

Council Infrastructure & Airport Committee Meeting

Presentations

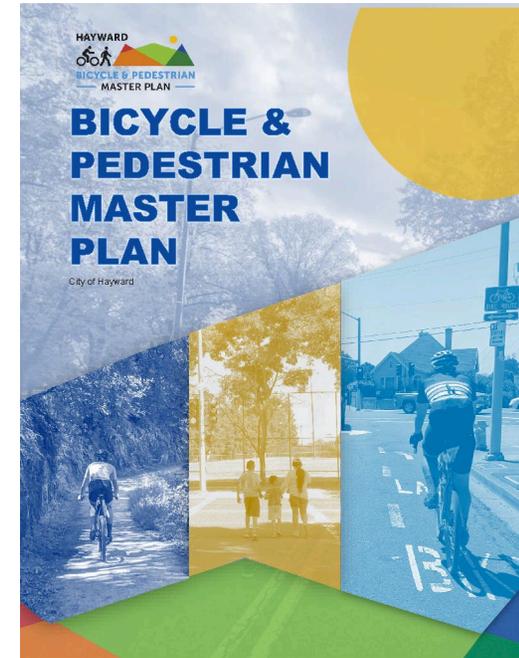
August 27, 2025

Ruus Road Complete Streets Project



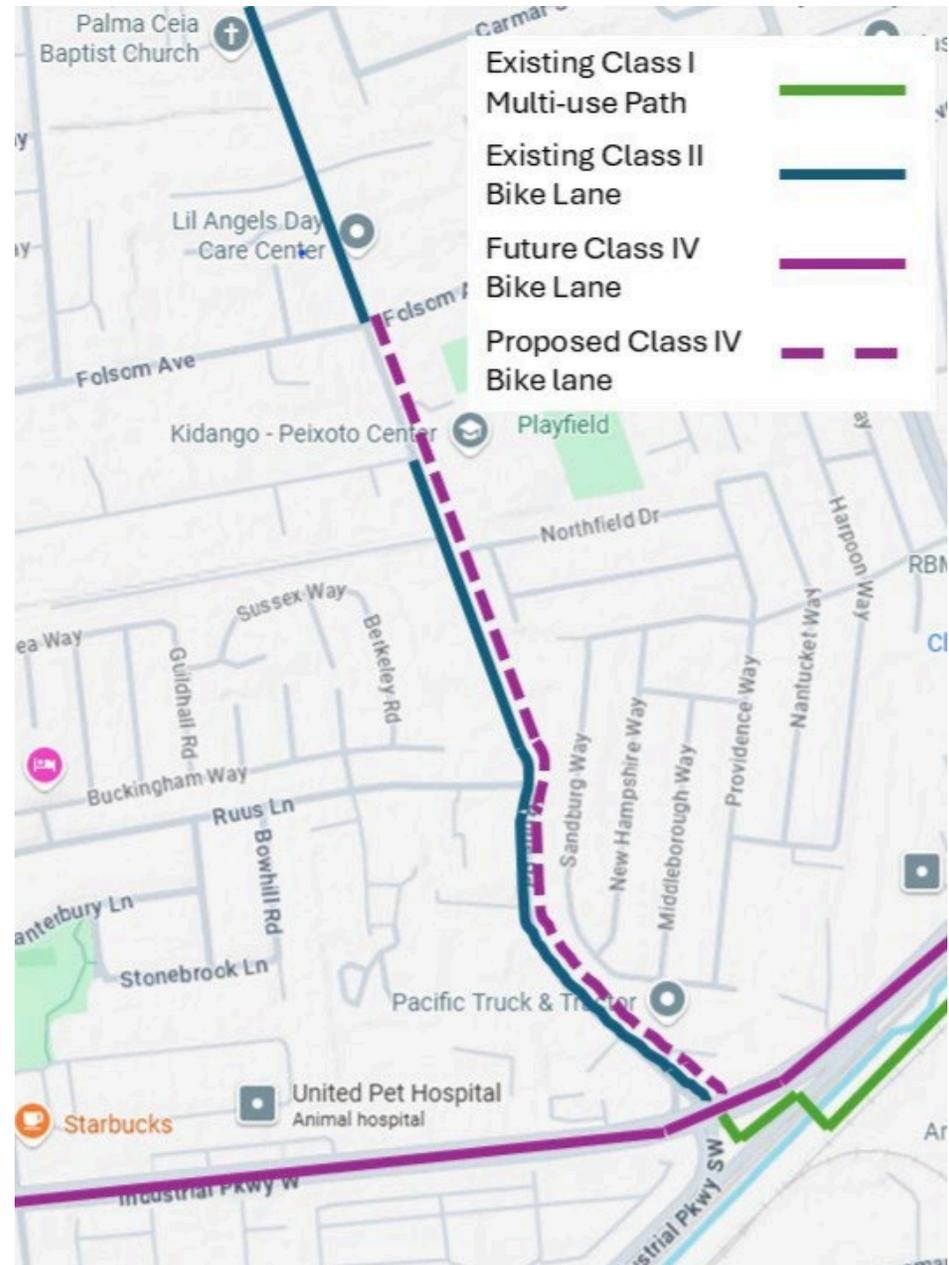
Project Goals

- Safety
- Climate Action
- Bike Plan Implementation
- Accessibility



Ruus Road Existing Conditions

- 0.6 mile corridor
- One lane in each direction
- Transit route
- Narrow bike lane
- Residential and Light Industrial land uses
- Daily traffic – 7,600 vehicles per day
- 25 mph speed limit; 85th percentile speed 34 mph

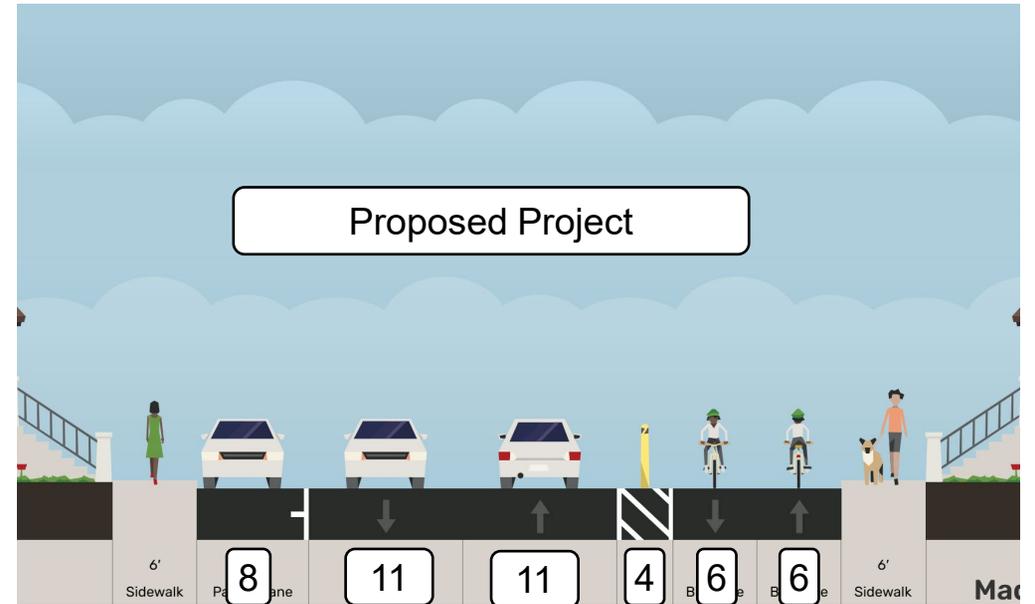
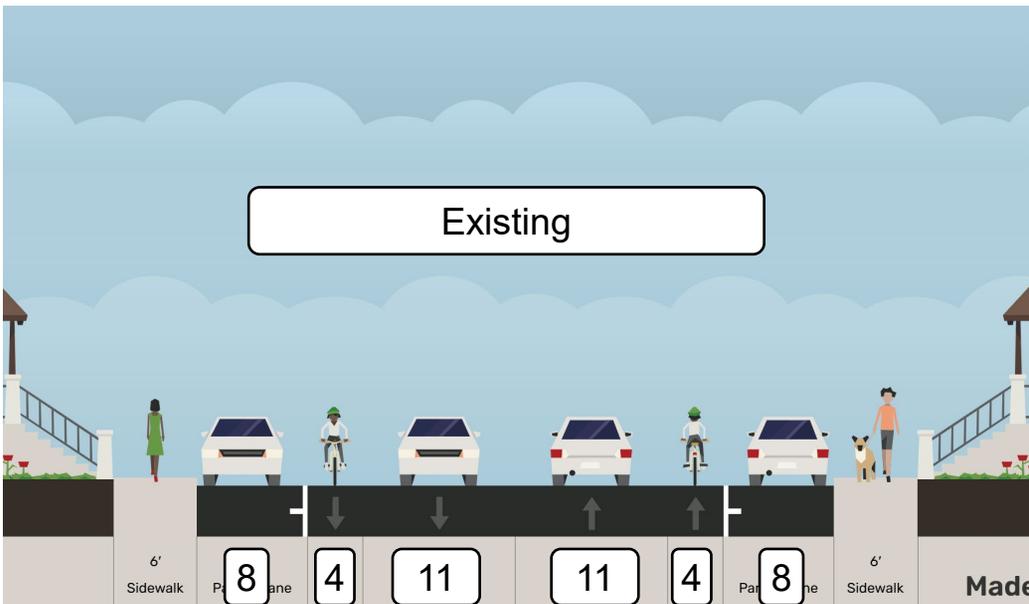


Project Background

- Ruus Rd is proposed as a **Class IV** bike facility in the Bicycle and Pedestrian Master Plan (2020)
- Hayward **residents and commuters reached out to City** about need for better bike facilities (2023)
- Traffic analysis for Ruus and Industrial in response to a resident request: **Protected left turn warranted (2023)**
- City awarded HSIP grant (2024)
- With launch of **Hayward Rides**, City hopes to provide safe places to bike



Project Overview



Outreach

- Emails received about bicycling conditions on Ruus Road and need for protected left turn prior to project initiation
- Door-to-door outreach Summer 2024
- Public meeting July 30, 2025
 - Peixoto Center
 - 1,000 notifications mailed (English/Spanish)
 - Follow-up door-to-door visit on week of the meeting
 - 10 participants
- CIAC meeting notified with emails to meeting participants

Outreach

| Community Input | How Incorporated into Plan |
|---|---|
| Concerns about traffic and speeding, exiting driveways, crossing the street | <ul style="list-style-type: none">➤ Traffic calming throughout corridor➤ Reduced speeds should facilitate driveway access |
| Concern about loss of parking for bike lane | <ul style="list-style-type: none">➤ Collected parking occupancy data➤ Provide safer crossings for people parked across street |
| Visibility challenges at Ruus Ln | <ul style="list-style-type: none">➤ Restripe intersection to improve sightlines➤ Study crosswalk, stop sign, RRFB |
| Need for new streetlights and repair of existing streetlights | <ul style="list-style-type: none">➤ Identified three potential streetlight locations➤ Assigned technician to confirm working condition of streetlights |
| Support for protected left turn | <ul style="list-style-type: none">➤ Key element of project |
| Concern that narrowing roadway will increase traffic | <ul style="list-style-type: none">➤ Project does not affect capacity |

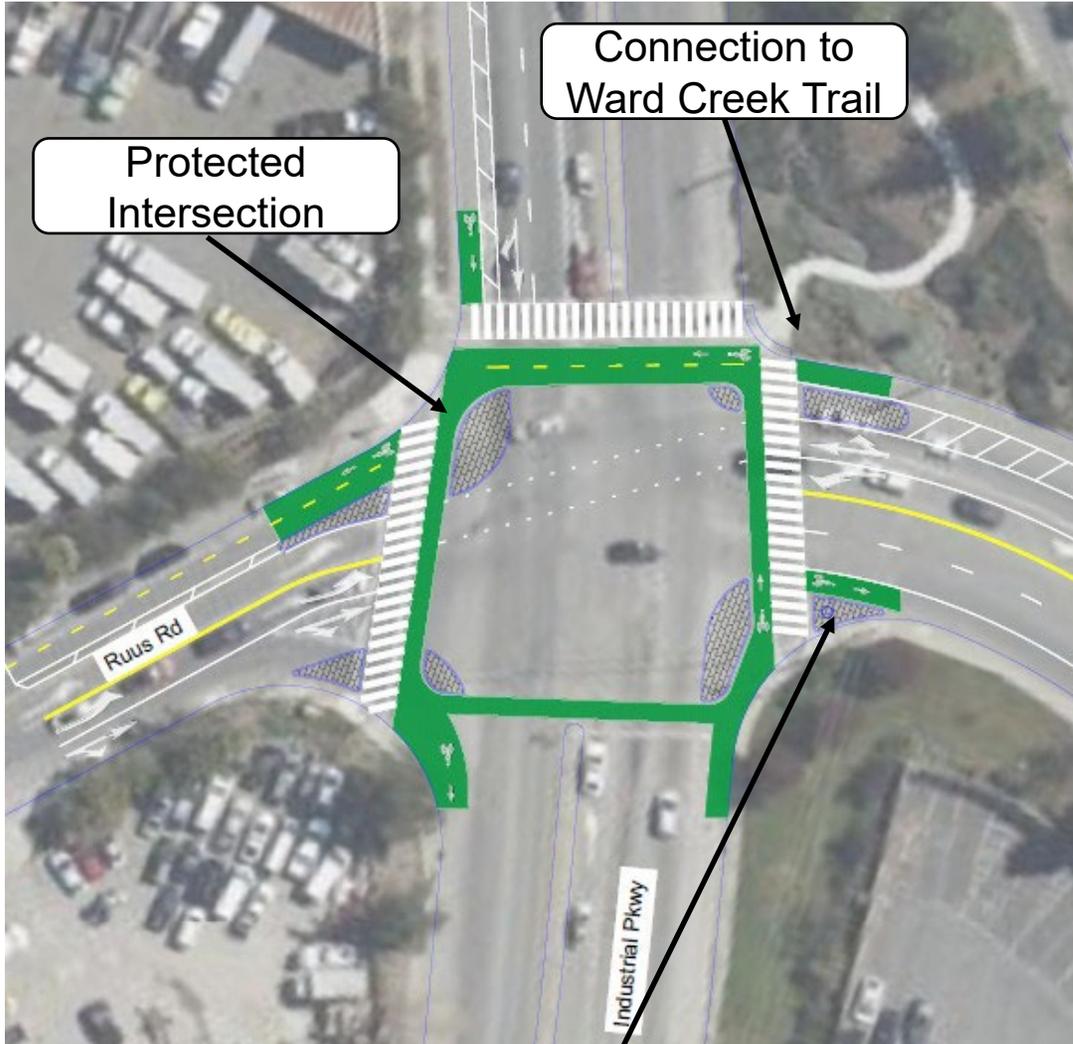
Design Considerations

- Two-way bikeway advantages:
 - Few driveway conflicts
 - Direct connection to Ward Creek Trail
 - Requires less street space than Class IV on both sides
- Parking concerns considered, but there are options

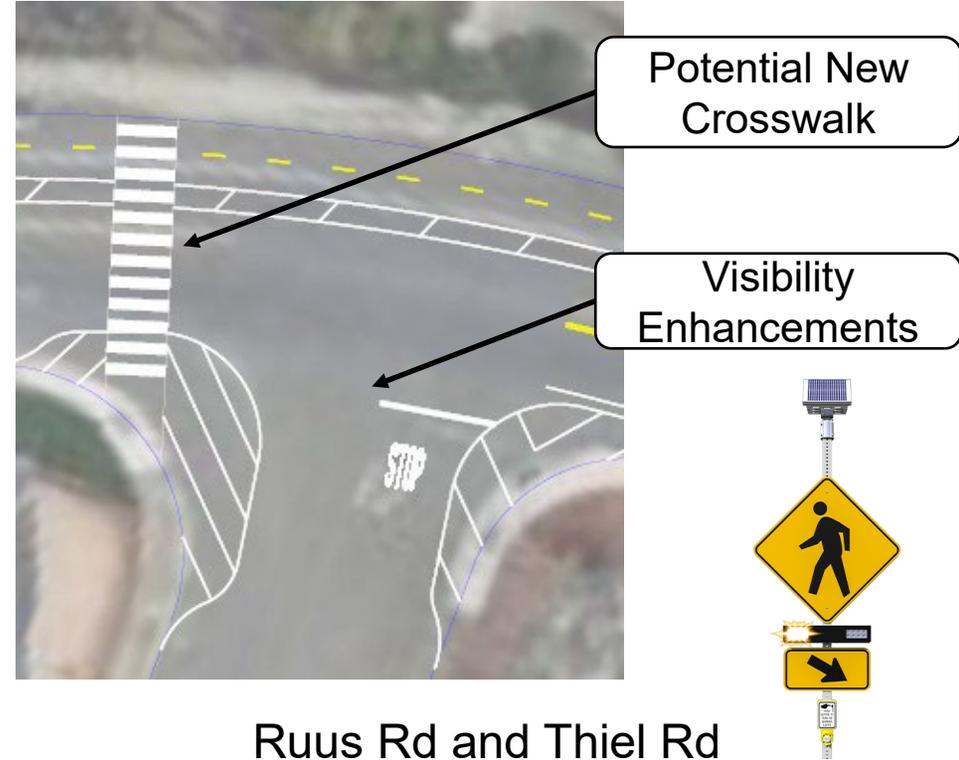
| | Parking Spaces | Sunday Afternoon | Weekday Evening | Weekday Midday |
|------------------------|----------------|------------------|-----------------|----------------|
| Folsom Ave to Thiel Rd | 21 | 33% | 33% | 33% |
| Thiel Rd to Ruus Ln | 87 | 29% | 23% | 15% |
| Ruus Ln to Industrial | 98 | 2% | 26% | 83% |
| Ruus Ln* | 38 | 8% | 26% | 61% |

Project Details

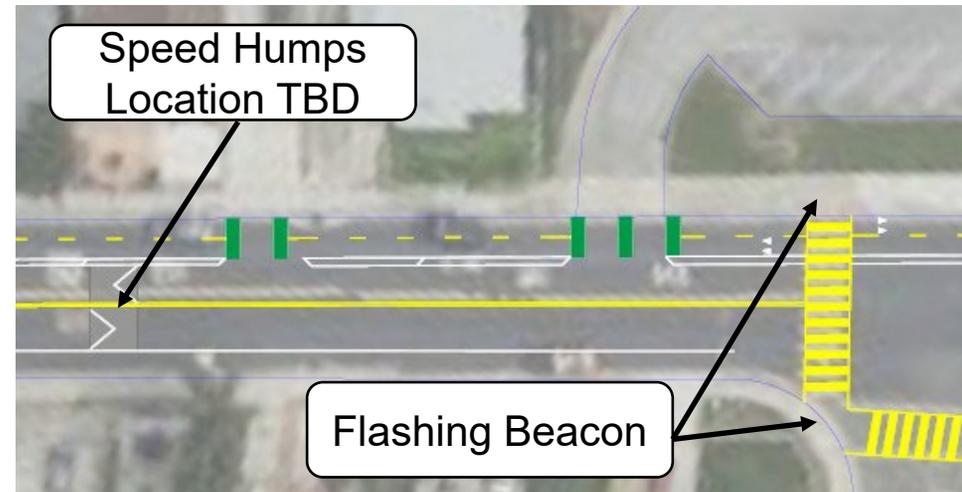
Ruus Rd and Industrial Pkwy



Ruus Rd and Ruus Ln



Ruus Rd and Thiel Rd



Next Steps

| Description | Date |
|-----------------------|-------------|
| Finalize Concept Plan | Fall 2025 |
| Develop Project PS&E | Spring 2026 |
| Construction Complete | Spring 2027 |



Thank you

*For this item, staff seek input from the Committee and
Public Comment*

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Interstate 880 & A Street Interchange Update



Council Infrastructure & Airport Committee
City Hall
August 27, 2025

Overview

- History
- Project Benefits
- Funding – Design Phase
- Advancing to Design Phase
- Funding – Construction Phase
- Recommendation

History

- Alameda County Transportation Commission passed the 2014 Transportation Expenditure Plan
- 2019 – Project Initiation Document complete, approval to proceed to Environmental phase
- 2021 – Council selected six-lane alternative
- 2022 – Draft Project Report approved
- 2022 – Draft Environmental Document circulated
- 2022 – Caltrans rejects six-lane alternative
- 2022 – Five-lane alternative selected

Project Benefits

- Bicycle and pedestrian connection
- Ramp operations
- Visual improvements
- Grant-funded corridor study for A Street



Funding – Design Phase

- City has multiple interchange projects (5)
- A Street interchange improvements are the least complex
- A Street is currently in the environmental phase
- \$4,000,000 total needed for design phase of A Street

Advancing to the Design Phase

- \$4,000,000 total needed for design phase of A Street
- Funding is available
 - City commits \$1,350,000 of Measure BB
 - Does not impact City general fund
 - ACTC commits remaining funding
- Urgency to approve environmental
 - \$50,000 federal earmark expiring

Advancing to the Design Phase

- Alameda CTC is the current implementing agency
- Alameda CTC will not be implementing agency for the design phase unless clear funding plan for construction
- City will work with Alameda CTC to develop a funding plan so that implementing agency status can transition back to Alameda CTC
- The implementing agency is tasked to propose, develop, and implement a project

Funding – Construction Phase

- \$20,000,000 estimated cost
- Local Alternative Transportation Improvement Program (LATIP)
 - Can fully fund construction phase
 - Does not impact general fund
 - Some uncertainty



LATIP

- I-238 Bypass canceled, funding shifted to local projects
- Approved by the California Transportation Commission in 2010
- Contains revenues from Route 238 properties sold
- Approved LATIP project list, for each project:
 - Amount of funding allocated
 - Order of priority (must be followed)
- A Street is on the project list, but has lower priority
- City will need to initiate the process to move A Street to higher priority to access funding
- Legislative action required to change

Next Steps

- Approve City contribution of \$1,350,000 of Measure BB funding to design phase
 - September 2nd City Council
- Alameda CTC to update TIP listing for design phase
 - City to be listed as interim implementing agency for design phase
- City to continue to work with Alameda CTC to develop a funding plan for construction
- Complete environmental phase, start design phase in Q4 2026

Recommendation

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. I-880 A Street Interchange Timeline (Tentative)

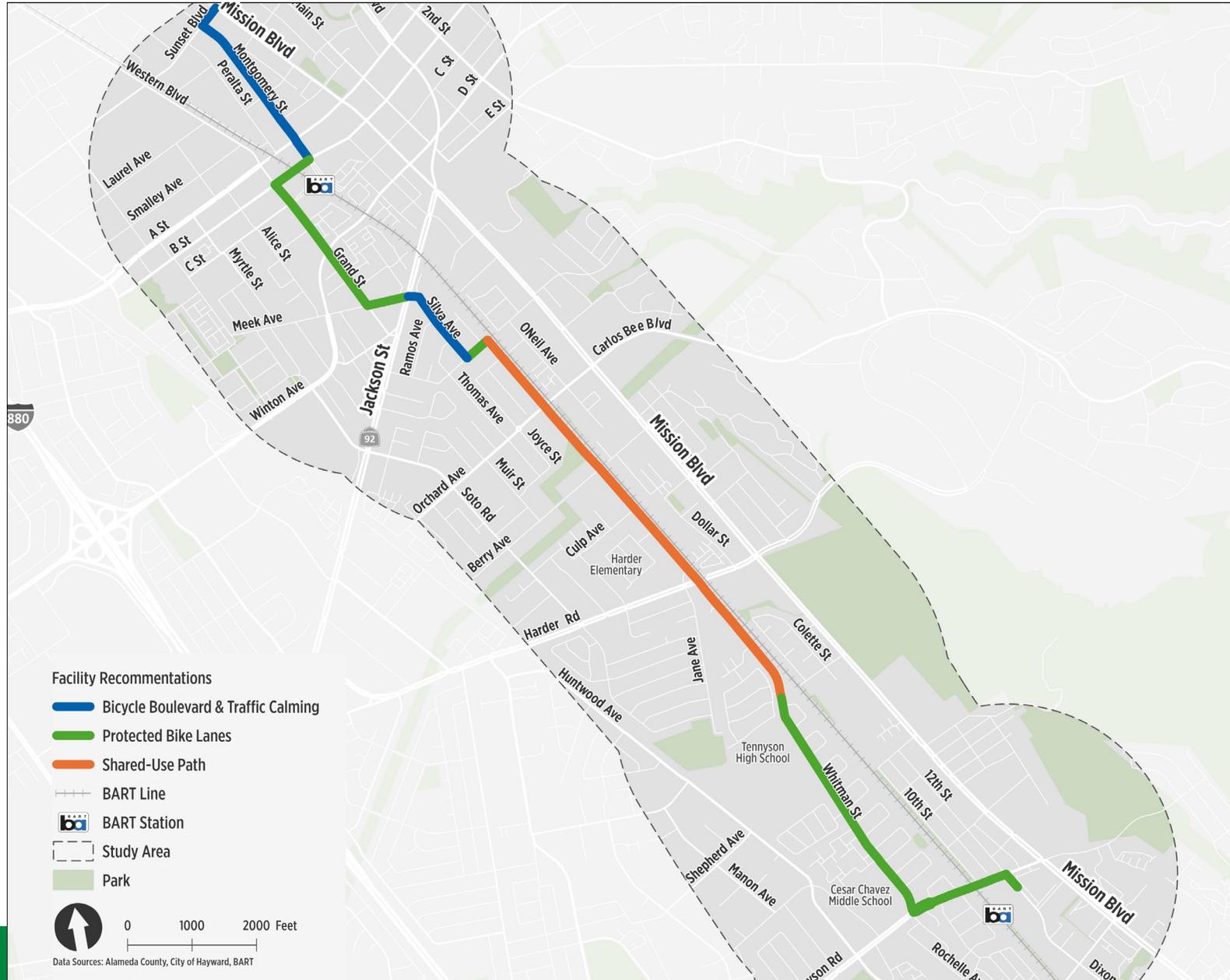
| | Expected Completion Date |
|----------------|--------------------------|
| Complete PA&ED | June 2026 |
| PS&E | December 2027 |
| Construction | 2028-2030 |

Oral Update Slides

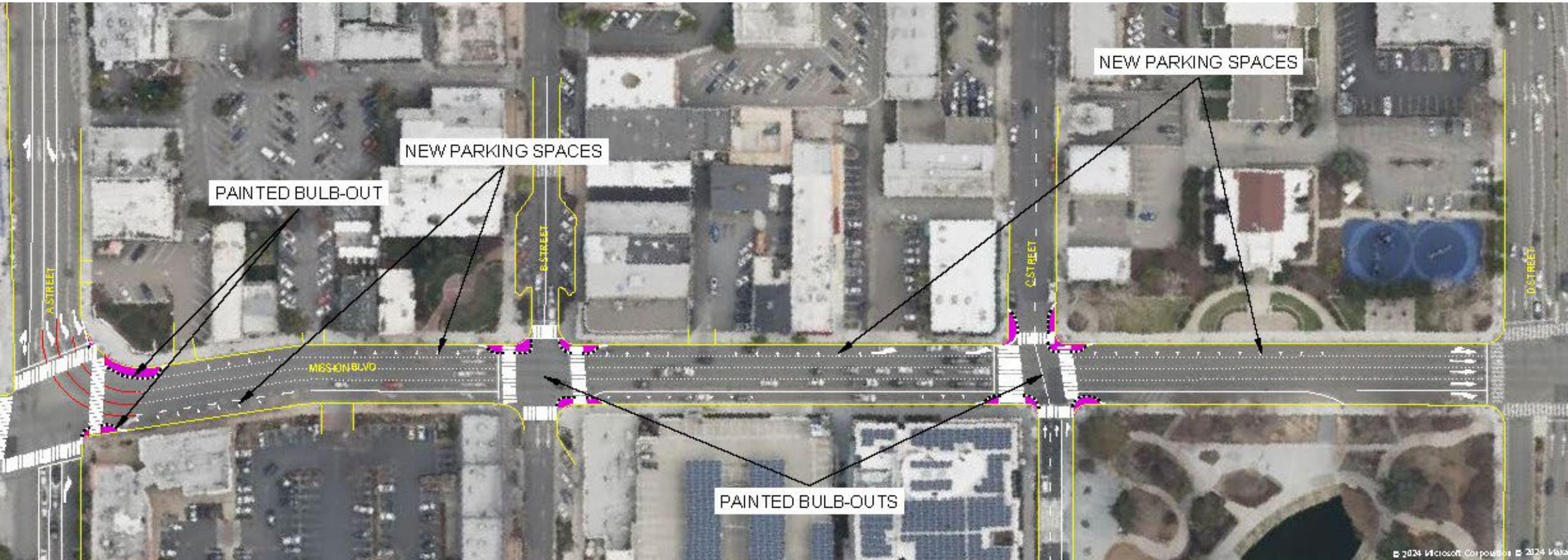
Main Street Complete Streets



East Bay Greenway Multimodal Project



Mission Blvd On-Street Parking Pilot Project



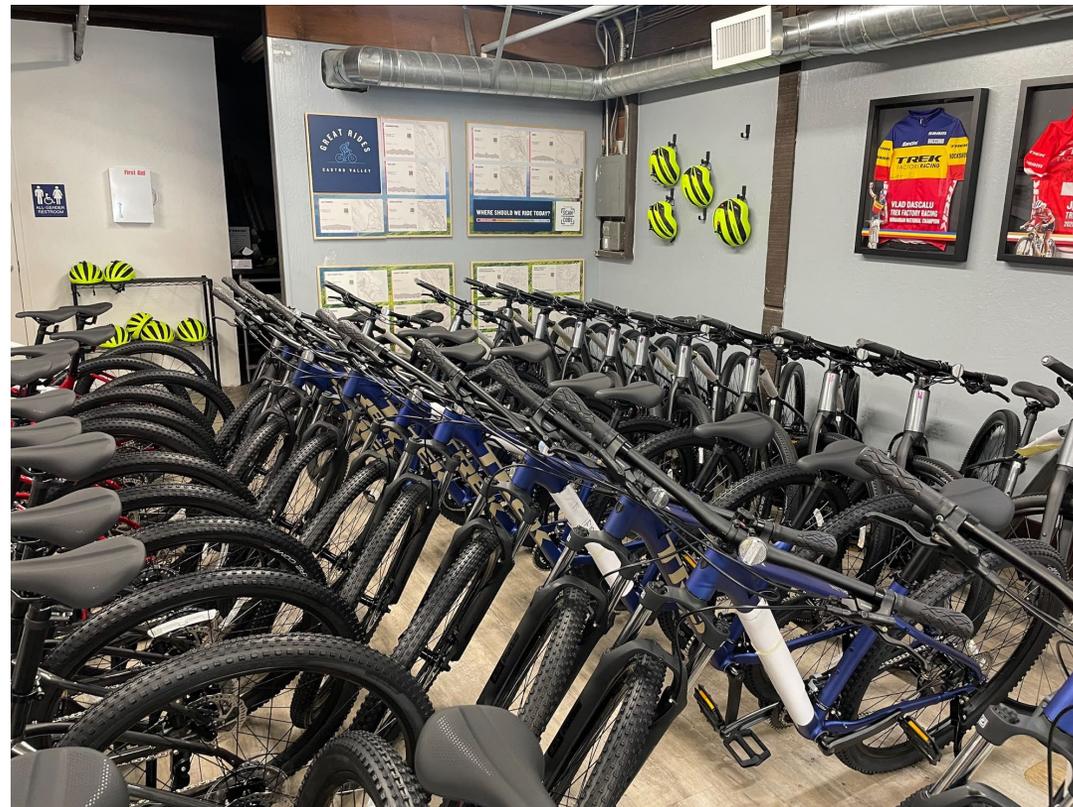
HIN Phase 1: Road Safety Audit Report

- High-Injury Network (HIN) Safety Plan Phase 1 Corridors:
 - Downtown Area (A St, B St, Mission)
 - A St from Hesperian to Mission
 - B St from Martin Luther King to 4th Street
 - Tennyson Road from Hesperian to Mission
- Road Safety Audits completed
- Corridor alternatives in October CIAC meeting



Hayward Rides

- 50 bikes assembled
- Helmets, front & rear lights, and locks in stock
- Support contract for Eden Youth & Family being drafted
- Team ready to move forward
- Urgent: Determine launch event date
 - Standalone event at City Hall
 - Earliest available dates:
 - Any weekend date in October except 10/11 & 10/12



Outreach at Backpack Giveaway



Dollar Street/Harder Road Congestion Update

