 212, Measure BB – Local Transportation.

Funding for construction is anticipated to be drawn from the Route 238 LATIP. The LATIP account receives revenues based on the selling of Route 238 properties. Most of the projects in the LATIP are on I-880, though it also includes the City's Mission Boulevard project. Per the approved agreement, the A Street project can receive up to \$27.7 million in LATIP funding, which has a total construction cost estimate of approximately \$20 million, though that may increase given recent increases in construction costs. The City is also working with Alameda CTC to identify any potential grant funding that could also be leveraged to enable the LATIP funding to be used for additional projects. Depending on the City's ability to secure additional funding, improvements may also be possible at Winton Avenue.

STRATEGIC ROADMAP

This agenda item provides general support for the Strategic Priority of Invest in Infrastructure: Invest in Infrastructure.

SUSTAINABILITY FEATURES

This project includes safety improvements that benefit all modes of travel, including completing a gap in the City's bicycle network on A Street under I-880, which may facilitate increased use of these modes of transportation.

PUBLIC CONTACT

Public outreach for this project was conducted throughout the development of the preferred alternatives and prior to Council's selection of a preferred alternative in 2021.

Alameda CTC and City staff held multiple stakeholder meetings comprised of business owners, Southland Mall management, residents, interested community members, and bicycle advocates throughout the development of the PSR-PDS document.

NEXT STEPS

If approved by CIAC, staff will present the item to Council for their approval for the City Manager to execute a funding agreement with Alameda CTC for the City to contribute \$1,350,000 to the PS&E phase of the I-880 A Street Interchange Project. Table 1 identifies the tentative schedule for the project.

Table 1. I-880 A Street Interchange Timeline (Tentative)

	Expected Completion Date
Complete PA&ED	June 2026
PS&E	December 2027
Construction	2028-2030

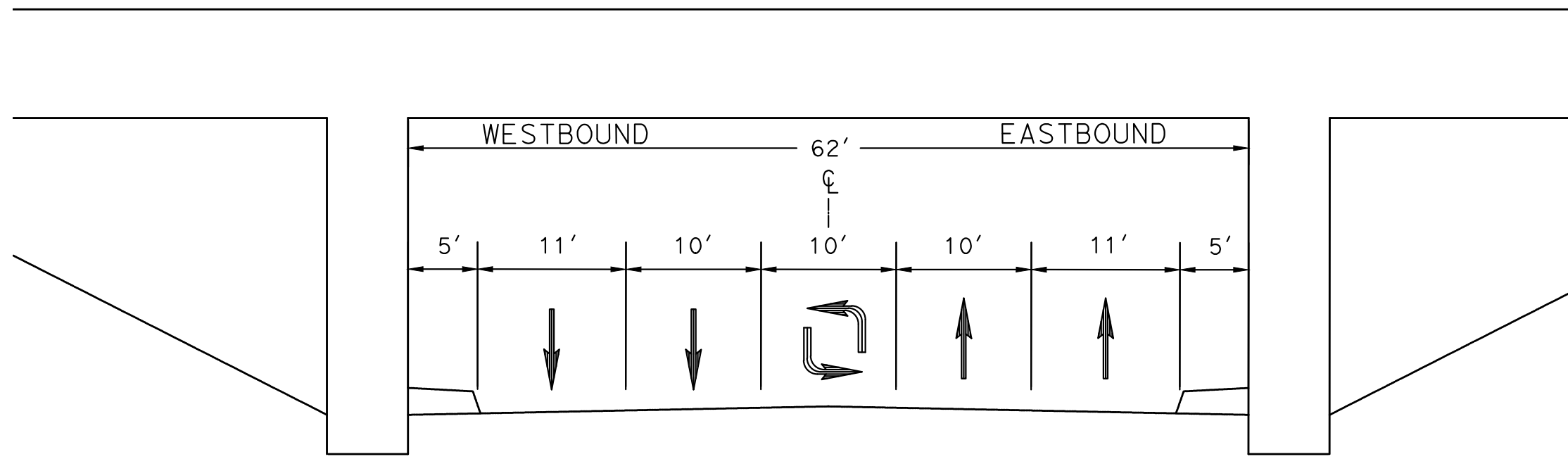
Prepared by: Byron Tang, Principal Transportation Engineer

Recommended by: Alex Ameri, Director of Public Works

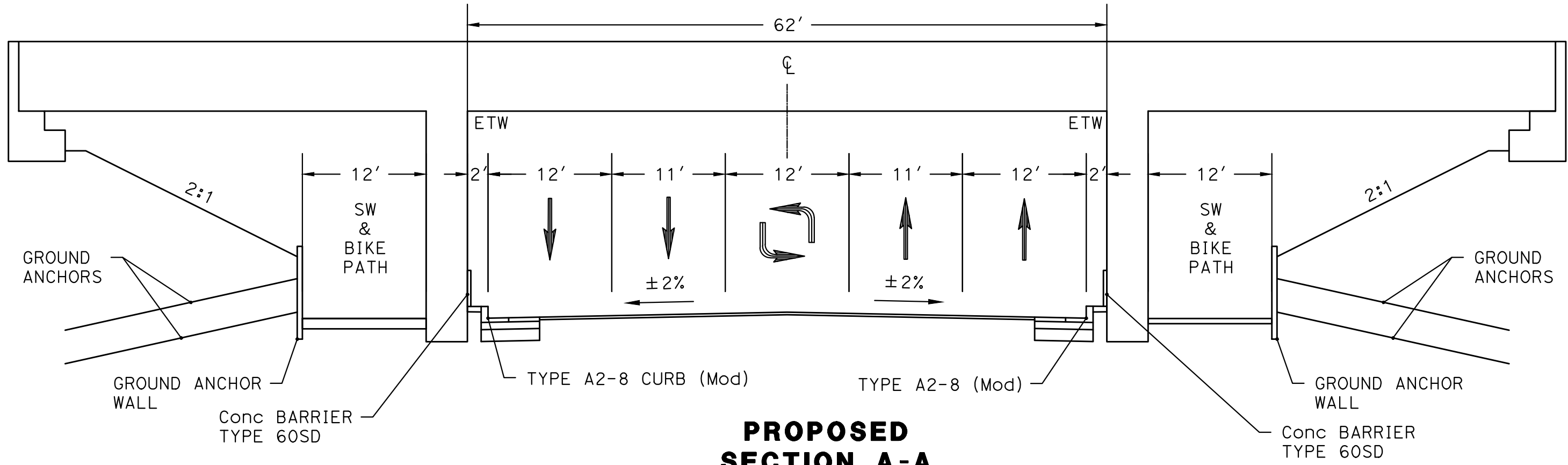
Approved by:



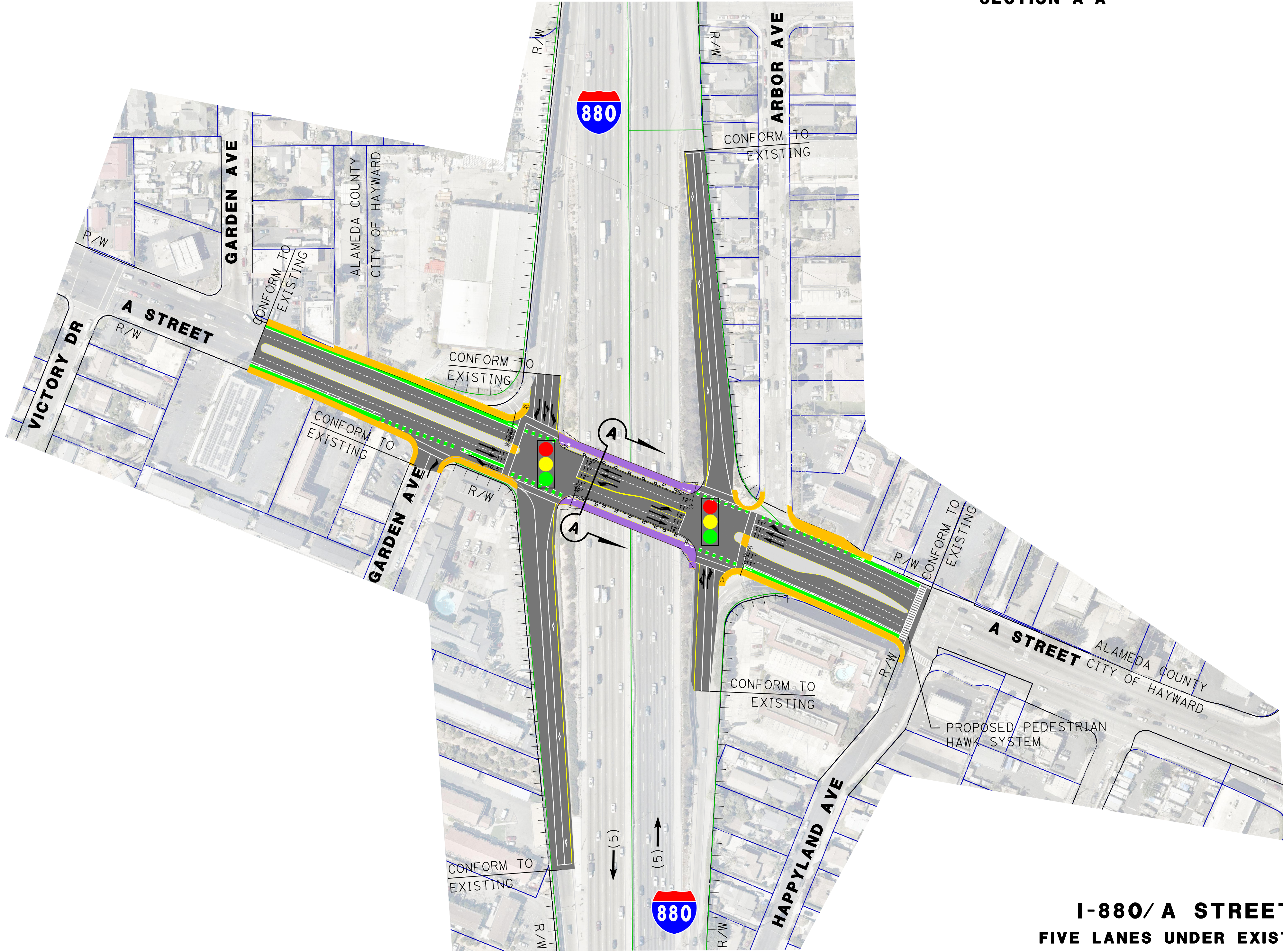
Jayanti Addleman, Interim City Manager



EXISTING
SECTION A-A



PROPOSED
SECTION A-A



LEGEND

- SIDEWALK
- BIKE LANE
- NEW MEDIAN
- PAVEMENT OVERLAY/WIDENING
- ROW IMPACTS
- SHARED PED/BIKE FACILITY
- RAMPS TO BE DEMOLISHED
- EXISTING ACCESS CONTROL
- PROPOSED ACCESS CONTROL

HAWK: HIGH INTENSITY ACTIVATED CROSSWALK

I-880/ A STREET INTERCHANGE
FIVE LANES UNDER EXISTING BRIDGE STRUCTURE
SCALE 1" = 100'

PRIORITIZED LOCAL ALTERNATIVE TIP PROJECT LIST

State Route 238 Hayward Bypass Local Alternative TIP (\$,000)

	Facility	Location	Responsible Agency	Project Name/Description	Total Fund Need	Notes
1	N/A	N/A	Caltrans	Land Disposition Fees	\$10,000	Amount unknown, \$10 million estimated
2	Local	Hayward	Hayward	Mission Blvd. – Foothill Blvd. Corridor Improvements.	\$30,000	
3	580	Castro Valley	ACTA	580/Redwood Rd I/C	\$3,000	Contingencies allowance
4	880/238/580	Various	TBD	Sound Walls	\$10,000	
5	880/238/580	Various	TBD	Integrated Corridor Management and Ramp Metering	\$32,500	
6	880	Hayward	Caltrans ACCMA	Auxiliary Lanes: Paseo Grand to Winton Whipple Rd to Industrial Parkway West	\$32,500 \$19,500	
7	880	San Leandro & County	Caltrans ACCMA	HOV Project Development	\$10,000	To prepare PSR
8	880/92	Hayward & San Leandro	Hayward/ ACCMA San Leandro/ ACCMA	Interchanges: Clawiter/Whitesell I/C 880/Industrial Pkwy I/C 880/Davis I/C 880/Marina I/C	\$52,000 \$41,000 \$11,100 \$24,400	Funding needed for Davis and Marina reduced to reflect costs borne by Southbound HOV project (I-bond)
9	880/580/92/ 238	Various	Caltrans ACCMA TBD	HOV Projects and Other Interchanges: NB HOV Extension NB 238/880 Conn. Washington I/C 880/Whipple I/C 880/West A I/C 880/West Winton I/C 92/Industrial I/C 580/Strobridge I/C	\$155,500 \$31,000 \$31,000 \$13,500 \$27,000 \$25,000 \$6,000 \$21,000	If the 238/880 Connector and Washington I/C are constructed concurrently, total funds needed decrease from \$62,000 to \$46,200. The lower number was used to calculate total need.
				Total Fund Need	\$570,200	

Freeway project locations are shown on the map on the following page.

