



CITY OF HAYWARD

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

Agenda

Council Infrastructure & Airport Committee

Wednesday, October 22, 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/87441540315?pwd=8Yep1iYF1ScLeacP9WyDoS0f0bQjFW.1>

Passcode: CIAC_1022

Phone one-tap:

+16699006833,,87441540315#,,,,*121680550# US (San Jose)

+16469313860,,87441540315#,,,,*121680550# US

Join via audio:

+1 669 900 6833 US (San Jose)

+1 646 931 3860 US

Webinar ID: 874 4154 0315

Passcode: 121680550

International numbers available: <https://hayward.zoom.us/j/kc00qbyn7x>

CALL TO ORDER

ROLL CALL

PUBLIC COMMENTS:

APPROVAL OF MINUTES

1. [MIN 25-105](#) Approval of Minutes of the Council Infrastructure & Airport Committee (CIAC) Meeting Held on August 27, 2025.

Attachments: [Attachment I](#)

REPORTS/ACTION ITEMS

2. [ACT 25-066](#) Amendments to the Water Supply Agreement Between the City and County of San Francisco and Wholesale Customers
Relating primarily to: 1) Reducing the requirement for purchase of Minimum Water Supply Quantity for the Alameda County Water District, City of Milpitas, City of Mountain View, and City of Sunnyvale; and 2) Updating Tier 2 Water Shortage Allocation Plan

Attachments: [Attachment I Staff Report](#)

3. [ACT 25-064](#) Safe Streets Downtown (The Loop) Update

Attachments: [Attachment I Staff Report](#)
[Attachment II Phase 1 Engagement Summary](#)
[Attachment III Proposed Options for Further Study](#)

4. [ACT 25-067](#) East Bay Greenway Multimodal - Hayward Segment Project:
Review Staff Recommended Project Alignment and Types of
Facilities

Attachments: [Attachment I Staff Report](#)
[Attachment II Existing and Proposed Sections](#)
[Attachment III Phase 3 Outreach Summary](#)
[Attachment IV East Bay Greenway Project Alignment](#)

5. [ACT 25-061](#) Review and Recommendation: Sewer Rehabilitation Project on
Hesperian Boulevard

Attachments: [Attachment I Staff Report](#)

FUTURE AGENDA ITEMS

6. [ACT 25-068](#) Proposed 2025 Agenda Planning Calendar: Review and
Comment

Attachments: [Attachment I Staff Report](#)

ORAL PROJECT UPDATES

COMMITTEE MEMBER/STAFF ANNOUNCEMENTS AND REFERRALS ADJOURNMENT

NEXT SCHEDULED MEETING: Thursday, November 13, 2025

LOCATION: Hayward Executive Airport, 20301 Skywest Drive, Hayward



CITY OF HAYWARD

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

File #: MIN 25-105

DATE: October 22, 2024

TO: Council Infrastructure & Airport Committee

FROM: Director of Public Works

SUBJECT

Approval of Minutes of the Council Infrastructure & Airport Committee (CIAC) Meeting Held on August 27, 2025.

RECOMMENDATION

That the CIAC reviews and approves the August 27, 2025 CIAC meeting minutes.

ATTACHMENTS

Attachment I August 27, 2025 CIAC Meeting Minutes



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

August 27, 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
- Sammy Lo, Senior Civil Engineer

PUBLIC COMMENTS

Bruce Dougie raised concerns about a gap in the bicycle lane at 561 A Street; staff explained that the implementation had been postponed because at the time A Street had been scheduled for repaving and that the fix would occur in the coming weeks. Tyler Dragoni emphasized the importance of preserving Skywest as valuable community open space, urging Council to prioritize long-term community benefit and legacy over tax revenue. Mary Clements, representing the Skywest HOA, thanked staff for improved mowing and tree maintenance but reported a growing trash problem caused by encampments on the property and requested more consistent patrols and cleanup efforts.

APPROVAL OF MINUTES

1. **Approval of Minutes of the Council Infrastructure & Airport Committee held on June 25, 2025.**

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

REPORTS/ACTION ITEMS

Mayor Salinas announced that Item #3 would be heard before Item #2 to allow sufficient time for public comments, noting the large number of community members in attendance who wished to speak on the project.

3. **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**

Director of Public Works Ameri provided a synopsis of the staff report, followed by a PowerPoint presentation from Principal Transportation Engineer Tang. Mr. Tang also introduced Jhay Delos Reyes and Gary Sidhu from the Alameda County Transportation Commission.

Public Comments

There were none.

CM Andrews questioned the project prioritization under LATIP, asking which projects ranked higher and requesting accident data comparisons. She cautioned against committing funds if other projects were more urgent.

CM Syrop emphasized the need to include Tennyson Road on the LATIP priority list due to safety issues and past fatalities, requesting a written statement from Alameda County Transportation Commission (ACTC) regarding Tennyson Road. He also asked whether lighting improvements would be a part of the design.

Mayor Salinas recalled 2010 discussions that prioritized the Whipple Road, Industrial Blvd, and Winton Road interchanges because of congestion and coordination with Union City. He stressed that Tennyson Road has been a long-standing concern and should not be overlooked.

2. Ruus Road Complete Street Project

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

Public Comments

Several residents raised concerns about safety, parking, and traffic impacts. Maria Banda, Lorraine Bowles, and Paul Bowles noted low bike usage, risks to children and seniors, and potential loss of residential parking. Maria Silva and Glenn Ocal highlighted potential safety hazards for elderly and disabled residents. Peggy Faragganan emphasized the importance of accessible parking for multi-generational families. Jovany Vargas expressed concerns regarding increased truck traffic on Ruus Road and questioned the effectiveness of the proposed changes given current low bike usage. Bruce Dughi, Tyler Dragoni, Alejandra Wahl, and Carl Gorringer expressed strong support for the project, highlighting cyclist safety, climate benefits, and the creation of a connected bike network. Tyler Dragoni and Alejandra Wahl emphasized the right-of-way and prioritizing human safety over parking. Carl Gorringer praised the two-way bike lane design, continuous protection, and suggested minor adjustments to buffer space while endorsing the overall plan. Tyler Dragoni additionally commended the City for pursuing grant funding to support the project.

CM Andrews acknowledged the challenges of balancing pedestrian safety, bicycle safety, and residents' quality of life. She thanked the public for sharing their concerns and emphasized prioritizing pedestrian safety, particularly at intersections where conflicts and incidents are most common. CM Andrews praised project elements such as high-visibility crosswalks and protected intersections and encouraged continuation of these efforts citywide. She also expressed interest in exploring speed humps where feasible, as well as additional flashing beacons, to help slow traffic

and improve safety. Finally, she noted concern regarding potential lane reductions. While supportive of bike lanes in general, she stated she would not support bike lanes for this particular section but expressed interest in reviewing other sections or opportunities for bike lanes.

CM Syrop thanked staff for their work and noted strong neighborhood opposition, particularly to the bike lanes. He asked if funding for pedestrian improvements like crosswalks or lights is tied to including bike lanes and emphasized using injury data to guide decisions. CM Syrop stressed the need for better outreach, as previous surveys underrepresented community concerns. He recommended advancing the project for full Council discussion so representatives from nearby neighborhoods can weigh in. While supportive of bike infrastructure for safety and City benefits, he prioritized resident input and safety, especially for students, and encouraged continued community engagement.

CM Andrews asked whether the City could advocate for pedestrian improvements at the crosswalk and intersections through the Caltrans grant even if the bike lanes are not implemented, ensuring the project stays on the funding list. She also asked about alternative ways to improve bicycle safety, such as higher-visibility markings, and suggested using larger, central locations for additional public outreach.

CM Syrop added that if the project is brought to the full Council, it would be important to clarify whether pedestrian and lighting improvements would be impacted if bike lanes are not included, noting potential funding implications.

Mayor Salinas acknowledged strong neighborhood concerns and emphasized balancing community feedback with long-term safety and mobility goals. He called for additional community input and suggested another meeting to capture broader perspectives. He reaffirmed the City's Complete Streets policy as a long-term safety and accessibility vision, while noting neighborhood resistance to its implementation. He also announced the upcoming Hayward Rides program, which will provide bicycles to middle and high school students, stressing the need for infrastructure to support future riders. He agreed with CM Syrop that the full Council's input should be heard on this matter.

The item was moved by Council member Syrop, seconded by Mayor Salinas, and approved unanimously for recommendation to Council.

STAFF ORAL REPORTS AND ANNOUNCEMENTS

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

Public Comments

Bruce Dughi and Tyler Dragoni expressed strong support for the City’s bicycle initiatives, including the Hayward Rides program and the East Bay Greenway. Bruce Dughi highlighted safety concerns on Silva and Sycamore Streets, noting they are difficult for cyclists of all ages. Tyler Dragoni praised the Main Street Complete Streets project, encouraged continuous regional bike infrastructure, supported traffic calming at the Mission Blvd. loop, and noted inconsistencies in bike lane striping on Dollar Street and Harder Road.

FUTURE AGENDA ITEMS

Discuss Topics for October Agenda

COMMITTEE MEMBER/STAFF ANNOUNCEMENTS AND REFERRALS

Mayor Salinas announced that the Hayward Executive Airport Open House will be held on Sunday, September 21st, from 10:00 AM to 3:00 PM. He noted that the event is impressive, attracting around 5,000 attendees, and features airplanes, flight school programs for youth, and opportunities for young people as early as 15 or 16 years of age to begin training toward a pilot’s license.

ADJOURNMENT

Chair Salinas adjourned the meeting at 7:56p.m.

Attendance	MEETINGS			
	Present 8/27/25 Meeting	Present to Date This Fiscal Year	Excuse to Date This Fiscal Year	Absent to Date This Fiscal Year
Angela Andrews	✓	10	0	0
Mark Salinas	✓	10	0	0
George Syrop	✓	10	0	0



File #: ACT 25-066

DATE: October 22, 2025

TO: Council Infrastructure & Airport Committee

FROM: Director of Public Works

SUBJECT

Amendments to the Water Supply Agreement Between the City and County of San Francisco and Wholesale Customers Relating primarily to: 1) Reducing the requirement for purchase of Minimum Water Supply Quantity for the Alameda County Water District, City of Milpitas, City of Mountain View, and City of Sunnyvale; and 2) Updating Tier 2 Water Shortage Allocation Plan

RECOMMENDATION

That the Council Infrastructure and Airport Committee (CIAC) reviews, provides feedback and makes recommendations to present to City Council on: 1) amending the Amended and Restated Water Supply Agreement Between the City and County of San Francisco Wholesale Customers in Alameda County, San Mateo County, and Santa Clara County (WSA) dated as of 2025; and 2) updating the Tier 2 Water Shortage Allocation Plan.

SUMMARY

Hayward receives its potable water supply from the San Francisco Public Utilities Commission (SFPUC) under the terms of a 1962 individual water sales agreement, as well as the 2009 Water Supply Agreement (WSA) between San Francisco and the wholesale water customers (Wholesale Customers). From time to time, the WSA is amended to reflect evolving water supply and management needs, most recently in 2021.

This report provides an overview of two proposed wholesale customer water supply contract actions:

1. An amendment to the Amended and Restated Water Supply Agreement between the City and County of San Francisco and Wholesale Customers in Alameda County, San Mateo County, and Santa Clara County (WSA). This amendment addresses three key areas:

- a. Minimum Purchase Quantity Requirements: Modifies the Minimum Purchase Quantity for the Alameda County Water District, City of Milpitas, City of Mountain View and City of Sunnyvale (Minimum Purchase Agencies).
- b. Tier 1 Shortage Allocation Plan (Tier 1 Plan): This Plan allocates water between San Francisco retail customers and the Wholesale Customers during a declared water shortage emergency by

the SFPUC. The amendment establishes a “Tier 1 Family Plan”, a change that ensures that during a drought, financial penalties for exceeding water allocations will only be applied to a Wholesale Customer if the entire group of twenty-six Wholesale Customer agencies exceeds its total water allocation from the SFPUC. a

c. General Updates: Minor corrections and clarifications within the WSA.

2. An updated Tier 2 Water Shortage Allocation Plan (Tier 2 Plan): The Tier 2 Plan provides the method for allocating water from the SFPUC’s Regional Water System (RWS) among the Wholesale Customers during drought shortages.

ATTACHMENTS

Attachment I Staff Report



DATE: October 22, 2025

TO: Council Infrastructure and Airport Committee

FROM: Director of Public Works

SUBJECT: Amendments to the Water Supply Agreement Between the City and County of San Francisco and Wholesale Customers Relating primarily to: 1) Reducing the requirement for purchase of Minimum Water Supply Quantity for the Alameda County Water District, City of Milpitas, City of Mountain View, and City of Sunnyvale; and 2) Updating Tier 2 Water Shortage Allocation Plan

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 - b. Tier 1 Shortage Allocation Plan (Tier 1 Plan): This Plan allocates water between San Francisco retail customers and the Wholesale Customers during a declared water

shortage emergency by the SFPUC. The amendment establishes a “Tier 1 Family Plan”, a change that ensures that during a drought, financial penalties for exceeding water allocations will only be applied to a Wholesale Customer if the entire group of twenty-six Wholesale Customer agencies exceeds its total water allocation from the SFPUC. a

c. General Updates: Minor corrections and clarifications within the WSA.

2. An updated Tier 2 Water Shortage Allocation Plan (Tier 2 Plan): The Tier 2 Plan provides the method for allocating water from the SFPUC’s Regional Water System (RWS) among the Wholesale Customers during drought shortages.

FISCAL IMPACT

These actions will have no direct impact on the General Fund or Measure C.

The proposed Minimum Purchase Quantity Amendment will increase the amount the Hayward will pay for water purchases from the SFPUC. The estimated cost increase will range from \$0.007 to \$0.040 per ccf. For Hayward, this translates to an increase of approximately \$44,000 to \$284,000 annually, based on the City’s purchases from the SFPUC in FY21, FY22 and FY23.

Funds for the increase in the cost of wholesale water purchases will come from Water Enterprise Fund and will have to be passed on to all water customers.

No additional costs are associated with the Tier 2 update or the proposed general updates to the WSA.

BACKGROUND

The City of Hayward (Hayward) purchases one hundred percent of its water supply from the SFPUC’s RWS. This water supply is governed by two agreements: 1) the 1962 contract between Hayward and the San Francisco Water Department; and 2) the Water Supply Agreement (WSA) between San Francisco and all Wholesale Customers, including the City, and subsequent amendments. The 1962 agreement primarily addresses the quantity of water to be delivered to Hayward and is the contract under which Hayward is assured of receiving sufficient quantities to meet its demand, as long as adequate water supplies are available. The WSA focuses on issues of common interest to all Wholesale Customers, such as the calculation of wholesale rates and allocation of system costs.

Hayward is a member agency of the Bay Area Water Supply and Conservation Agency (BAWSCA), which represents the interests of the twenty-six entities that purchase water from the SFPUC. In 2006, Hayward delegated authority to BAWSCA to negotiate the WSA with the condition that Hayward staff be present for all negotiation meetings.

Water Supply Agreement History

In June 2009, Hayward entered into a WSA with the City and County of San Francisco (San Francisco) and Wholesale Customers in Alameda County, San Mateo County and Santa Clara County (2009 WSA). The 2009 WSA establishes the terms by which the twenty-six Wholesale Customers purchase water from the SFPUC's RWS. The 2009 WSA builds on the 1984 "Settlement Agreement and Master Water Sales Contract between the City and County of San Francisco and Certain Suburban Purchasers in San Mateo County, Santa Clara County and Alameda County." The WSA was amended in 2013 and 2019 to address substantive issues that arose during implementation of the WSA.

In September 2017, at the request of the Minimum Purchase Agencies, BAWSCA and the Water Management Representatives (WMR) of the Wholesale Customers initiated discussions to create a process by which Minimum Purchase Quantities could be permanently transferred from one agency to another. Throughout 2017 and 2018, the WMR held multiple meetings during which the Minimum Purchase Customer agencies, and the other Wholesale Customers shared their interests and raised concerns regarding changes to the Minimum Purchase Requirements and allowing transfers of minimum annual purchase quantities.

The Wholesale Customers directed BAWSCA to facilitate negotiation of a new WSA amendment to provide a procedure for expedited and permanent transfers of minimum annual purchase quantities in a manner that safeguards the financial and water supply interests of Wholesale Customers not participating in such transfers. This amendment was memorialized in the 2021 Amended and Restated WSA (2021 WSA), approved by Hayward's City Council in March 2022.

DISCUSSION

This section summarizes the main points of the proposed WSA amendments, the Tier 2 Plan, and the potential impacts to Hayward.

Tier 2 Plan Negotiations and Development of Minimum Purchase Quantity Reduction Proposal

In January 2021, BAWSCA began facilitating an update to the Tier 2 Plan, which is the method for allocating water from the RWS among the Wholesale Customers during shortages caused by drought. The Tier 2 Plan is an agreement between the twenty-six Wholesale Customers and must be unanimously adopted by them, which includes Hayward. The Tier 1 Plan allocates water between San Francisco retail customers and the Wholesale Customers during a declared water shortage emergency by the SFPUC.

In November 2021, the SFPUC declared a water shortage emergency in response to the Governor's executive action declaring a drought state of emergency across most of California. This action triggered implementation of the Tier 1 and Tier 2 Plans by the SFPUC and BAWSCA for the first time.

Between January 2022 and June 2024, BAWSCA and the lead negotiators for each Wholesale Customer, supported by a consulting firm providing technical and modeling expertise, met more than 60 times, to negotiate the terms of the updated Tier 2 Plan. Throughout the negotiation period, the Wholesale Customers gained insight into unique characteristics of each agency and specific challenges related to water supplies and droughts. During these discussions, the four Wholesale Customers subject to the Minimum Purchase requirements (Minimum Purchase Customers) presented challenges to the Minimum Purchase Requirements.

In June 2023, following several years of discussions regarding the Minimum Purchase Requirements, the SFPUC proposed amending the 2021 WSA to reset the existing minimum annual purchase quantities to align with current water consumption trends, while protecting investment in the RWS. For the remainder of 2023, the SFPUC, the Minimum Purchase Customers, and BAWSCA held multiple meetings to identify amendments that would address challenges related to the Minimum Purchase Requirements. Once the SFPUC and the Minimum Purchase Customers finalized their recommended amendments to the Minimum Purchase Requirements, the Minimum Purchase Customers presented the proposals to the broader Wholesale Customers' group for consideration.

In June 2024, the lead negotiators concluded negotiations on the updated Tier 2 Plan. The agency representatives collectively agreed that they were ready to recommend the Tier 2 Plan to their governing boards for adoption.

1. Tier 1 Plan Amendment

Tier 1 is a method for allocating water from the SFPUC's RWS between Retail and Wholesale Customers during system-wide shortages of 20% or less. The SFPUC allocates water under the Tier 1 Plan when it determines that projected available water supply is up to 20 % less than projected system-wide water purchases. The collective Wholesale Customers' share is apportioned among the individual Wholesale Customers based on a methodology. Under the current Tier 1 Plan, if an individual Wholesale Customer exceeds its allocation, an "excess use charge" is assessed for the additional amount used by the Wholesale Customer.

In Fall of 2024, all twenty-six Wholesale Customers and the SFPUC negotiated an amendment to the Tier 1 Plan in the WSA to incorporate a new "Tier 1 Family Plan," whereby the SFPUC may only apply excess use charges to Wholesale Customers who exceed their individual shortage allocation when the collective Wholesale Customer usage exceeds the Tier 1 allocation.

2. Impact Related to the WSA Amendments

Minimum Purchase Quantity Requirements

The proposed amendments to the Minimum Purchase Quantity Requirements will increase costs for both the SFPUC's Retail Customers and all other Wholesale Customers besides the Minimum Purchase Customers. Because the RWS revenue requirement must be recovered through water rates, BAWSCA has estimated that reducing the Minimum Purchase Requirements for the four customers is estimated to cost all the Wholesale Customers and the SFPUC's retail customers an additional \$0.007-\$0.04 per ccf (hundred cubic feet). This equates to approximately a 0.13%-0.72% water rate increase.

The Minimum Purchase Quantities were initially developed and imposed on agencies with multiple sources of water to provide the SFPUC with some level of wholesale revenue certainty. Otherwise, the SFPUC could see large decreases in purchase volumes and sales revenues during normal water supply years from those agencies purchasing water from much less expensive water supply sources, thus affecting the SFPUC's fixed costs.

The proposal assumes the cost for the reduction in Minimum Purchase Quantities will be distributed among all the wholesale agencies. As one of the SFPUC's largest water purchasers, Hayward would bear a large fiscal impact of approximately \$44,000 to \$284,000 annually, based on the City's purchases from the SFPUC in FY21, FY22 and FY23. Hayward staff have indicated to BAWSCA that it does not support the impact of a reduction in sales revenues to affect the wholesale water rates.

When the Minimum Purchase Quantity proposal was presented to the WMR in June 2024, Hayward expressed strong concerns regarding the financial impacts to the City as well as to other Wholesale Customers. Hayward's Public Work's Director and Water Resources Manager had a number of meetings, with staff representatives for the four Minimum Purchase Agencies and BAWSCA staff to develop a course of action that is fair and feasible for all effected agencies. However, Hayward's concerns were eventually not included in the Minimum Purchase Quantity final proposal

Potential Impacts on Hayward Regarding Tier 1 and Tier 2 Amendments

Tier 1 Water Shortage Allocation Plan

The proposed amendments to the WSA regarding Tier 1 Plan will have no adverse impacts to Hayward. If the City were to exceed its water allocation during a drought, but the Wholesale Customers collectively use less than the total Wholesale Customer allocation from the SFPUC, the City will not be charged excess use fees.

General Updates to the Water Supply Agreement

The proposed additional amendments to the WSA are administrative and will have no fiscal impact.

Tier 2 Plan

The proposed updates to the Tier 2 Plan provide a predictable and equitable allocation framework. As Hayward depends on supplies from the SFPUC's RWS, the formula ensures allocations are sufficient to meet public health and safety standards, and is vital for water supply planning and management purposes.

ECONOMIC IMPACT

The proposed amendment would increase the amount all Hayward water customers, including residences and businesses, will pay for water purchased from the SFPUC, which may result in increases to the rates charged to its customers. For a typical single-family home, the monthly increase will average of \$0.21-\$1.21.

STRATEGIC ROADMAP

This agenda item does not directly relate to one of the Council's six Strategic Priorities.

SUSTAINABILITY FEATURES

The WSA provides for sustainable and reliable regional water supplies. Reliable water supplies can strengthen economic conditions and foster sustainable growth.

PUBLIC CONTACT

The SFPUC approved the WSA amendments at its May 13, 2025, Commission meeting.

NEXT STEPS

The proposed WSA amendments and updates have been approved by all of the other Wholesale Agencies' governing bodies (twenty-five). Hayward was the last agency to consider the amendment. If Hayward does not approve the WSA amendments, the amendments will not go into effect for the Tier 1 "Family Plan", the Minimum Purchase Requirements, and discrete issues that arose over the course of implementing the WSA. In view of this staff recommends approval.

If Hayward does not approve the Tier 2 updates, drought allocations would default to a determination by the BAWSCA Board or the SFPUC, potentially resulting in a less favorable and unpredictable outcome. Staff recommends approval.

If CIAC agrees, these items will be presented to the City Council for consideration at their December 2, 2025 meeting based on approval by the governing bodies of twenty-five Wholesale Agencies, and that the items must receive Hayward's approval for implementation.

Prepared by: Cheryl Muñoz, Water Resources Manager

Recommended by: Alex Ameri, Director of Public Works

Approved by:



Jayanti Addleman, Interim City Manager



File #: ACT 25-064

DATE: October 22, 2025

TO: Council Infrastructure & Airport Committee

FROM: Director of Public Works

SUBJECT

Safe Streets Downtown (The Loop) Update

RECOMMENDATION

That the Council Infrastructure & Airport Committee (CIAC) receives an update for the Safe Streets Downtown Project, provide feedback on proposed options to be studied further, and confirm process to select preferred option in 2026.

SUMMARY

The Safe Streets Downtown Plan (Project), a federal grant-funded planning project, has the goal of improving traffic safety on the Loop in Downtown Hayward. The Project started in February 2025. Project activities included existing policy and plans research, collection of traffic safety and operational data, hosting focus groups, tabling at City events, performing a road safety audit, and maintaining a project website.

The project team has identified four options as candidates for further study and outreach. These options are: (1) Baseline Project, (2) Reconnecting the Grid, (3) Current Alignment with Place Focus, (4) Current Alignment with Movement Focus for Foothill Boulevard. Options 2 and 3 were generated by the community and stakeholders through the design charrette event held on September 17, 2025.

Once feedback is received of the proposed options from the Council Infrastructure and Airport Committee in October 2026, the project team will perform analysis on each option and gather public feedback from future community outreach activities scheduled to start in December 2026. After all analysis and Phase 2 Outreach is completed, the project team will present the findings to the Council Infrastructure Airport Committee or City Council for selection of the preferred design.

After a preferred design is selected, the project team will engage in Phase 3 outreach activities and develop conceptual plans and cost estimates to be adopted by Council in Q2 2026. Safe Streets Downtown is intended to be a long-term, multi-year project. Future phases of the project will need substantial funding to complete.

File #: ACT 25-064

ATTACHMENTS

Attachment I Staff Report
Attachment II Phase I Public Outreach
Attachment III Proposed Options



DATE: October 22, 2025

TO: Council Infrastructure & Airport Committee

FROM: Director of Public Works

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After a preferred design is selected, the project team will engage in Phase 3 outreach activities and develop conceptual plans and cost estimates to be adopted by Council in Q2 2026. Safe Streets Downtown is intended to be a long-term, multi-year project. Future phases of the project will need substantial funding to complete.

FISCAL IMPACT

This Project has no impact on the General Fund. It is fully funded by Safe Streets & Roads for All federal grant funds. At this point, no funding has been secured for future design and construction of any selected option.

BACKGROUND

Alameda County, like many other counties in the San Francisco Bay Area, experienced high population growth in the second half of the 20th century. Driven by post-World War II suburbanization and demographic shifts, the City of Hayward population increased nearly ten-fold. Due to this increased growth and congestion in the region, a decades long initiative was started by Caltrans in 1961 to create a bypass freeway that would run parallel to Mission Boulevard and I-880. This bypass freeway was proposed to run through the City of Hayward and parts unincorporated Alameda County. This proposal generated community backlash, and in 1971, a lawsuit was filed in federal court on behalf of residents that would be displaced by the freeway construction. After many years of legal difficulties, Caltrans abandoned plans for the bypass in 2003.

Without the freeway bypass project, solutions were sought to increase roadway capacity for handling the increased local and regional traffic demands. Through these efforts, the Route 238 Corridor Improvement Project was created. Using funds from sold properties purchased with the intent of building the bypass, along with other local and regional funding, the City completed the first phase of the Route 238 Corridor Improvement Project in 2014. The Route 238 Corridor Improvement Project Phase 1 featured large capital infrastructure changes, including changes in traffic circulation, lane directions, road alignments, and implementation of a one-way loop street system in Downtown Hayward. Comprised of segments from A Street, Mission Boulevard, and Foothill Boulevard, this one-way loop street system had the purpose of alleviating regional congestion by funneling traffic through Downtown Hayward. The one-way loop street system became known and is commonly referred to as *The Loop* by the community.

Almost immediately after the Loop was completed and opened to the public, the community expressed disdain for the project. The project brought in a large volume of regional traffic through Downtown Hayward, making it difficult to access shops and amenities by local residents and visitors.

On June 6, 2023, City Council adopted the City's Strategic Roadmap for Fiscal Years 2024 to 2025+, which outlined Council's highest priorities for the near and medium-term future, along with specific projects and actions to achieve those priorities. The Strategic Roadmap consisted of six core priorities. Each core priority contained a list of projects. Within the Invest in Infrastructure strategic roadmap priority, *Project N8: Evaluate the alternatives to the Downtown Loop*, directed Public Works staff to initiate the evaluation of potential alternatives for the Loop. Although the Loop achieved its purpose in rerouting traffic to accommodate regional traffic demands, unintended negative impacts to transportation safety and the economic vitality of Downtown were also noticed.

On July 7, 2023, Staff applied for a U.S. Department of Transportation Safe Streets for All grant to develop a Speed Management Plan and a High Injury Network Safety Plan. Linking the grant application to the City's existing Local Road Safety Plan and Vision Zero policy, staff proposed a comprehensive safety evaluation and development of conceptual plans to improve traffic safety for many of the City's main arterials. On October 27, 2023, the City was awarded \$3,252,000 in funding with a requirement of \$813,000 in City matching funds. Of the \$4,065,000 total in grant and matching funds, only a portion of the funds would be used for the Downtown area of the High Injury Network Plan.

On October 18, 2024, Staff published a request for proposals for the first set of corridors to be studied for the High Injury Network Plan. After a review of the proposals received, staff recommended Fehr & Peers to be the City's consultant to prepare the Downtown Area portion of the High Injury Network Safety Plan. City Council approved to execute a contract with Fehr & Peers for a not-to-exceed amount of \$950,000 on January 21, 2025. The contract was executed on February 20, 2025.

DISCUSSION

Project Activities

Project activities began in February 2025. The project team researched existing City policies and plans. Traffic safety and volume data was gathered for various locations in the project area. To establish consistency with other safety projects, the Project was renamed to Safe Streets Downtown.

On May 20, 2025, the project team performed a Road Safety Audit (RSA). RSAs are a world-recognized best practice safety performance examination of existing conditions of the project area. It requires a field review with a multidisciplinary team made up of various stakeholders focused on documenting safety issues that would be relevant to the project. The project team and participants walked the Loop and other areas of interest and documented observations. Results of the RSA would be used to help inform areas of focus for outreach and details of the proposed options in the future.

Public Outreach

The Project's Phase 1 Outreach started in May 2025. The project team employed multiple methods to gather community and stakeholder feedback. A project website was created to allow participation through an electronic survey. Participants of the survey could also select locations on an interactive map to comment on. Throughout downtown, 33 sidewalk decals were installed on the sidewalk. The sidewalk decals contained a QR code linked to the project website. The project team worked with the City's Community & Media Relations Division to increase awareness of the project. By the time the survey closed in July, 397 survey responses and 181 map comments were collected.

A number of focus groups were held to get specific feedback from groups of interest. On May 14, 2025, business owners and the Chamber of Commerce were a part of a focus group. Other focus groups held were a City employee focus group, due to the City being the largest employer in Downtown Hayward and a senior citizen focus group with additional representation from Community Resources for Independent Living (CRIL).

Project team staff also attended and tabled at various downtown such as the Farmer's Market, Downtown Street Party, and the Hayward Public Library Community HUB opening ribbon cutting. An individual presentation was made to the Hayward Youth Commission to gather feedback from 24 Hayward Youth Commissioners.

There were four recurring themes commonly heard from outreach activities:

- Unsafe driving behavior
- Driving is confusing
- Biking and walking feels unsafe
- Need for economic and placemaking support

The final public outreach event for this phase of the project was the design charrette event. Held on September 17, 2025 at the Hayward Public Library, community members and interested stakeholders participated in a hands-on workshop that had participants redesigning the downtown area. Participants generally showed a preference for converting Loop streets to two-way operation and maintaining intersections as 90-degree with traffic signals. While there was some concern that regional cut-through traffic would oppose a redesign, there was also strong support for placemaking and pedestrian-oriented improvements geared towards Hayward residents, businesses, and visitors that would contribute to a more vibrant downtown. Participants also noted the importance of maintaining on-street parking, paired with improved enforcement and parking management to support business activity.

Attachment II contains a more detailed summary of the Phase 1 outreach activities.

Proposed Options to be Studied Further

The project team reviewed the ideas generated from the design charrette event and the results of the Phase 1 outreach. Below are four options proposed to be studied further:

Option 1: Baseline Project

A baseline, near-term option that includes minimal changes to the Loop outside of systemic intersection safety improvements. Limited placemaking can be provided through parklets and planters in the right-of-way.

Option 2: Reconnecting the Grid (Community Generated)

Removal of segments of Foothill Boulevard from the circulation network. This option also includes a strong reconfiguration of travel lanes on

Mission Boulevard, A Street, and the remaining segments of Foothill Boulevard.

Option 3: Current Alignment with Place Focus (Community Generated)

Maintain the current circulation network on the Loop and implement placemaking improvements on A Street, Mission Boulevard, and Foothill Boulevard. This option includes a strong reconfiguration of travel lanes for those streets.

Option 4: Current Alignment with Movement Focus for Foothill Boulevard

Maintains the current circulation network on the Loop and retains more capacity for Movement on Foothill Boulevard. This option includes reconfiguration of travel lanes on Mission Boulevard and A Street.

In addition to the proposed options, additional design details and permutations will also be considered for each option. Examples include the pedestrianization of non-loop streets and placemaking improvements through parklets and planters. Attachment III includes a more detailed description along with maps and lane configurations of the proposed options.

ECONOMIC IMPACT

The Safe Streets Downtown Plan will develop a design concept for the Downtown Area, which when implemented, will help reduce the likelihood of serious injuries and fatalities. Vehicle crashes have a significant economic cost, both to those directly impacted and to other users of the transportation system. The increased safety and access to the downtown area, as well as potential placemaking enhancements, will also help support the local economy.

STRATEGIC ROADMAP

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

Metric FM1:	Number of traffic calming projects installed
Metric FM2:	Number of miles of bike lanes added
Metric FM6:	Number of traffic collisions
Project FP3:	Evaluate safety enhancements for the Downtown Loop

SUSTAINABILITY FEATURES

This project includes safety improvements that would increase multimodal connectivity in Downtown Hayward's street network. Support of non-car modes of transportation will help reduce pollution and greenhouse gas emissions.

PUBLIC CONTACT

As indicated earlier, public outreach for this project was conducted through various outreach events from May 2025 to September 2025. This includes focus groups, tabling at City events, hosting a design charrette, and an electronic survey accessible through the project website. Please see Attachment II for a detailed summary of the outreach efforts.

NEXT STEPS

After receiving feedback on the selected options from the Council Infrastructure and Airport Committee, the project team will perform analysis for each option and gather public feedback during the Phase 2 Outreach, scheduled to start in early 2026. After all analysis and Phase 2 Outreach is completed, the project team will present to Council for selection of the preferred design.

Table 1. Safe Streets Downtown Timeline

	Expected Completion Date
Phase 1 Outreach	August 2025
Select Alternatives for Further Study	October 2025
Phase 2 Outreach	January 2026
Selection of Preferred Alternative	February 2026
Phase 3 Outreach	April 2026
Conceptual Plan & Cost Estimates	May 2026

Prepared by: Byron Tang, Principal Transportation Engineer

Recommended by: Alex Ameri, Director of Public Works

Approved by:



Jayanti Addleman, Interim City Manager

The background image shows an outdoor community event. On the left, a white van has 'AIM AGRICULTURE INSTITUTE OF MASSACHUSETTS' and 'MARKET INFORMATION' written on it. In the center, a white pop-up tent is set up. To the right, another tent displays 'Gourmet Hummus Samples'. In the foreground, the lower legs and feet of several people are visible, including a child in a white hoodie and sneakers. A sign for the 'Transportation Division' is partially visible. The overall scene is a busy, outdoor public gathering.

PHASE 1: UNDERSTANDING THE SAFETY STORY

Community Engagement Summary

Safe Streets Downtown



Engagement Goals and Objectives

Engagement Goals and Objectives

Goal	Objective	<i>Completed as Part of Phase 1</i>
People who live, work, play, and travel through Downtown Hayward are aware of the project and provide input on vision and needs	Utilize in-person and online messaging to generate widespread awareness.	
Hear from all who may potentially be impacted by project	Identify target audiences and best venues to reach these groups.	
Develop a clear, shared vision that highlights the need for change and benefits of future project	- Clearly articulate project purpose and safety need. - Provide opportunities for co-creating designs. - Provide a clear narrative on trade-offs or constraints.	
Community input is translated into implementable strategies	- Create a clear narrative on how engagement will be used to inform solutions. - Thoroughly and accurately record input at all engagement events.	
Arrive at a preferred alternative understood and supported by the stakeholders	- Provide feedback loop so that final design acknowledges when it is solving a safety need or addressing a community desire. - Reach agreement agency partners on a set of design/policy options for the project.	



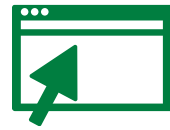
**What were the
opportunities to
participate?**

The City engaged over 500 people as part of Phase 1 between May –August 2025.

**3**

Languages

(All outreach materials provided in English and Spanish; one focus group provided in Cantonese)

**2,000**

Website visitors

**400**

Individual online contributors

**90%**

Of survey respondents live in Hayward

**~100**

People engaged in-person

**8**

In-person events

Phase 1 offered six different ways to participate, in three languages.

Focus Groups

May 2025

Two meetings aimed at hearing from target audiences, such as business owners and people who work in Downtown Hayward.

Ad-Hoc Meetings/Events

July-August 2025

Two meetings, including presentations at a Hayward Youth Council Meeting and a Resident Council meeting at a senior living center.

Roadway Safety Audit

May 2025

One walk audit/field visit with key technical stakeholders and City staff to identify needs and opportunities.

Website with Online Survey

May-August 2025

One project website with interactive online survey. 33 sidewalk decals were installed throughout the project area to generate visits to the website and survey responses.

Pop-Ups

June 2025

Two community-centered events or locations with simple, concise, and visually engaging engagement materials to gather and draw attention broadly from community members.



What did we hear?

We heard four major themes.

Recurring themes heard across in-person and online engagement include:

Unsafe Driver Behavior

Aggressive driving behavior, including speeding, red light running, and failure to yield to pedestrians, creates an unsafe environment for all modes.

Driving Is Confusing

The Loop is confusing and frustrating for drivers to navigate due to complex intersections, difficult merges, and heavy traffic.

Biking and Walking Feels Unsafe

High speeds and volumes, long crosswalks and wait times, and lack of bicycle facilities make the Loop feel unsafe for walking and biking.

Need Economic and Placemaking Support

Improved public spaces and a revitalized commercial area are needed to give people a reason to go downtown.

Focus Group #1: City of Hayward Staff | May 29, 2025

Attendance: 4 staff members

Objective: Learning about how people working in Downtown travel to/within Downtown, safety challenges they face, other key destinations in Downtown outside of work

Languages: English



Key Issues:

- Long wait times and crossing distances for pedestrians wanting to cross the Loop
- Safety concerns are limiting staff's ability to bike to work
- Circulation along the Loop feels confusing
- Crossing Mission Blvd during lunch time feels unsafe due to speeding



Key Opportunities:

- Hayward has the foundations for a thriving downtown such as good restaurants, other destinations - need to make it more walkable
- Two-way conversion can help slow down speeds

Focus Group #2: Business Owners and Chamber of Commerce | May 14, 2025

Attendance: 9 people, including business owners and an AC Transit representative

Objective: Discussing safety and other transportation related issues around their businesses, loading and delivery needs

Languages: English and Spanish



Key Issues:

- Speeds and volumes along the Loop make Downtown less walkable
- Losing business to other nearby downtown areas such as Castro Valley
- On-street parking near businesses is often taken by food delivery service drivers



Key Opportunities:

- Creating designated loading zones for food delivery drivers
- Improving wayfinding and signage for drivers getting to downtown
- Enforcing parking restrictions, especially on B St
- Near term improvements – speed humps, lighting

Focus Group #3: Seniors | August 12, 2025

Attendance: 25 seniors at Ivy Park Senior Living, Executive Director of CRIL

Objective: Discussing the safety and other transportation related issues experienced by seniors living near the Loop

Languages: English and Cantonese



Key Issues:

- Walking to destinations like Safeway, the dollar store, and BART feels unsafe
- Intersection crossings are hard for people with limited mobility
- Sidewalk quality makes it difficult to use a wheelchair/mobility device
- High speeds and red light running



Key Opportunities:

- Longer crossing times
- Need more directional curb ramps
- Adding more signage alerting drivers to slow down near the senior living center
- Need for daylighting on 2nd St

Hayward Youth Commission | May 12, 2025

- **Attendance:** 24 Commissioners, Mayor Salinas
- **Objective:** Understand what it is like for youth to travel within Downtown, what are the safety issues they see, and what would make it more fun for youth to visit downtown
- **Languages:** English and Spanish



Key Issues:

- High number of lanes and speeding
- Drivers not yielding to pedestrians
- Long wait times for pedestrian phase



Key Opportunities:

- Two-way conversion
- Adding bike infrastructure
- Improving sidewalk quality
- Improving streetscape – more trees, street art



Hub Library Ribbon Cutting | June 6, 2025

- **Attendance:** 20 people from including City staff, academic staff and coordinators, and non-profit and community-based organizations:
 - Eden Youth
 - 4CS
 - Hayward Promise Neighborhoods
- **Objective:** Engage and build ongoing relationships with community organizations
- **Languages:** English and Spanish
- Discussed issues and opportunities around project area
- Shared information on the project website and survey
- Requested future opportunities to engage non-profits and CBO partners in future project stages

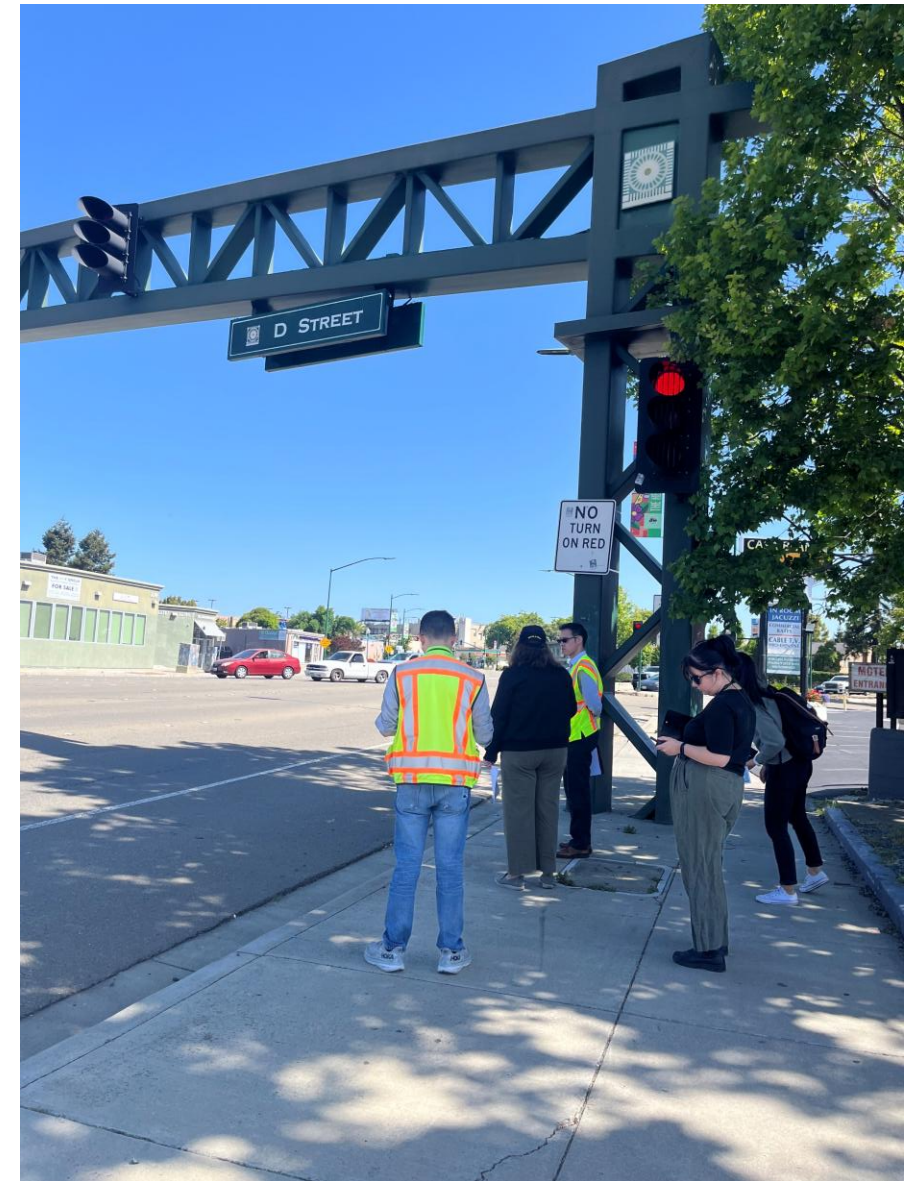
Pop-Ups: Farmers' Market and Summer Block Party | June 7, 2025 and June 12, 2025

- **Attendance:** 85 people engaged
- **Objective:** Engage members of the public in a pop-up format to understand safety challenges and key destinations.
- **Languages:** English and Spanish
- Discussed safety issues, including speeding, red light running, and confusing intersections.



Roadway Safety Audit | May 20, 2025

- **Attendance:** 6 people in attendance including City of Hayward Public Works and Development Services staff and AC Transit staff.
- **Objective:** Identify unsafe infrastructure and user behavior through field-based observations.
- **Languages:** English
- Discussed safety issues, including speeding, red light running, and confusing intersections.
- Discussed potential solutions, including traffic calming, intersection improvements, bike facilities, and lane reductions.



Specific Feedback

- **181 map comments** received via website and in-person pop-up events
- Community members identified **key destinations** they like to visit in downtown, as well as **safety challenges** related to walking, biking, driving, and taking transit.

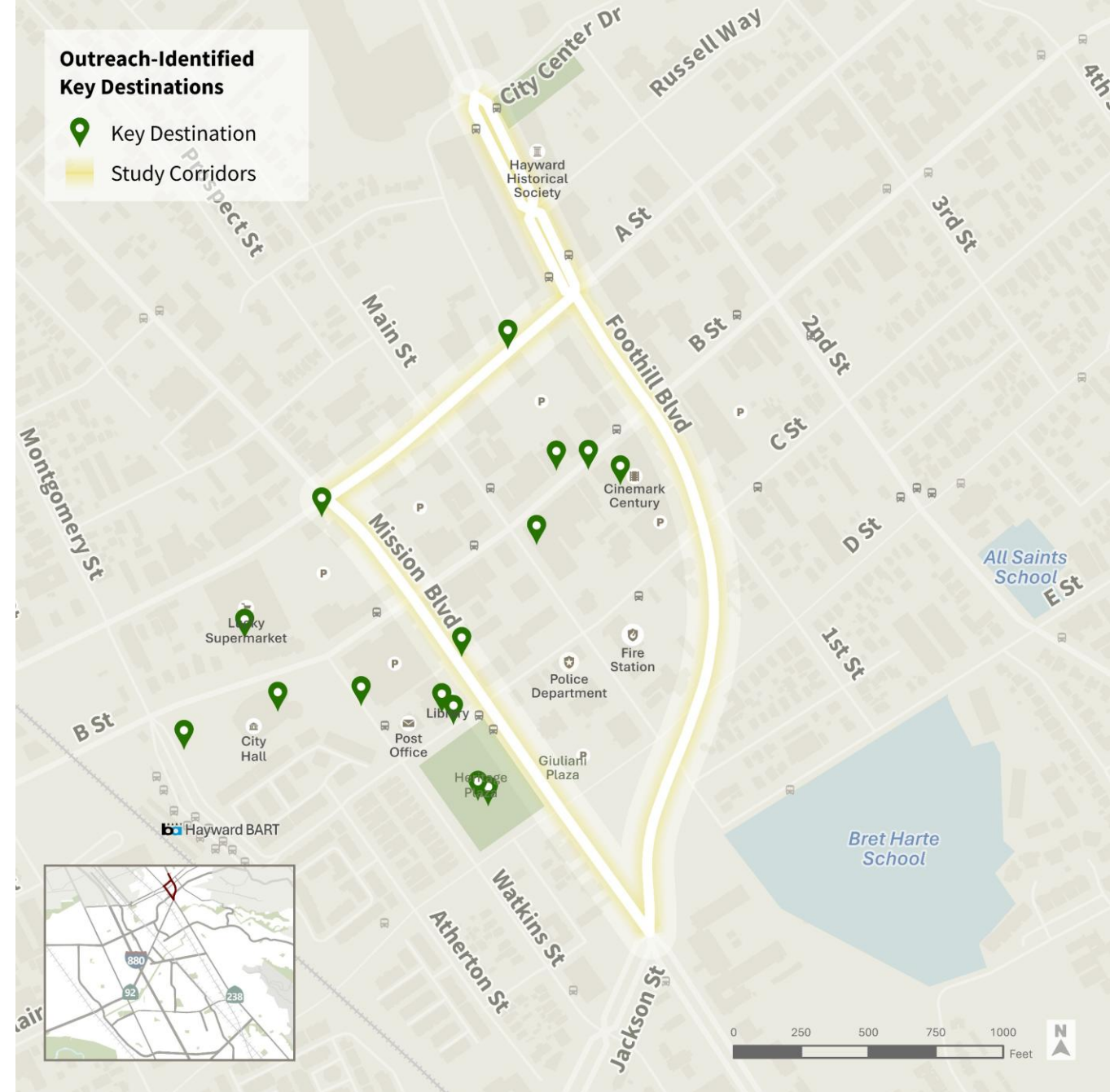


Key Destinations

Specific Feedback

Key destinations highlighted by respondents include:

- Library
- City Hall
- Park
- Farmers' market
- Various stores and restaurants in downtown.



Safety Challenges

Specific Feedback

- Intersections along **A St** and **Foothill Blvd** received the highest density of comments identifying safety challenges.
- Respondents shared their experiences with safety issues, including poor visibility, aggressive driving, and pedestrian collisions or near-misses.



Safety Challenges

Specific Feedback

At the **A St & Mission Blvd** intersection, respondents highlighted pedestrian conflicts, unsafe merging, and a confusing driving environment.



*“When I am walking around downtown, I refuse to cross here because **I’ve seen so many near misses** with cars making the right from A to Mission.”*



*“There are so many turns and lane changes...**I’m always worried I’m going to crash** or somebody’s going to come out of nowhere.”*



Safety Challenges

Specific Feedback

At the **A St & Main St** intersection, respondents highlighted red light running and unsafe turns.



*"I cross this intersection multiple times a week. Rarely do I not encounter a driver **running the red light** on A St going westbound."*



*"Dangerous to cross, as the northbound Main Street **traffic turning left to A Street** is not paying attention to the pedestrians or oncoming traffic."*



Safety Challenges

Specific Feedback

At the **A St & Foothill Blvd** intersection, respondents highlighted lack of lane signage, unsafe merging, and poor yielding behavior.

- “It's not clear at this point which lanes will turn to Mission, making **last-minute lane adjustments** more common once cars get past Main St.”
- “This intersection is confusing, it **backs up constantly**, and the merge is dangerous.”
- “The people driving and making a right turn onto A Street **don't slow down or stop** when the light is green”



Safety Challenges

Specific Feedback

At the **D St & Foothill Blvd** intersection, respondents highlighted red light running and poor driveway visibility.

“There's a **gas station exit/entrance** that's past the traffic light, and from time to time I'll see a car exit from the gas station and cross the intersection, even if the light isn't green.”

“Red light running on D and Foothill - once when I was driving, **two cars could have hit me** if I didn't brake.”



Safety Challenges

Specific Feedback

At the **Foothill Blvd & Mission Blvd** intersection, respondents highlighted issues with signal timing and drivers blocking intersections.



*“People always **block the intersection and crosswalks**, especially during commuting hours.”*



“There's a small stretch between two lights that are almost never timed together, so there's often backups trying to get to that next light and then wait again for that light once you get there.”



Key Takeaways

Long Form Survey

- **397 responses**
- The online survey focused on:
 - How people typically travel around downtown
 - What changes would encourage people to visit downtown more
 - How people would improve the experience of traveling to and within downtown
- Driving is the most common mode of transportation in downtown, with **3 in 4** respondents driving more than a few times a week.
- **43%** walk in downtown more than a few times a week.

Key Takeaways

Long Form Survey

Themes from the survey comments aligned with what the City heard through other forms of engagement.

Driving Experience

34% of respondents described driving on the Loop as confusing and stressful.

Safety and Driver Behavior

46% named bicycle and pedestrian safety and unsafe driver behavior, such as speeding and red light running, as key issues.

Economic Vitality and Placemaking

77% highlighted the need for economic development and amenities such as benches, lighting, and trees.

Key Takeaways

Long Form Survey

28% wanted to see improved bicycle or pedestrian safety in downtown.

... *"I only ever walk within the Loop and **avoid crossing the Loop streets on foot** because the cars are so fast and disregard pedestrian safety."*

*"The crosswalks along Mission favor the cars so even when the crossing light is pressed, pedestrians will have to **wait a long time** for the light to change."*

*"The downtown area is very high traffic and there are **no protected bike lanes**."*

18% expressed concerns about aggressive driving, speeding, and red light running.

... *"Do something about the **speeding and the running of red lights**. I avoid the intersection of D Street and Foothill after nearly being hit twice by a speeder running a red light."*

*"There are too many **anxious drivers that think speed is the answer** with no regard to the safety of other drivers and pedestrians."*

Key Takeaways

Long Form Survey

34% named a two-way conversion of the Loop as a change that would encourage them to visit downtown more.

... *“Get rid of the Loop, which is just a **freeway** through the middle of town with all the dangers that come with a freeway.”*

*“I would love to see the **street traffic return to how it used to be**. As a lifelong Hayward resident, I was extremely disappointed...I feel that it was created to accommodate commuters who do not live in Hayward rather than Hayward residents.”*

34% said the driver experience on the Loop needs to be improved with less congestion, less confusing navigation, and easier parking.

... *“Fix the **traffic light timing** -- Sometimes, only 2-3 cars go on the green light and the light changes to yellow/red right after.”*

*“It is impossible to know lanes are going to become turn lanes, so **cars have to change multiple lanes quickly** to make their turns.”*

*“**Less complicated parking** and access to the businesses on Foothill.”*

Key Takeaways

Long Form Survey

38% expressed personal safety and cleanliness concerns, highlighting the need for lighting and maintenance.

... *“If the area was **cleaner and brighter** and I felt safe, I would love to spend my money in Hayward instead of traveling to Dublin or Pleasanton to shop or eat.”*

*“Our city has so much potential, but I feel like we don't give it enough TLC. More **cleanups or consistent cleaning**. So much trash around..”*

39% expressed the need for economic development and placemaking, including trees, benches, and lighting.

... *“Downtown needs more **family-friendly businesses**.”*

*“More options for **shopping, restaurants, and services**.”*

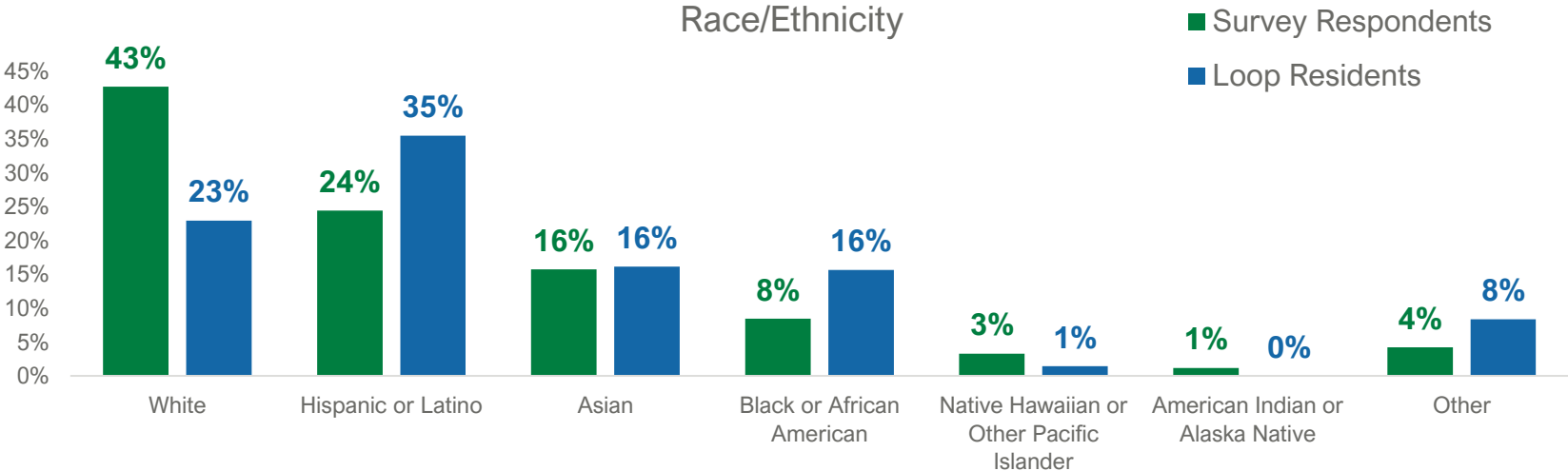
*“I'd also invest in the streetlights in downtown to make it safer and even be creative with color lights in certain areas to make it more **decorative and inviting** for visitors.”*

Demographics

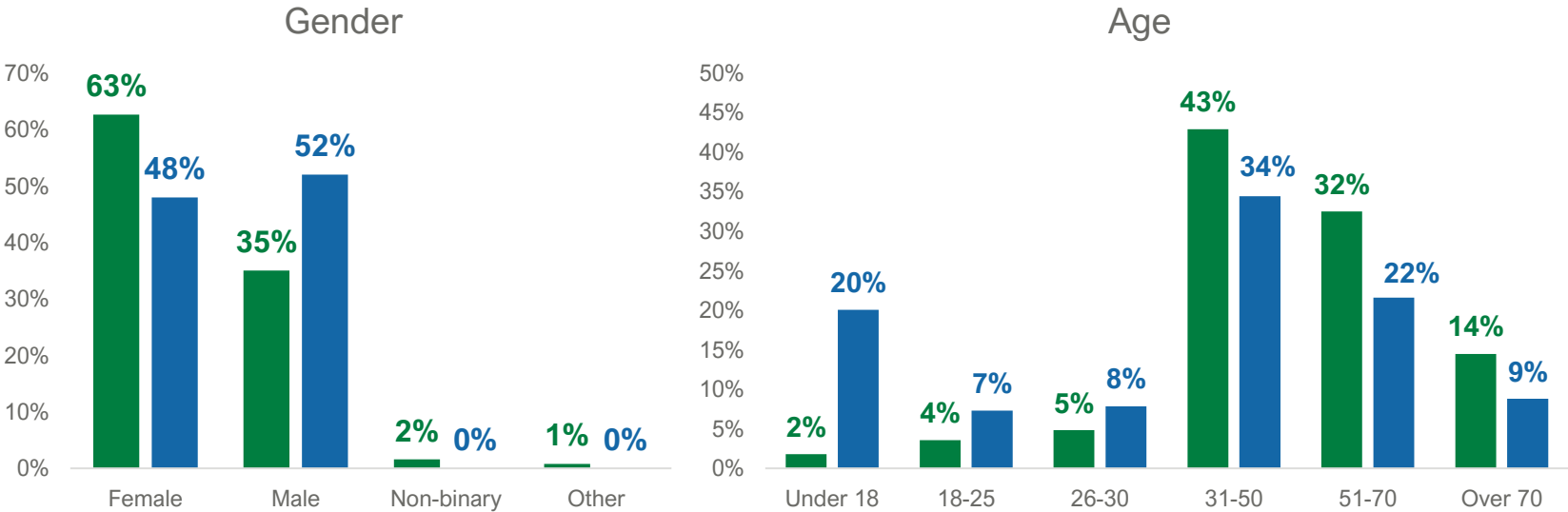
Long Form Survey

While respondents reflected all racial groups, Hispanic/Latino and Black respondents were underrepresented in the survey.

Women and people over the age of 30 were overrepresented in the survey.



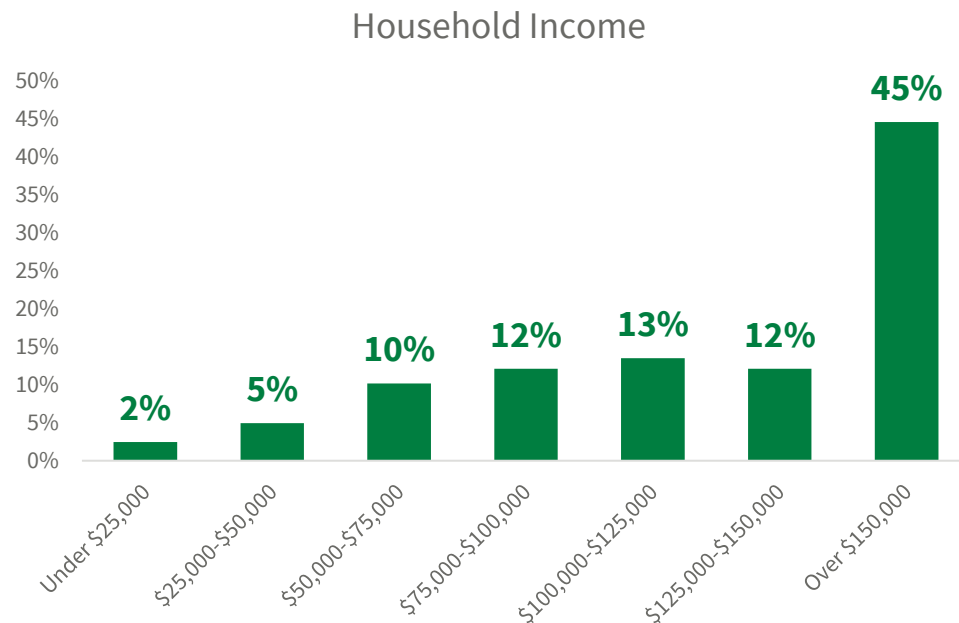
Note: The Loop is defined as Census Tract 4354.



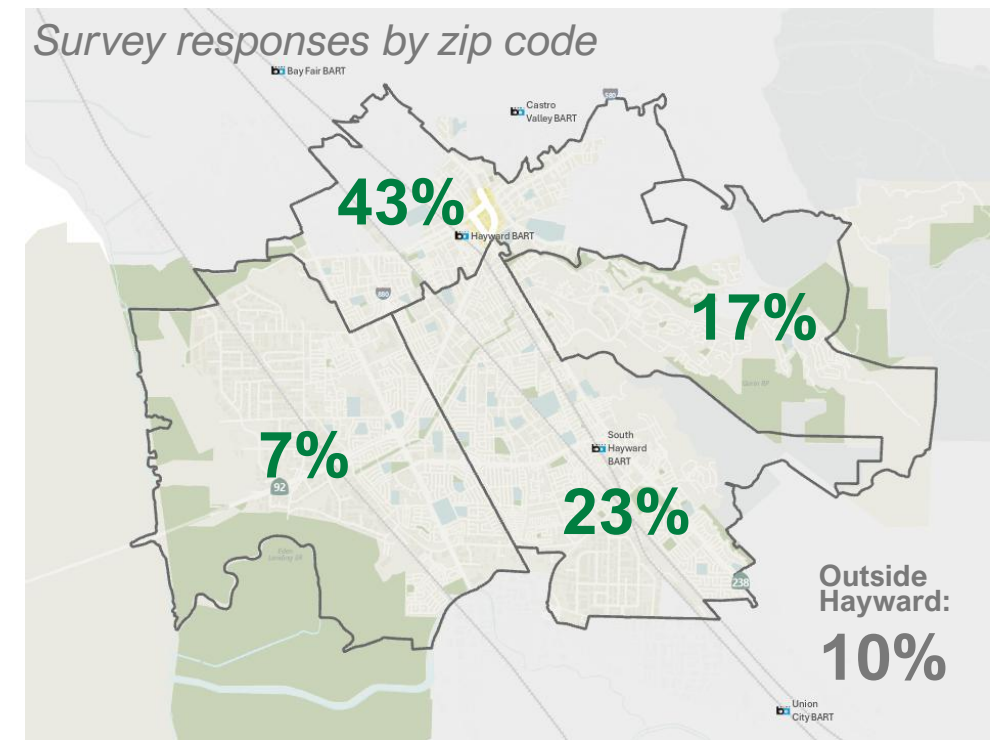
Demographics

Long Form Survey

Respondents skewed higher income compared to people living near the Loop, with nearly half making over \$150,000. 30% of households on the Loop are low-income.



43% of respondents lived near the Loop (94541 zip code). **90%** of respondents were Hayward residents.



Hayward Loop Options

Proposed Options for Further Study

The four proposed options are described below.

Table 1 describes how each option was generated and their implications for capacity and includes a menu of additional permutations for each option.

All options are based on two consistent assumptions:

1. **Bicycle facilities** will be provided through the design-funded “Bike Loop” project that provides access around the Loop and connects to the East Bay Greenway and Hayward BART Station. Some options can accommodate additional bicycle facilities on A, Mission, or Foothill.
2. **On-street parking** remains a priority for downtown, with large-scale parking removal not considered desirable.

Table 1: Four Options for the Hayward Loop

Option	Street Function	How Option Was Generated	Capacity Implications
Option 1: Baseline Safety Upgrades	Mission and A as Place Streets; Foothill as Core Street	Project Team	Limited capacity reduction through road diets as compared to visionary options
Option 2: Reconnecting the Grid	Mission, A, and Foothill as Place Streets	Community Interest	Substantial capacity reduction with road diets and removal of road segments
Option 3: Current Alignment – Place Focus	Mission, A, and Foothill as Place Streets	Community Interest	Substantial capacity reduction with road diets and turn restrictions
Option 4: Current Alignment – Movement Focus	Mission and A as Place Streets; Foothill as Core Street	Project Team	Substantial capacity reduction on A and Mission and limited capacity reduction on Foothill through road diets

Options can be supplemented with additional permutations, which can be mixed and matched. Permutations include:

- B Street pedestrianization
- Parks or public space in reclaimed right-of-way on EB D St
- Parks or public space or housing development in reclaimed right-of-way on Foothill (only for Option 2)
- Placemaking improvements via parklets and planters

Option 1: Baseline Project

Option 1 is a baseline, near-term option that includes minimal changes to the Loop outside of systemic intersection safety improvements. Limited placemaking can be provided through parklets and planters in the right-of-way.

Option 2: Reconnecting the Grid

Option 2 is a long-term option that includes removal of segments of Foothill Blvd from the circulation network. Options for removal are the one block from Mission Blvd to D St, or the two blocks from Mission Blvd to C St. This option also includes robust road diets on Mission Blvd, A St, and the remaining segments of Foothill Blvd.

Option 3: Current Alignment – Place Focus

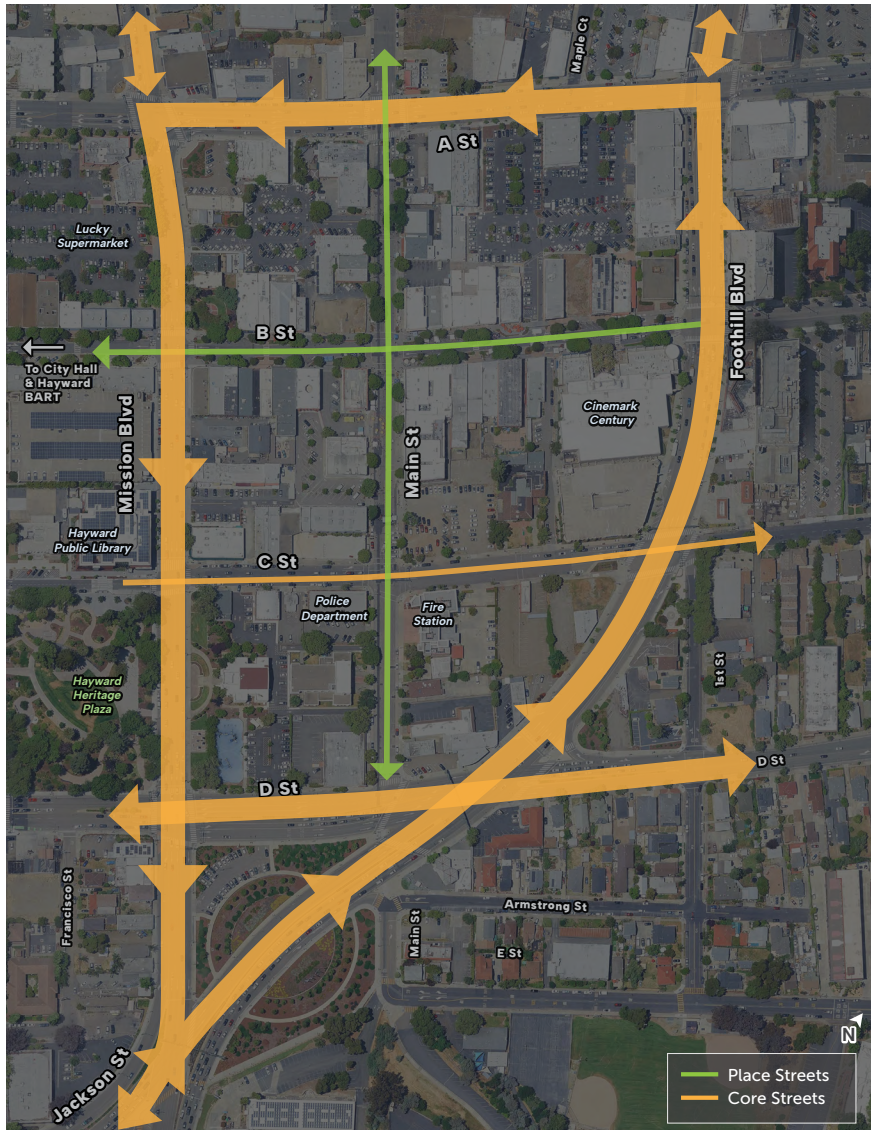
Option 3 is a medium-term option that maintains the current circulation network on the Loop and implements “place” improvements on all Loop streets. This option includes robust road diets, potentially reducing to one lane in each direction on Mission Blvd and A St and two lanes in each direction on Foothill Blvd.

Option 4: Current Alignment – Movement Focus

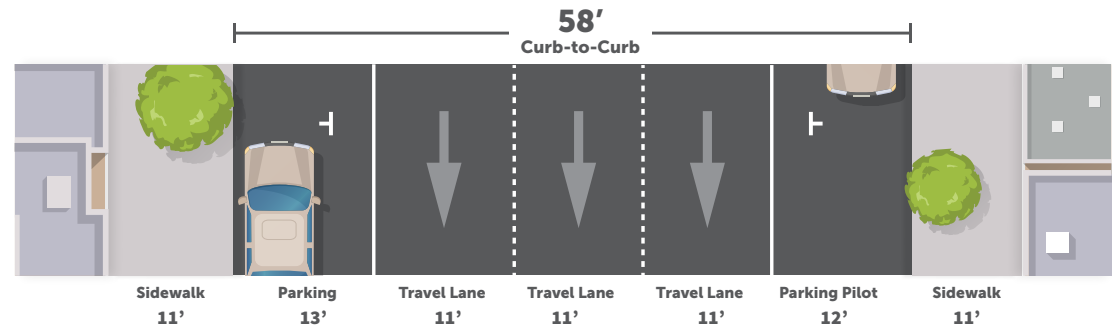
Option 4 is a medium-term option that maintains the current circulation network on the Loop and retains more capacity for vehicle movement on Foothill Blvd. This option includes road diets on Mission Blvd and A St, while maintaining capacity on Foothill Blvd or expanding capacity by removing parking.

See following pages for map and lane configurations of proposed options

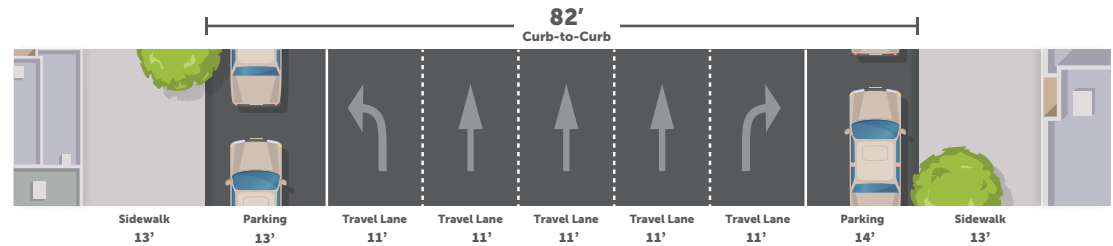
Existing



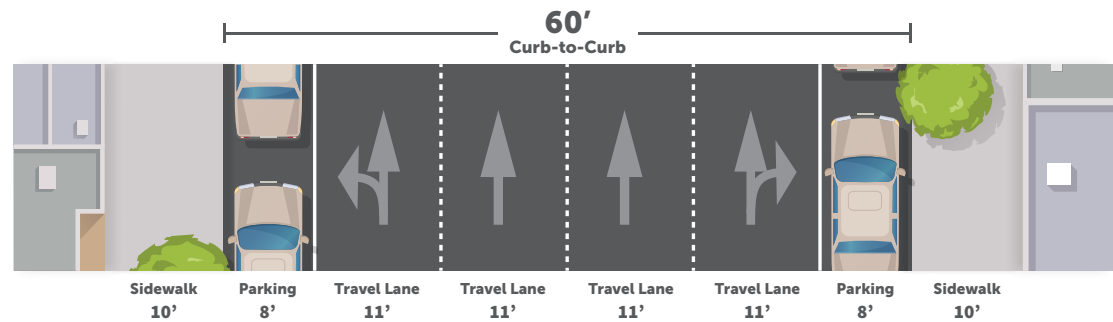
Mission Blvd



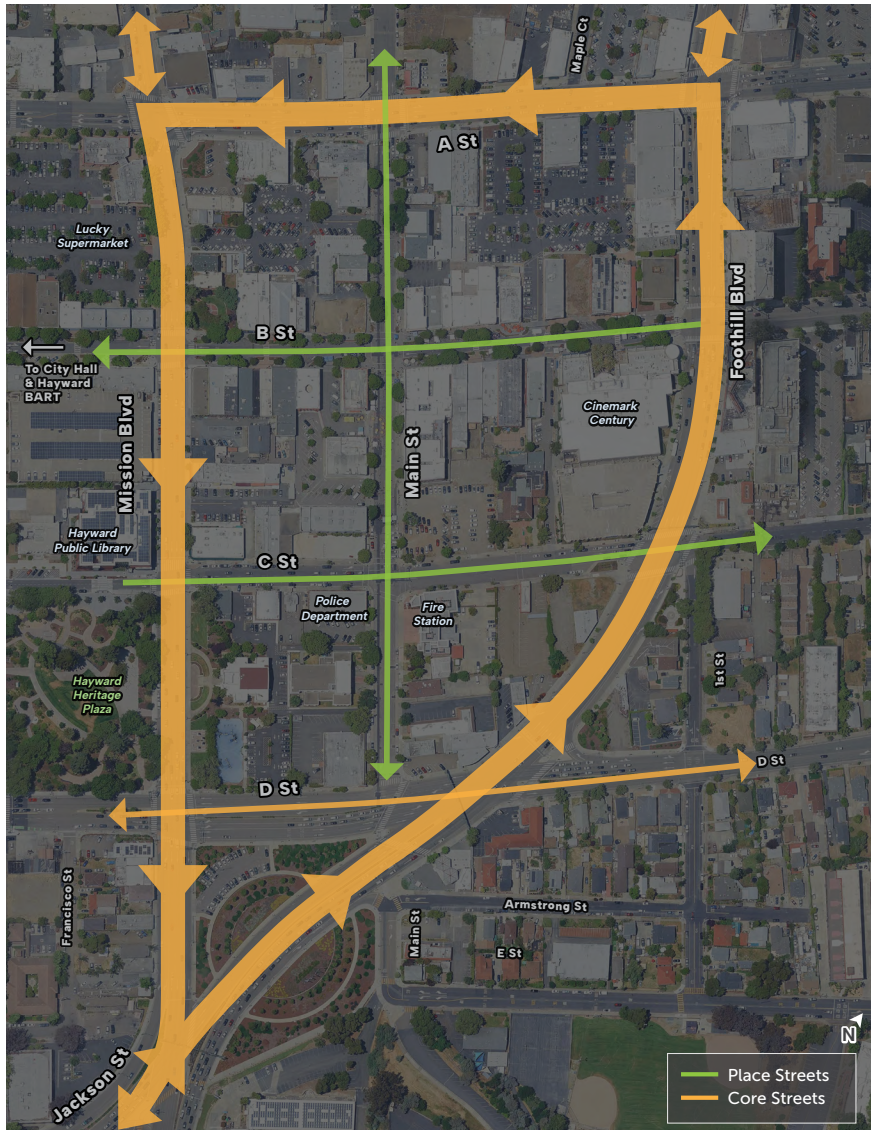
Foothill Blvd



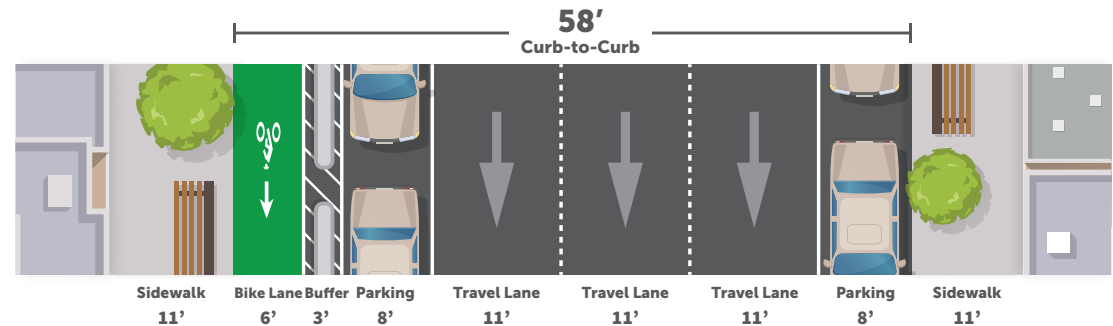
A St



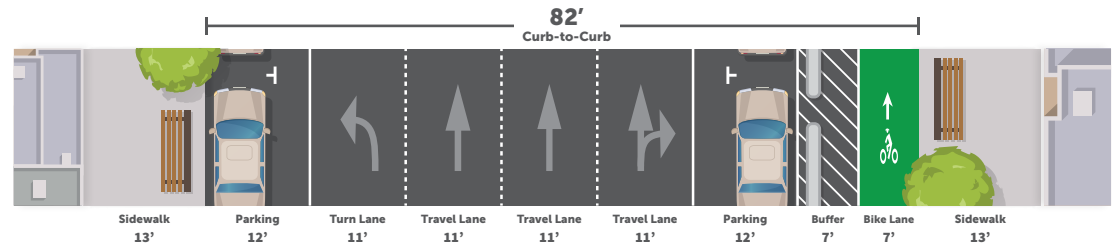
Option 1: Baseline



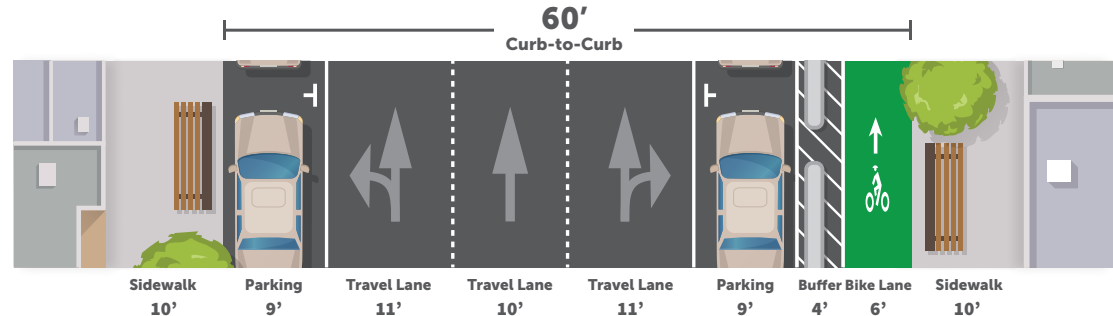
Mission Blvd



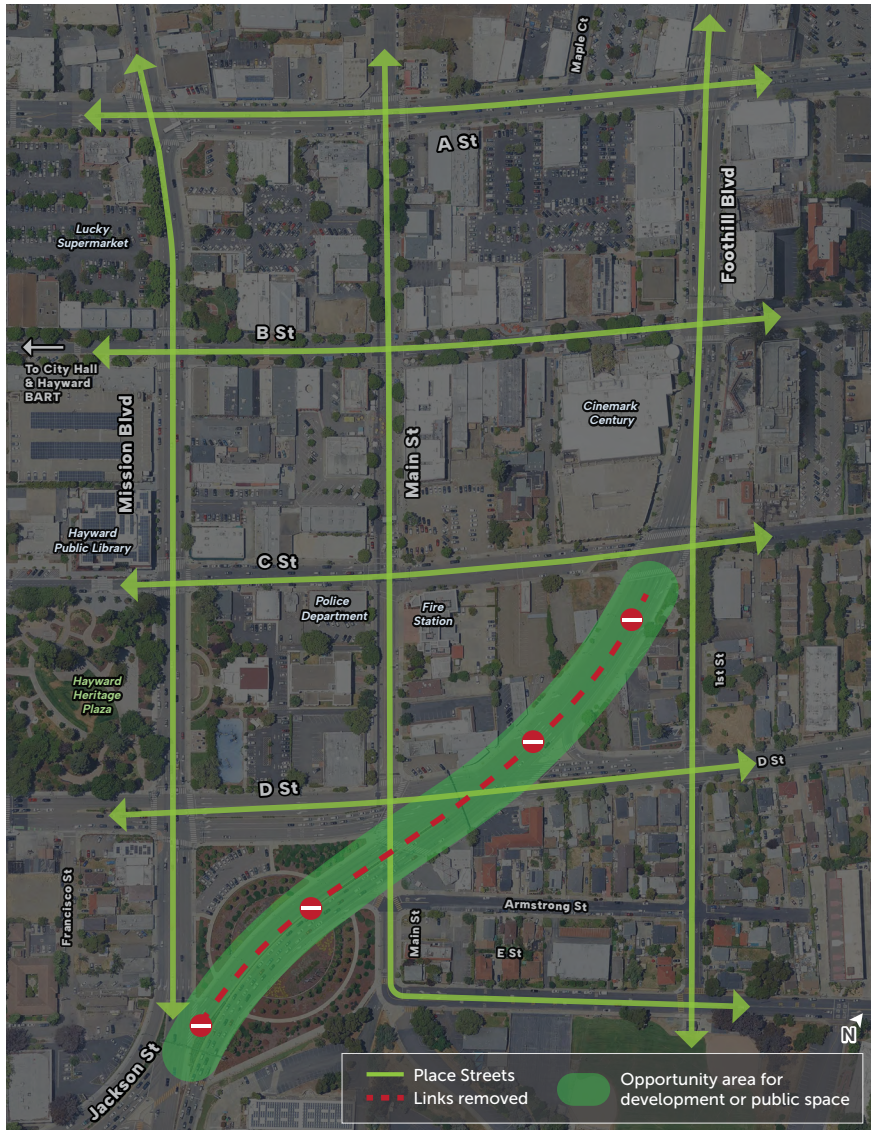
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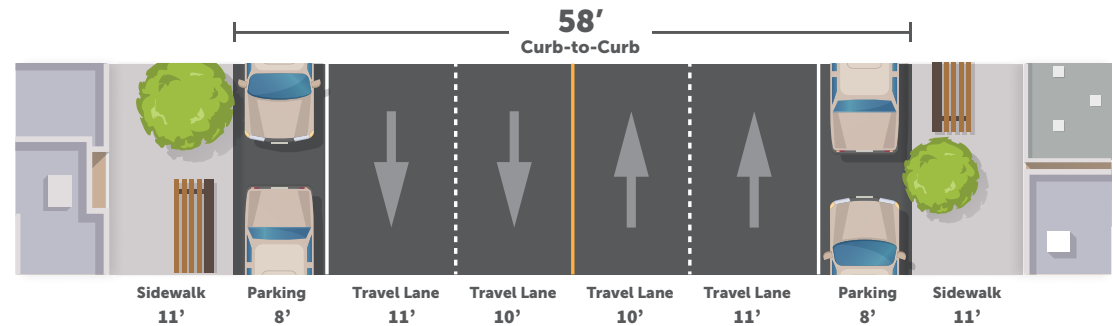
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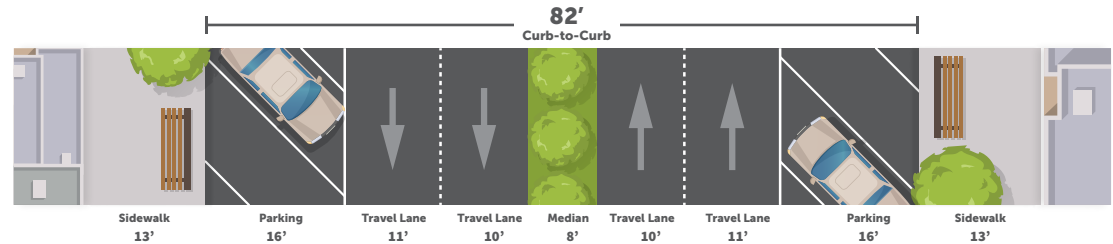
Option 2: Downtown Grid



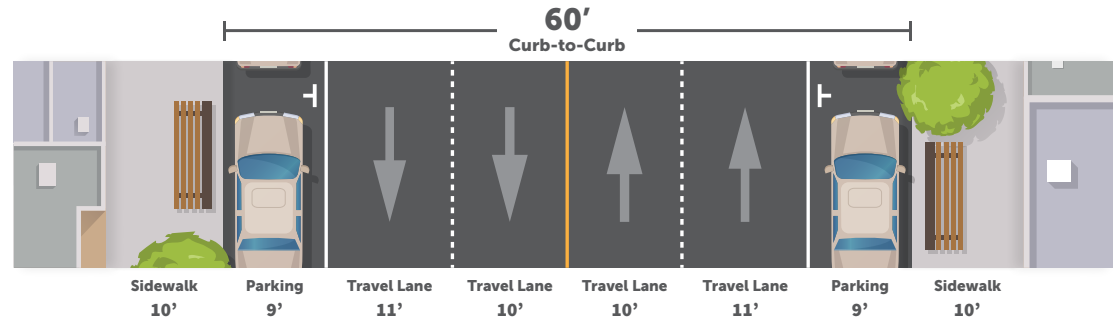
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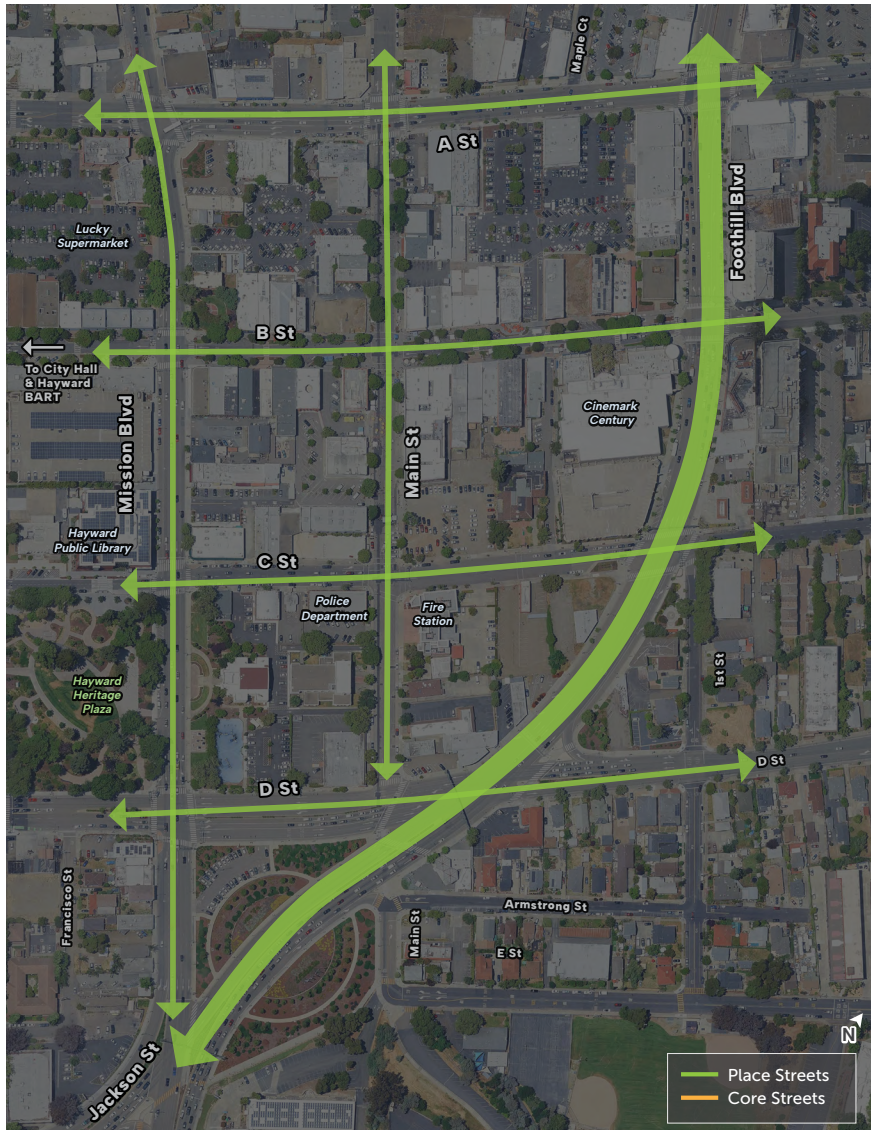
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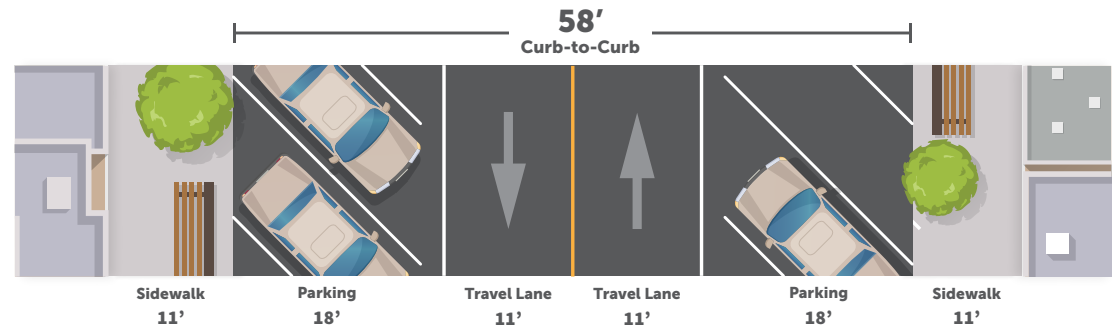
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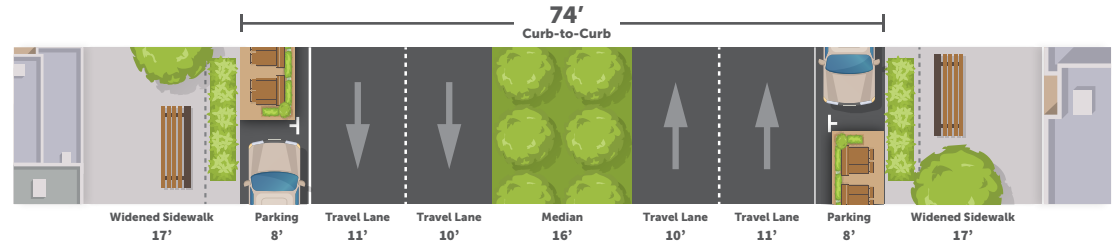
Option 3: Current Alignment - Place



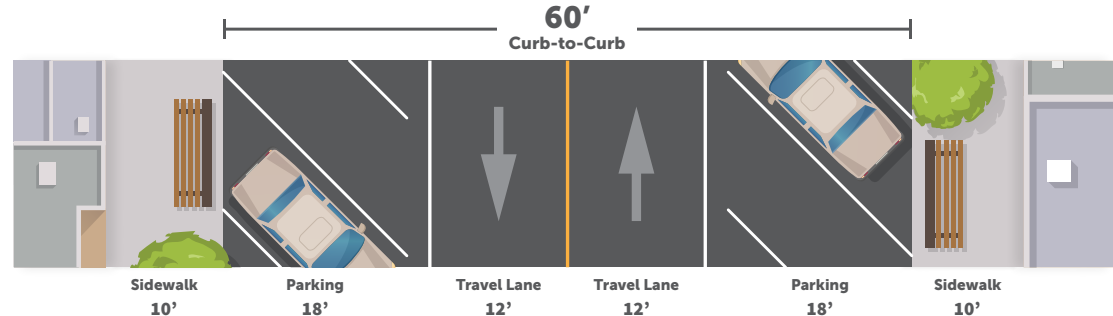
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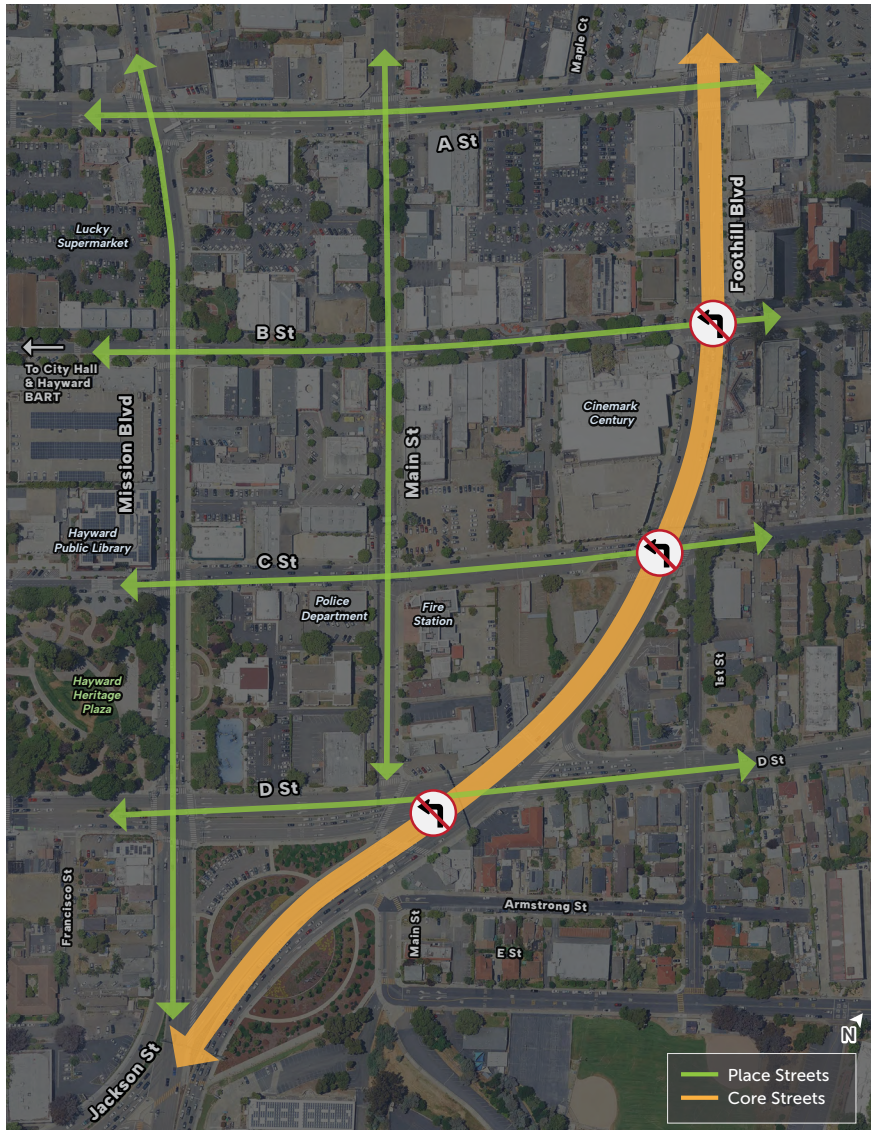
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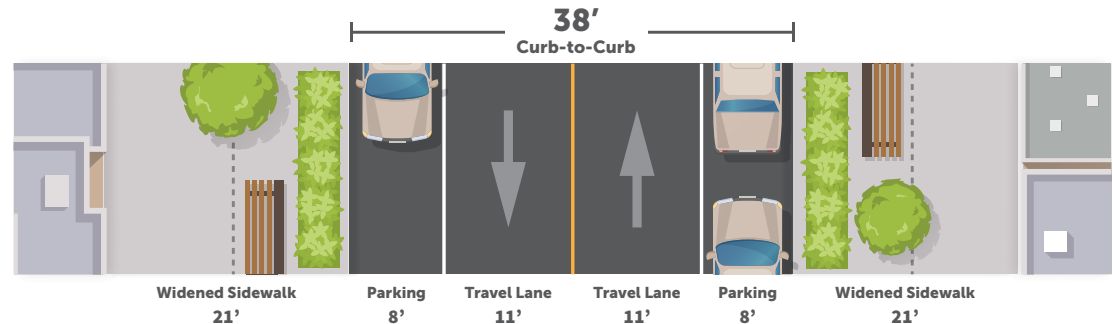
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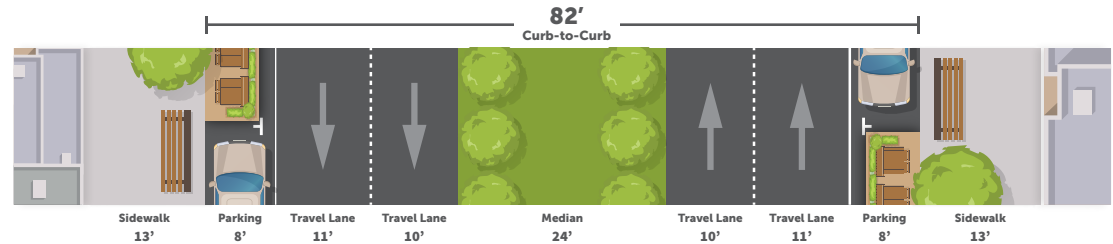
Option 4: Current Alignment - Movement



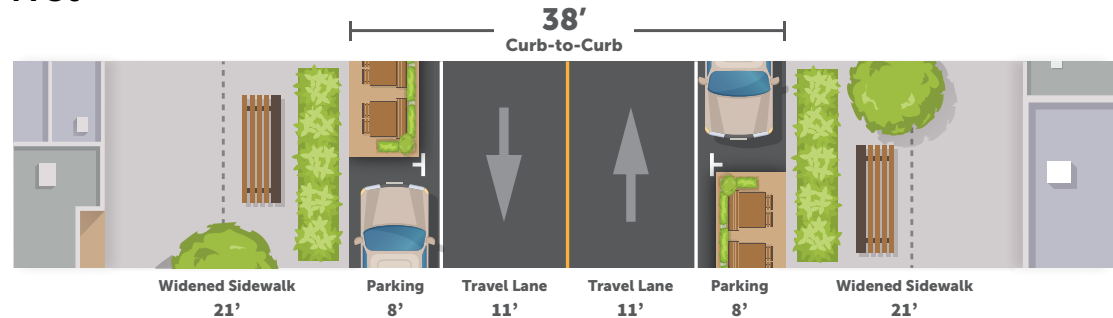
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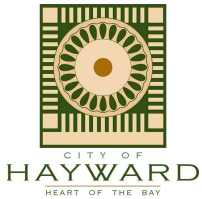


Foothill Blvd



A St





File #: ACT 25-067

DATE: October 22, 2025

TO: Council Infrastructure & Airport Committee

FROM: Director of Public Works

SUBJECT

East Bay Greenway Multimodal - Hayward Segment Project: Review Staff Recommended Project Alignment and Types of Facilities

RECOMMENDATION

That the Council Infrastructure and Airport Committee (CIAC) review and recommend the conceptual level project alignment and types of facilities to the City Council for its approval, completing the scoping phase, and to advance the project development activities of the East Bay Greenway Multimodal (EBGWMM) - Hayward Project to the Project Approval and Environmental Document (PA&ED) phase.

SUMMARY

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and implementing agency for the EBGWMM along the Bay Area Rapid Transit (BART) alignment from Lake Merritt station in Oakland to South Hayward BART station. This staff report discusses the EBGWMM - Hayward Project, a near-term project within the jurisdiction of the City of Hayward (City). City staff have been integral partners during this planning process, providing key input and coordination to ensure that the East Bay Greenway reflects local priorities while supporting regional connectivity. The project has been developed through extensive input from other project stakeholders such as AC Transit, BART, and various community groups, including public schools, local residents, Bike Hayward, disability groups, and community-based organizations (CBOs).

The goals of the EBGWMM - Hayward Project are to:

- Create a continuous north/south bike facility connecting the Hayward and South Hayward BART stations.
- Provide safe, high-quality bicycle facilities suitable for people of all ages and abilities.
- Improve safety by physically separating bicyclists from high-speed vehicular traffic to the extent feasible.

- Improve access to regional transit, schools, Downtown areas, and major activity centers.
- Improve multimodal access to BART.
- Reduce greenhouse gas emissions.

The EBGWMM - Hayward Project is currently in the scoping phase. Subject to City Council's approval of the project concepts in the latter half of 2025, Alameda CTC is expected to commence the next phase of project development, i.e., the PA&ED phase, in early 2026.

The project team, comprised of the City, Alameda CTC and its consultant team members, have conducted robust public outreach, coordinated with a project-specific Active Transportation Working Group (ATWG), and developed a conceptual level project alignment. The conceptual project alignment includes facility types to progress the project design towards implementing a safe near-term (3-5 years) bicycle and pedestrian facility within the project corridor. The City and Alameda CTC are seeking the CIAC to review and recommend the conceptual level design to the City Council for its approval, enabling the project to advance to next phase of project development.

ATTACHMENTS

- Attachment I Staff Report
- Attachment II Existing and Proposed Sections
- Attachment III Phase 3 Outreach Summary
- Attachment IV East Bay Greenway Project Alignment



DATE: October 22, 2025

TO: Council Infrastructure & Airport Committee

FROM: Director of Public Works

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FISCAL IMPACT

This item has no impact on the General Fund or Measure C.

The current scoping phase and subsequent PA&ED phase of the project is funded by the Alameda CTC. The future phases of final design and construction of project is likely to be funded from a mix of existing county, regional, state and federal fund sources. City staff time is required to manage and oversee the transportation impact study, design, community outreach, and the implementation of EBGWMM Hayward Project.

BACKGROUND

The East Bay Greenway is envisioned as a 37-mile regional trail connecting northern and southern Alameda County cities. The project originated with a non-profit group, Urban Ecology, which envisioned a trail in the BART/Union Pacific Railroad (UPRR) Oakland Subdivision corridor from Oakland to Hayward. Upon passage of 2014 Alameda County Measure BB, the East Bay Greenway was included as one of three major trails in the Transportation Expenditure Plan. During project development, several key risks were identified related to costs for land acquisition and other negotiations with Union Pacific.

In December 2021, the Alameda CTC directed staff to identify a new alignment that could be delivered in the near term. This new alignment would run on-street, coordinating with local active transportation projects, serving BART stations, and providing bicycle facilities suitable for users of all ages and abilities. Recognizing the challenges in establishing an all-ages-and-abilities route through Downtown and Mission Boulevard, Alameda CTC staff began evaluating alternatives consistent with the City's Bicycle and Pedestrian Master Plan west of the BART and Union Pacific tracks in late 2022. Streets were evaluated based on

first- and last-mile connectivity to BART stations, transportation safety needs, and impacts to right-of-way and curblines.

On December 7, 2023, as the sponsoring agency, Alameda CTC Commission approved the evaluation of the street network for the multimodal project and directed its staff to form an ATWG. City and Alameda CTC staff recruited a project-specific ATWG comprised of AC Transit, BART, members of bicycle advocacy organizations, people with disabilities, school and park districts, business community groups, parents of school going children and interested residents. The ATWG has met four times since its inception, reviewing and advising project staff and stakeholders on key project decisions, and ensuring that the project alignment is responsive to local context and needs, while being suitable for bicyclists of all ages and abilities.

On October 23, 2024, staff presented a draft alignment and types of facilities to the CIAC. The CIAC reviewed and requested to limit the number of parking space losses and conduct focus outreach to residents along Whitman Street. Staff performed additional outreach and incorporated community feedback in the recommendations where feasible. The specific outreach activities and their findings are described in the “Public Contact” section below and in Attachment III: Phase 3 Outreach Summary.

As part of its outreach strategy, the project team conducted an online survey, met with community-based organizations, held walking and biking audits of the study corridor, conducted focus group meetings, conducted door-to-door outreach, met with school staff and conducted survey with Tennyson High School and Cesar Chavez Middle School staff and students. The project team incorporated community, school staff and students’ feedback in the recommended project improvements.

In addition to conducting public outreach and performing field reviews, the project team also conducted traffic and parking studies, as well as a cut-through traffic diversion analysis that informed the alignment and array of facility types that could be implemented in the near term.

Based on these technical studies and feedback received through extensive community outreach and stakeholder engagement, the project team refined the conceptual level project alignment and types of facilities.

DISCUSSION

Alameda CTC’s Commission approved an “All-Ages-and-Abilities” bicycle facility policy in December 2022, which provides guidance for selecting an appropriate level of separation between bicyclists and motorists based on traffic speeds and volumes, consistent with guidance from the Federal Highway Administration. The intent is for bicycle facilities to be comfortable to use regardless of a bicyclist’s age or experience. Most people are comfortable bicycling along busy arterial streets only when a separated Class IV facility is provided. Most riders are comfortable sharing the street with traffic only when the traffic volumes and vehicle speeds are low. The EBGWMM-Hayward project consists of a mix of

local, collector, and arterial streets, and the draft alignments and facility types are tailored to each street's specific characteristics. Figure 1 and Table 2 below summarize the recommended conceptual alignment and bicycle facility types. Additional detail is provided in Attachment II, and Figure 1 is also shown in Attachment IV. These recommendations are still conceptual, with substantial work remaining to refine them through additional public outreach and technical study during the upcoming environmental phase.

While a continuous regional bicycle facility is an overall goal of the project, other community-serving amenities - such as landscaping, traffic calming, and lighting - are important elements as well. When the project is complete, it is expected to include shared-use paths, protected bike lanes, bike boulevards with traffic calming, pedestrian crossing enhancements, pedestrian accessibility improvements, traffic signal modifications, lighting upgrades, bus boarding islands, transit signal priority, placemaking elements, landscaping, and urban design features.

Figure 1: Map of recommended alignment and facility types



Table 2: Recommended alignment and facility types

Street Name	Facility Recommendation
Sunset Boulevard	Bike Boulevard + Traffic Calming
Montgomery Street	Bike Boulevard + Traffic Calming
B Street	Two-Way Class IV Protected Bike Lanes
Grand Street (from B Street to D Street)	Two-Way + One-Way Class IV Protected Bike Lanes
Grand Street (from D Street to Meek Avenue)	One-Way Class IV Protected Bike Lanes
Meek Avenue	One-Way Class IV Protected Bike Lanes
Silva Avenue	Bike Boulevard + Traffic Calming
Sycamore Avenue	Two-Way Class IV Protected Bike Lanes
Whitman Street (from Sycamore Avenue to Fruitwood Way)	Class I Shared-Use Path + Traffic Calming
Whitman Street (from Fruitwood Way to Tennyson Road)	Two-Way Class IV Protected Bike Lanes + Traffic Calming
Tennyson Road	Two-Way + One-Way Class IV Protected Bike Lanes
Dixon Street	One-Way Class IV Protected Bike Lanes

Notes:

- 1) The streets described are consistent with the City's current Bicycle and Pedestrian Plan (2020).
- 2) Due to high traffic volume generated from the residences along Silva Avenue, bike boulevard concept will not meet AAA (all ages and abilities) criteria. Traffic calming measures will be implemented to slow down motorized vehicles.

Through discussion with the project's Active Transportation Working Group, technical analysis, and community outreach, some of these proposed facilities have changed since this item was last presented to CIAC in October 2024. This section describes those changes and why they are recommended.

Grand Street (from B St. to D St.): In 2024, the design team recommended constructing one-way Class IV bike lanes in both directions of Grand Street. However, in discussion with the ATWG, it was determined that two-way Class IV bike lanes on the east side of the street would provide better access to BART and connect with the planned facility on B Street. The current recommendation retains the protected bike lane on the west side from the previous recommendation, though other potential options could be explored. Parking is already prohibited on the east side of Grand Street so the proposed change does not impact parking. This revised recommendation includes a separated intersection at D Street.

Silva Avenue: In 2024, the design team recommended a pinch point to be constructed north of Leighton Street to restrict through traffic. However, a traffic diversion study, concluded in early 2025 revealed that approximately 5,000 daily vehicle trips are being generated within the Silva Avenue Corridor itself, well above the 2,000 vehicles per day threshold for implementing a bicycle boulevard concept that meets the needs of riders of all ages and abilities. This means that even if the pinch point succeeded in discouraging all through traffic on Silva Avenue, the street would fall above volume thresholds for a shared all ages and abilities facility. After thorough discussion with the ATWG, the design concept has been revised to include other traffic calming measures with a design speed of 20 miles per hour or less instead of a pinch point.

Whitman Street: In 2024, the CIAC requested that the project team conduct additional outreach to the community along Whitman Street to understand their specific concerns and needs and to share information about the project and its benefits and tradeoffs. Parking impacts on Whitman Street primarily affect parking spaces across the street from residences, not adjacent to them. Based on input received from residents and schools, the design team further sub-divided the segments along Whitman Street to explore opportunities to limit parking impacts. Based on input from City staff, parking impacts were reduced and additional room for tree planting was created by combined the two-way Class IV bikeway previously recommended on the east side of Whitman Street with the existing sidewalk, creating a Class 1 shared/multi-use path. After discussions with the Tennyson High School community, the design team also developed an option that provides wider bike lanes on the school side (west side) of the street. The corridor speed studies revealed that over 90% of drivers exceed the posted speed limit (25 MPH) along Whitman Street. Traffic calming measures will be implemented along Whitman Street to reduce vehicular speeds to the posted speed limit.

Tennyson Rd: In 2024, the design team recommended leaving the existing Class II bike lane on the north side of the street as is. However, in mid-2025, it was discussed in the ATWG that this lane is used widely by nearby residents, and the revised concept design uses a Class IV facility here. This would remove parking on the north side of the street, however these parking stalls are among the poorest utilized on the entire corridor. This change, like others discussed here, will be shared with the community in the next project phase for additional input and adjustments if needed.

Within three months of approval of the recommended project alignment and facility types, the design team will complete the preliminary intersection and traffic calming concept designs, effectively concluding the Planning phase of the project. Project improvements will be further evaluated during the next phase (preliminary engineering and environmental document) of project development that is expected to commence in early 2026.

ECONOMIC IMPACT

The East Bay Greenway project includes placemaking elements, such as landscaping and lighting, and curb-separated bike lanes. Several studies have shown that high-quality infrastructure like this, as opposed to conventional painted lanes, is likely to increase the value of properties along the corridor. Negative economic impacts are possible that relate

the availability of on-street parking or travel lanes. Pedestrian and bicycle infrastructure encourages active transportation use, lowering the overall transportation costs for users and leading to better health outcomes from increased physical activity.

STRATEGIC ROADMAP

This agenda item supports the “Invest in Infrastructure” focus area and specifically supports implementation of the following:

Invest in Multi-Modal 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

This project will provide high-quality bicycle and pedestrian improvements that will encourage road users to adopt more active forms of transportation. Mode shift towards active transportation provides environmental benefits because unlike driving trips, walking and biking do not cause pollution or greenhouse gas emissions. In addition, active transportation infrastructure supports physical activity, leading to improved physical and mental health.

PUBLIC CONTACT

The project team conducted robust public outreach to evaluate the alignment and types of facilities for near-term implementation. The outreach plan includes four phases, three of which have been completed, as shown below:

Table 3: Phases of Public Outreach

Phase	Outreach Goal	Timeline
1	Share information about this EBGWMM-Hayward Segment project and gather input on existing conditions.	March 2024 – June 2024
2	Solicit input on the EBGWMM-Hayward Segment project alternatives to inform the recommended (draft) alignment.	July 2024 – October 2024
3	Solicit input from residents and schools along the recommended (draft) alignment regarding project tradeoffs and on-street parking.	January 2025 – July 2025
4	Update and refine the concept design for the EBGWMM-Hayward Segment project.	January 2026 – March 2026

Outreach activities were designed to reach a broad and diverse cross-section of the community through different methods. Rather than relying on any single event, the effort was layered to ensure that different populations, including residents, students, and community-based organizations, could provide meaningful input. Some activities

were meant to reach broad audiences, and others were intended to facilitate deeper, more substantial discussion. Phase 3 outreach activities all occurred since the last update to CIAC, and a detailed report of the Phase 3 outreach activities is included as Attachment III.

- Coordination via e-mails and website announcements
- Pop-up events at the Hawaiian May Day Festival and Eden Greenway hot meal and grocery giveaway
- Walking and biking tours of the corridor, with attendees recommended by the ATWG
- Focus groups
- Coordination with the ATWG members
- Mailers and project information flyer
- Door-to-door outreach to residents living along the corridor
- Meetings with the principals of Tennyson High School and Cesar Chavez Middle School
- Online survey to summer school students, faculty, and staff

Mailers and flyers were made available in English, Spanish, simplified Chinese, Tagalog, and Vietnamese.

At the request of CIAC in the October 2024 meeting, the project team performed additional public outreach to schools and residents directly on the proposed route between April and July 2025, where community members would be most immediately affected by the proposed alignment. In addition to distributing 969 flyers with online feedback forms, the project team knocked on 193 doors and held 55 in-person conversations. Residents shared a mixture of reactions to the proposed concept design in these in-person conversations. While some expressed support for their street receiving attention and investment and agreed that changes were necessary, there was mixed sentiment regarding what those changes may look like.

- Residents were generally supportive of the project's main multimodal improvements
- Residents expressed strong support for improved aesthetics, safety, and walking conditions.
- Some residents expressed frustration with heavy traffic and speeding
- Some residents were apprehensive about the potential for removal of parking or travel lanes

Documentation and discussion about these respondents and the frequency of their sentiments is provided in Attachment III.

In addition, the project team met with staff at Tennyson High School and Cesar Chavez Middle School and developed a survey specifically for students and staff to share their feedback on the two proposed designs for Whitman Street. One alternative preserved parking on both sides of the street and one maintained parking only on one side of the street. Responses were evenly divided, with staff preferring the design that preserved

parking on both sides, and students preferring the design that removed one parking lane for better walking and bicycling facilities.

NEXT STEPS

Staff request CIAC Members to review and recommend this conceptual alignment and these facility types for City Council approval. Following the City Council action, staff from the City and Alameda CTC will address Council comments and concerns and continue to advance the project development activities, while continuing to engage the community and interested groups.

City Council approval would allow the project to proceed with detailed environmental review, engineering studies, and continued community engagement. This approval does not commit funding to the project or finalize design decisions. Rather, it authorizes the necessary next steps to better understand project impacts, refine designs based on technical analysis and public input, and position the project for future funding opportunities. The final plan will continue to evolve as additional community and stakeholder input is solicited.

Staff will continue to provide periodic project status update to CIAC and the City Council, and in early 2027, will seek City Council to adopt a support position on the environmental document to be prepared for the project. Completion of an environmental document for the project is essential for soliciting federal and state funding for the next phases of project development, including for the project construction phase.

Future CIAC/City Council actions:

CIAC/City Council

Receive yearly project status updates in fall of 2026 through fall 2030

City Council

- Support the project in early 2027 (for environmental clearance)
- Approve project design for construction in spring 2029
- Accept completed construction and take ownership of project assets in spring 2031

Prepared by: Lucas Woodward, Senior Transportation Engineer

Recommended by: Alex Ameri, Director of Public Works

Approved by:



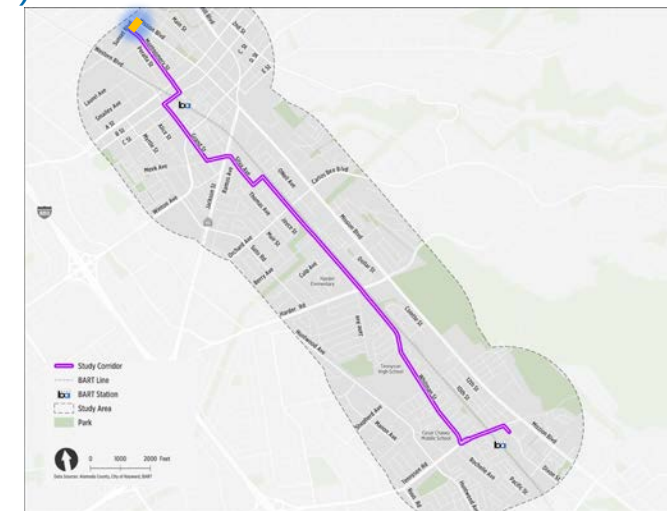
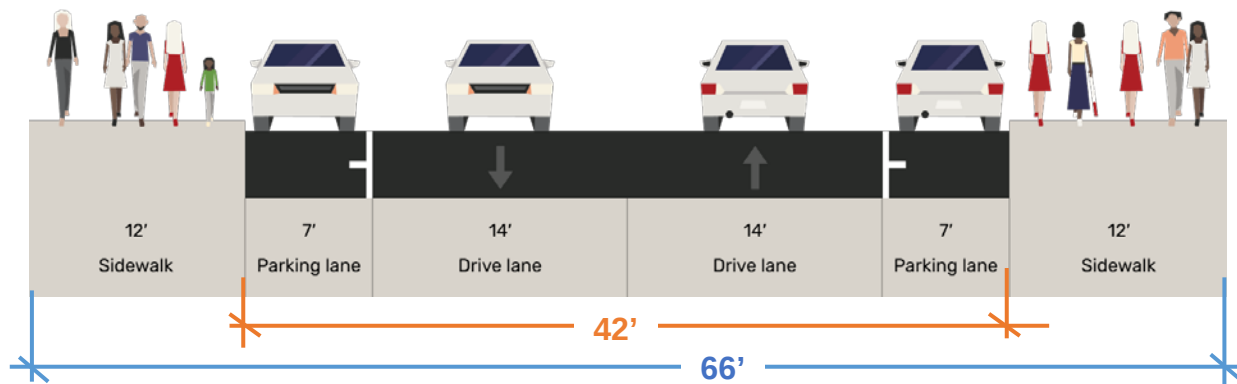
Jayanti Addleman, Interim City Manager

Attachment A: Existing & Proposed Sections

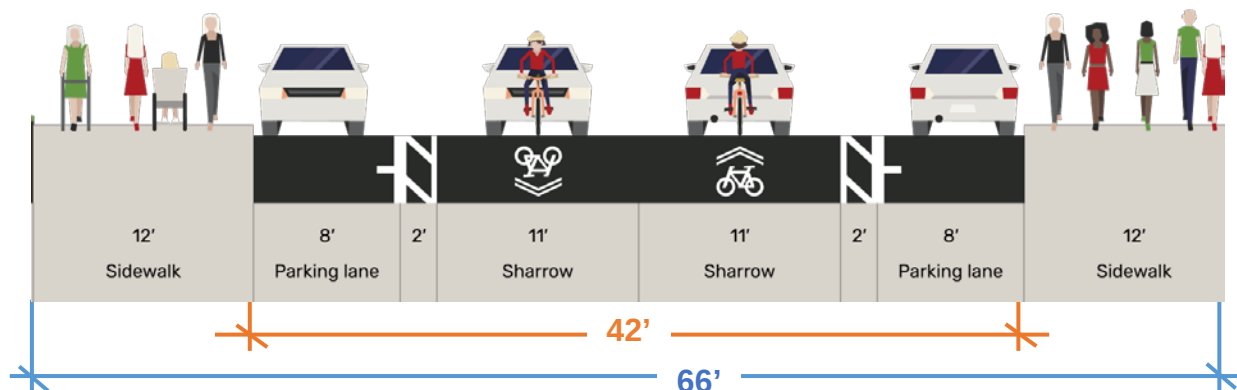


Sunset Boulevard from Mission Blvd to Montgomery St (looking eastbound)

Existing Conditions



Draft Recommendation (no change from Oct 2024)



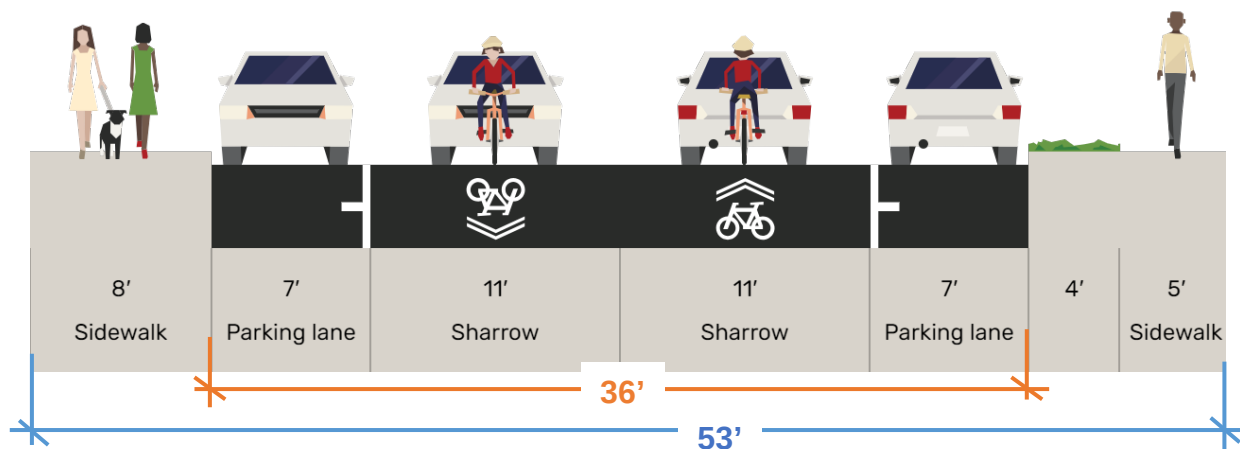
Bicycle Boulevard + Traffic Calming

- Reduces vehicle travel lane width
- Maintains on-street parking
- Places speed humps every 250 – 300' &

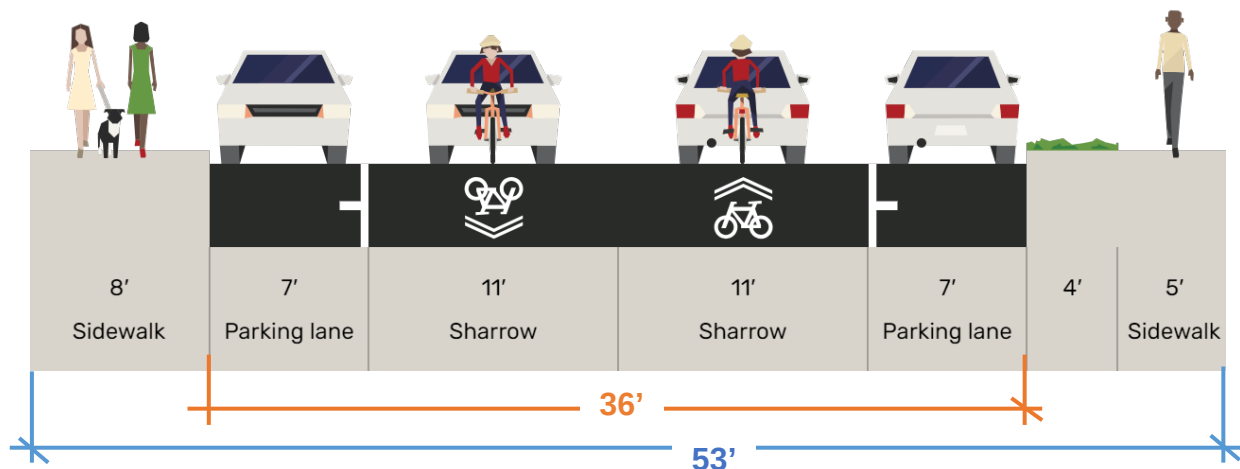
Employs additional traffic calming treatments to keep vehicle volumes low and reduce vehicle speeds to 20 MPH

Montgomery Avenue from Sunset Blvd to B St (looking northbound)

Existing Conditions



Draft Recommendation (no change from Oct 2024)



Bicycle Boulevard + Traffic Calming

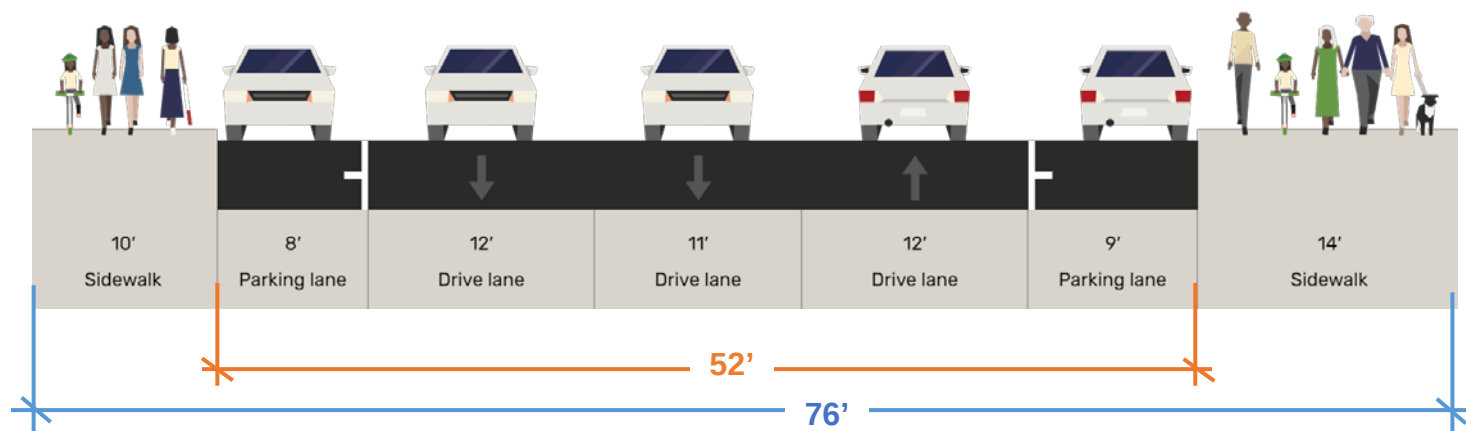
- Maintains on-street parking
- Maintains existing cross section
- Places speed humps every 250 – 300'

&

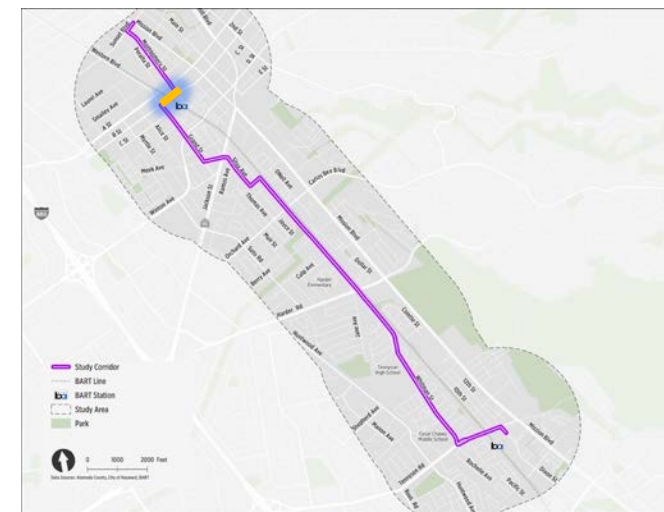
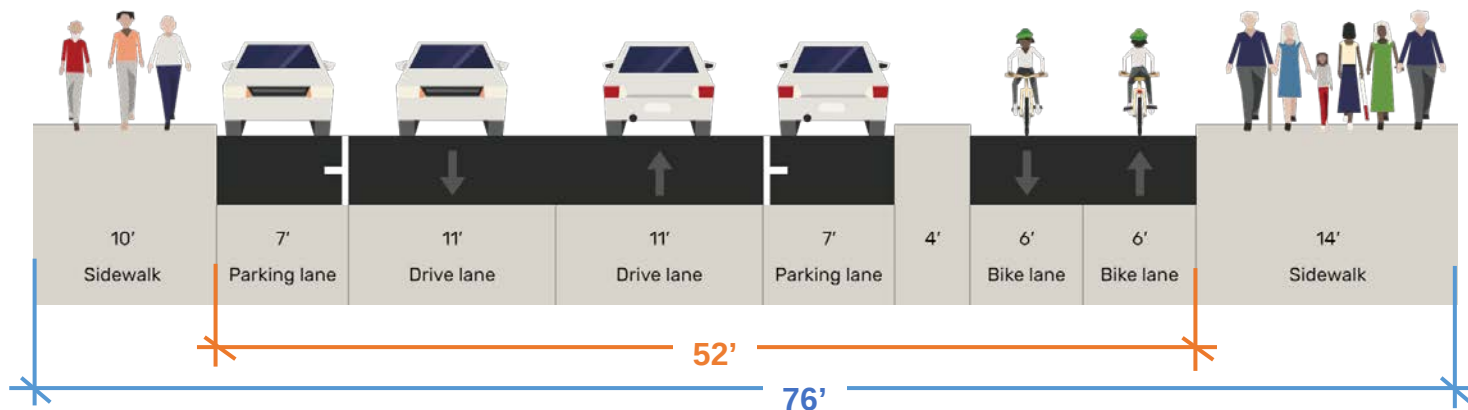
Employs additional traffic calming treatments recommended to keep vehicle volumes low and reduce vehicle speeds to 20 MPH

B Street from Montgomery Ave to Grand St (looking eastbound)

Existing Conditions



Draft Recommendation (no change from Oct 2024)

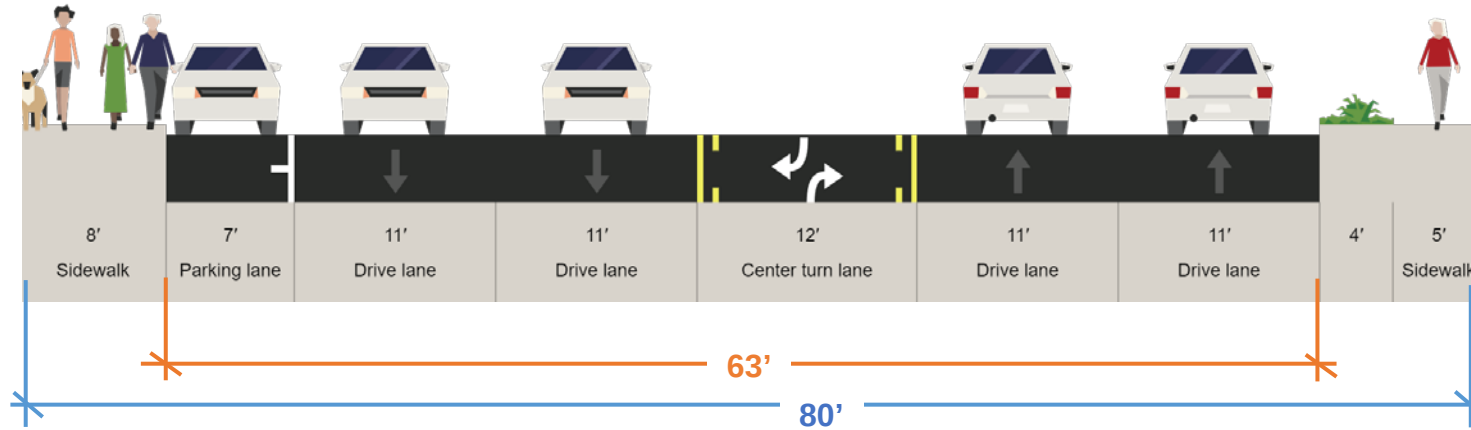


Two-Way Class IV Bikeway

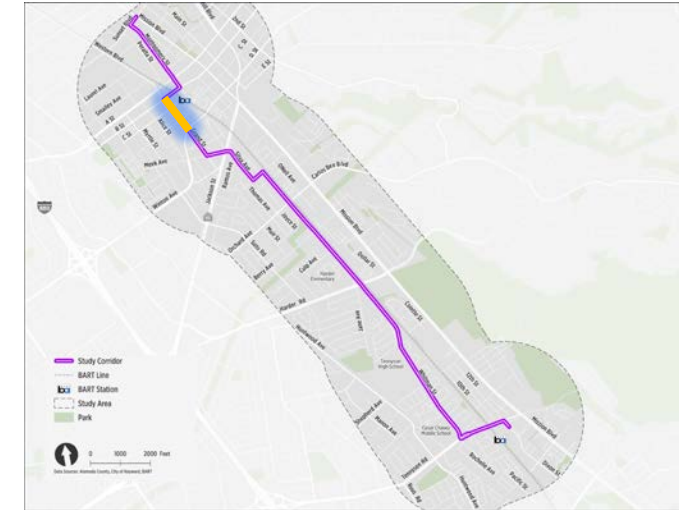
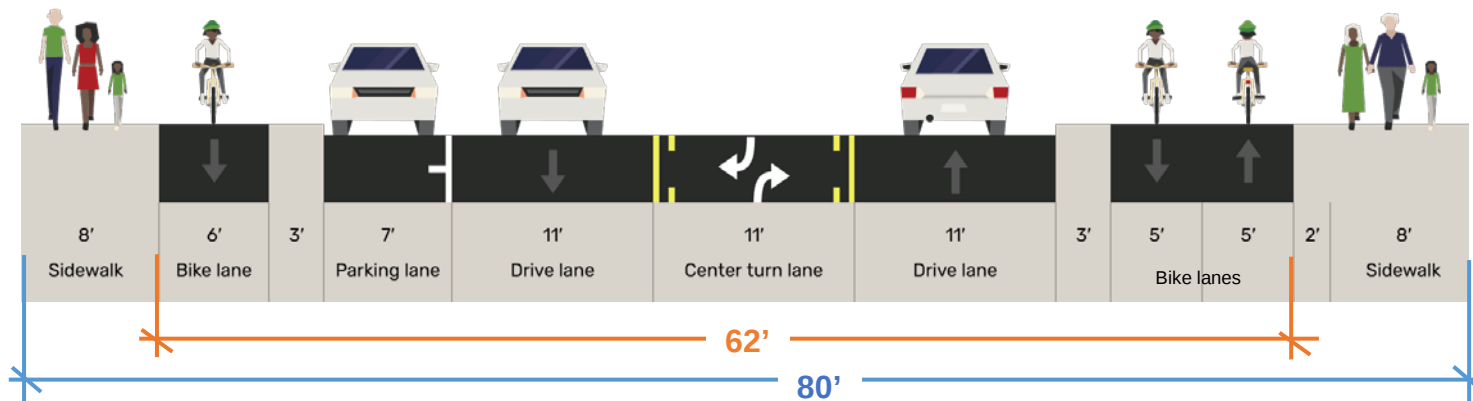
- Employs road diet from 3 lanes to 2
- Maintains on-street parking
- Introduces two-way Class IV bikeway on south side, next to BART station

Grand Street from B St to D St (looking northbound)

Existing Conditions



Draft Recommendation (July 2025)



Two-Way + One-Way Class IV Bikeway

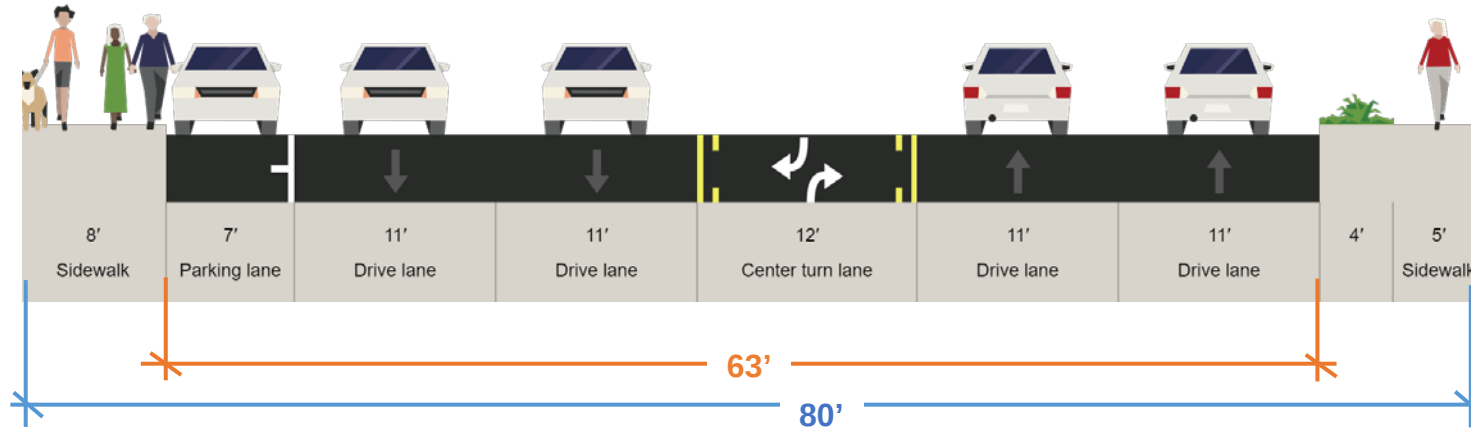
- Employs road diet from 5 lanes to 3
- Maintains on-street parking
- Introduces two-way Class IV on east side near BART (changed from one-way Class IV per BART's and ATWG's requests)

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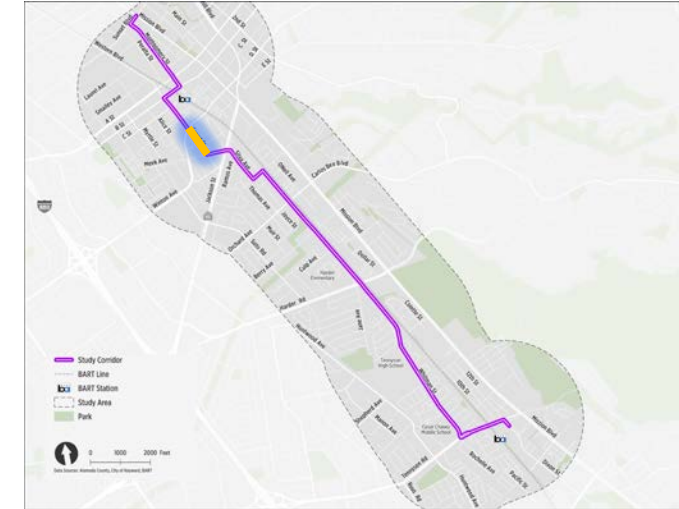
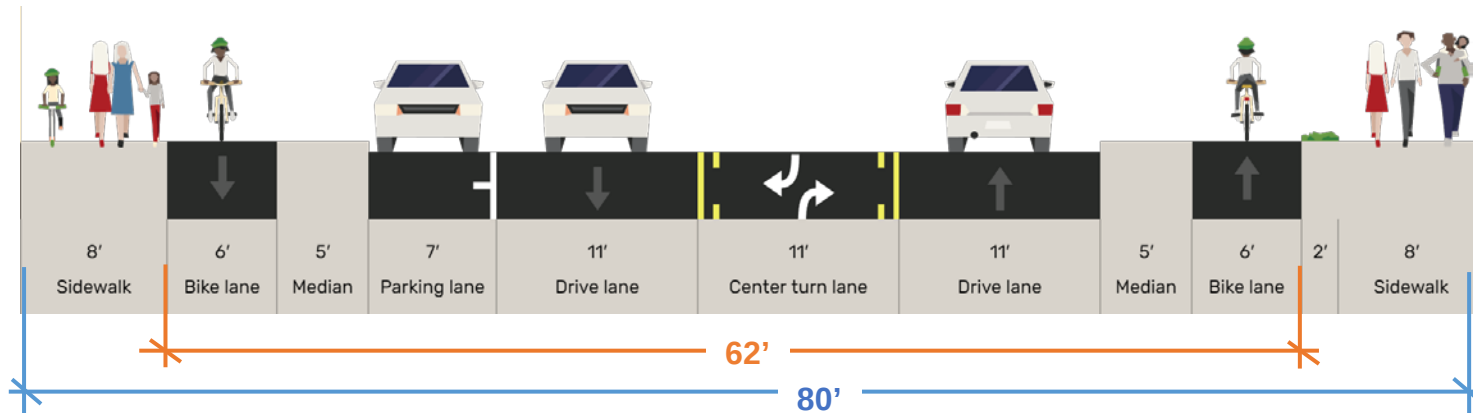
One-way Class IV on west side (retained previously recommended, per ATWG's request)

Grand Street from D St to Meek Ave (looking northbound)

Existing Conditions



Draft Recommendation (no change from Oct 2024)

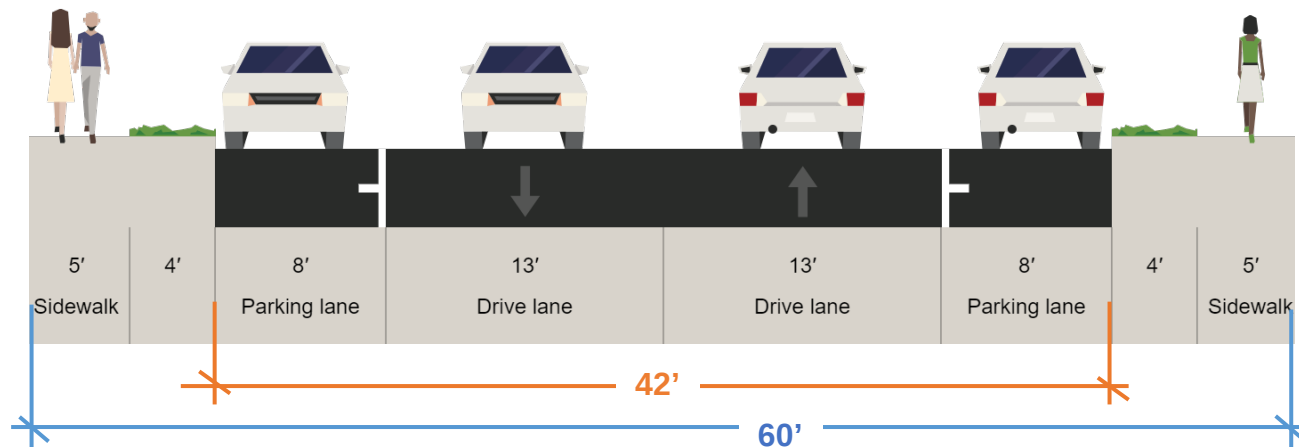


One-Way Class IV Bikeway

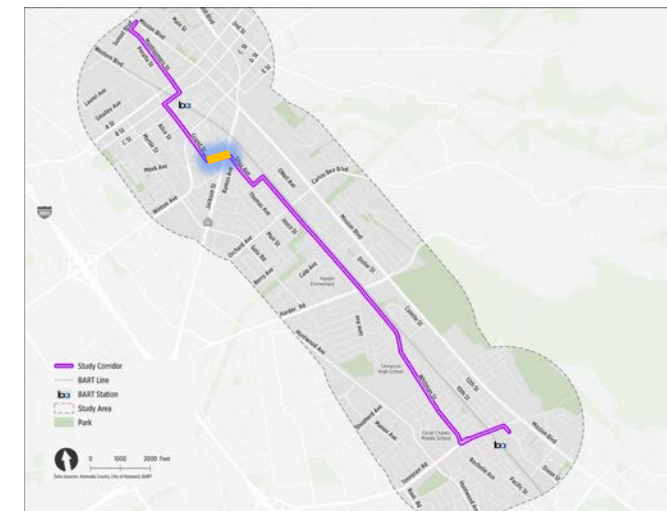
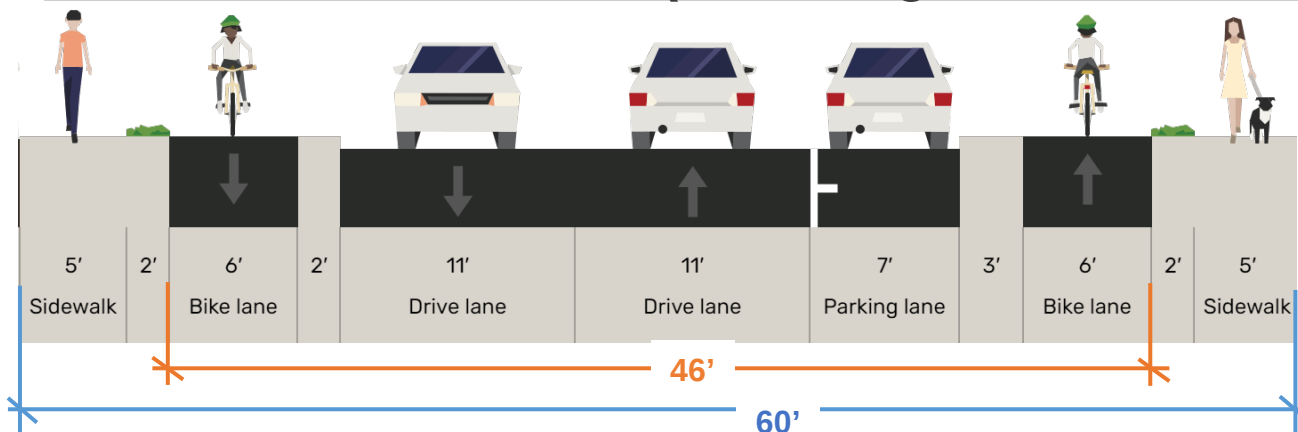
- Employs road diet from 5 lanes to 3
- Maintains on-street parking
- Introduces one-way Class IV on both sides

Meek Avenue from Grand St to Silva Ave (looking westbound)

Existing Conditions



Draft Recommendation (no change from Oct 2024)

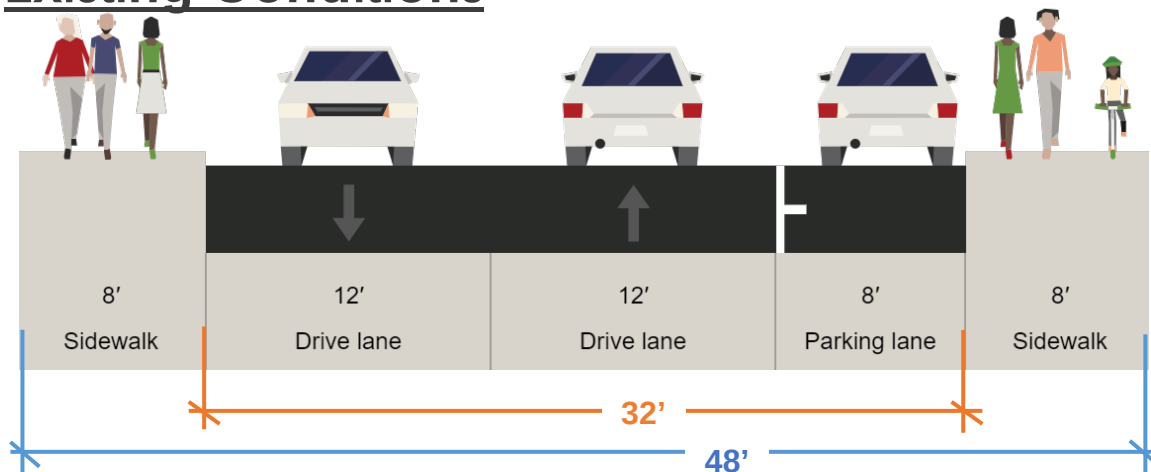


One-Way Class IV Bikeway

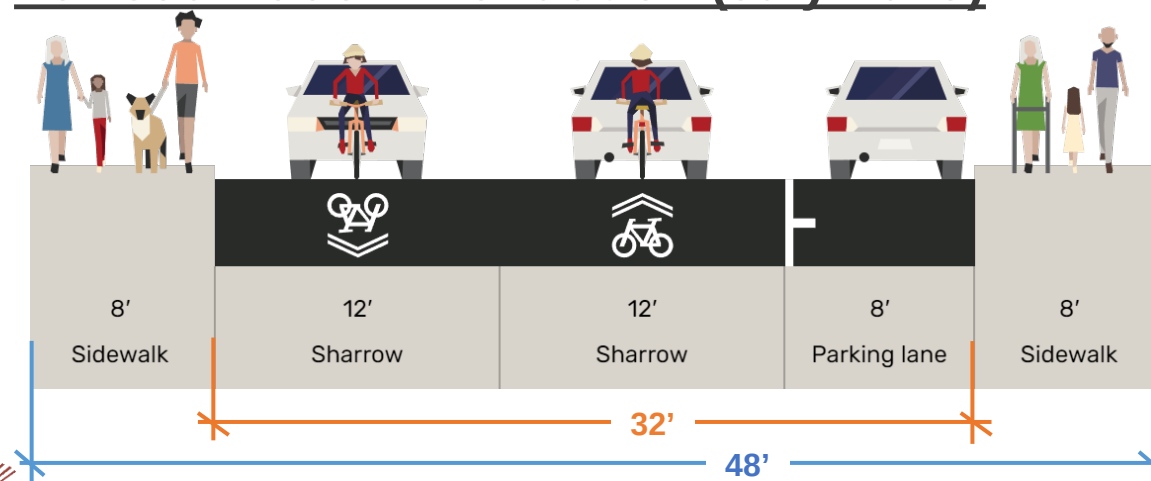
- Removes on-street parking on west side (68% utilization) (~11 spaces)
- Introduces one-way Class IV on both sides

Silva Avenue from Jackson St to Sycamore Ave (looking northbound)

Existing Conditions



Revised Recommendation (July 2025)



Bike Boulevard + Traffic Calming

- Maintains on-street parking
- Places speed humps every 250 – 300 feet

&

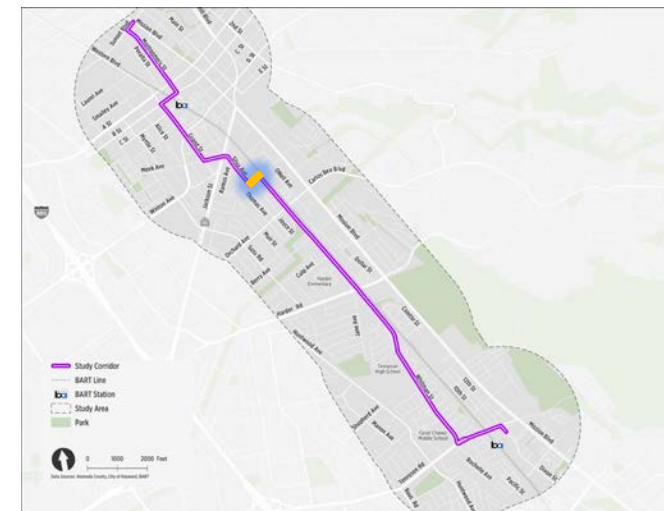
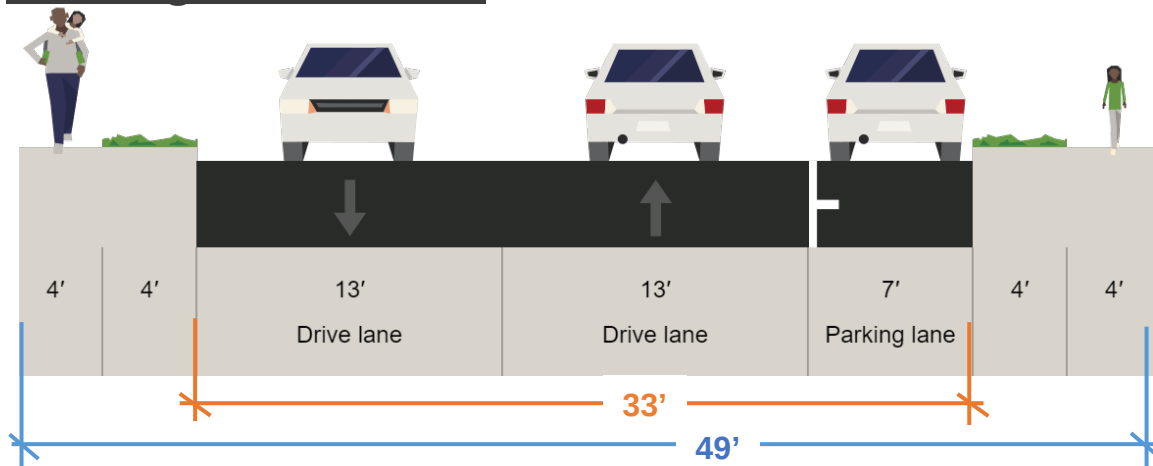
Employs additional traffic calming treatments to keep vehicle volumes low and reduce vehicle speeds to 20 MPH

Notes: 1) Previously recommended “pinch point” will not work due to excessive traffic

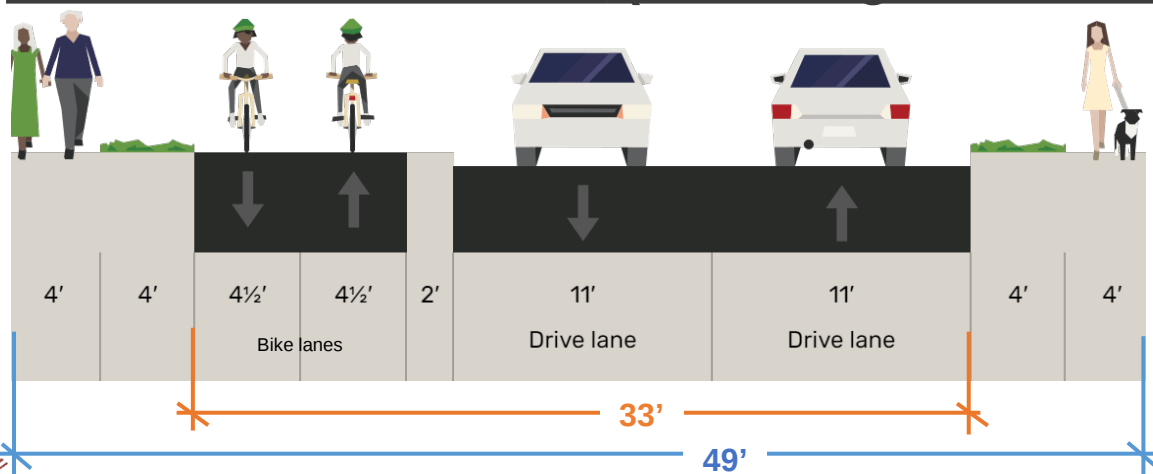
2) Facility will not meet All Ages and Abilities (AAA) Criteria due to traffic volume generated within is over 5,000 vpd vs. 2,000 vpd to meet AAA Criteria

Sycamore Avenue from Silva Ave to Whitman St (looking eastbound)

Existing Conditions



Draft Recommendation (no change from Oct 2024)

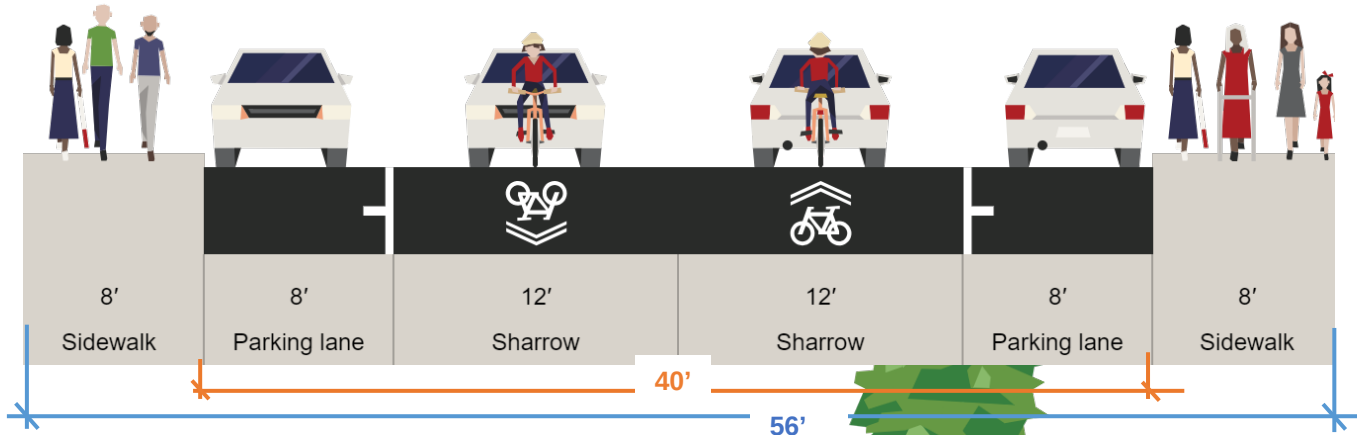


Two-Way Class IV Bikeway

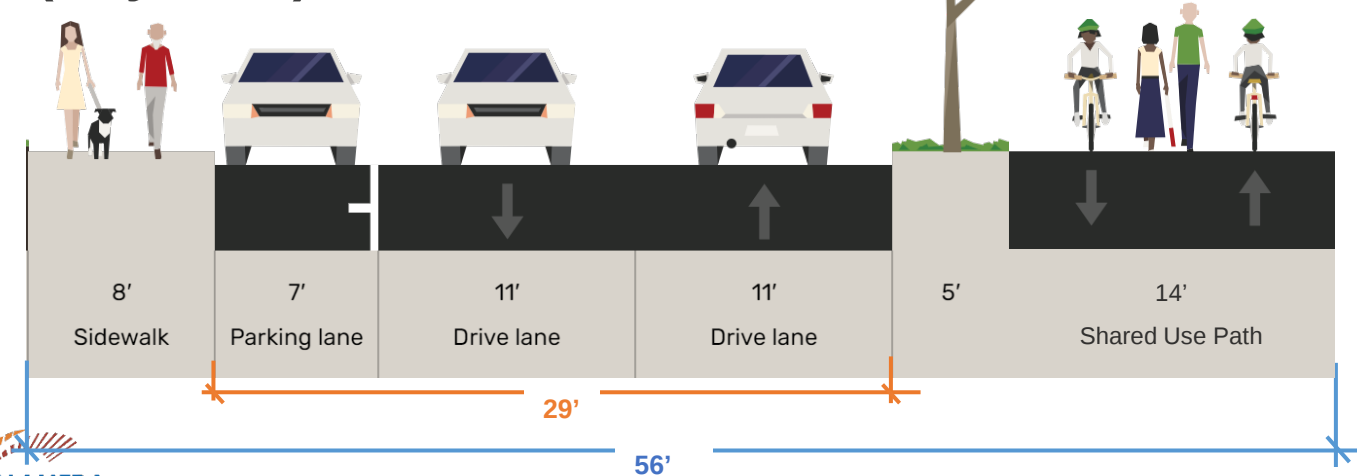
- Removes on-street parking (49% utilization, ~7 spaces)
- Introduces two-way Class IV on north side of street
- Provides continuous two-way Class IV facility around curve to Whitman St

Whitman Street from Sycamore Ave to Orchard Ave (looking northbound)

Existing Conditions



Revised Recommendation (July 2025)

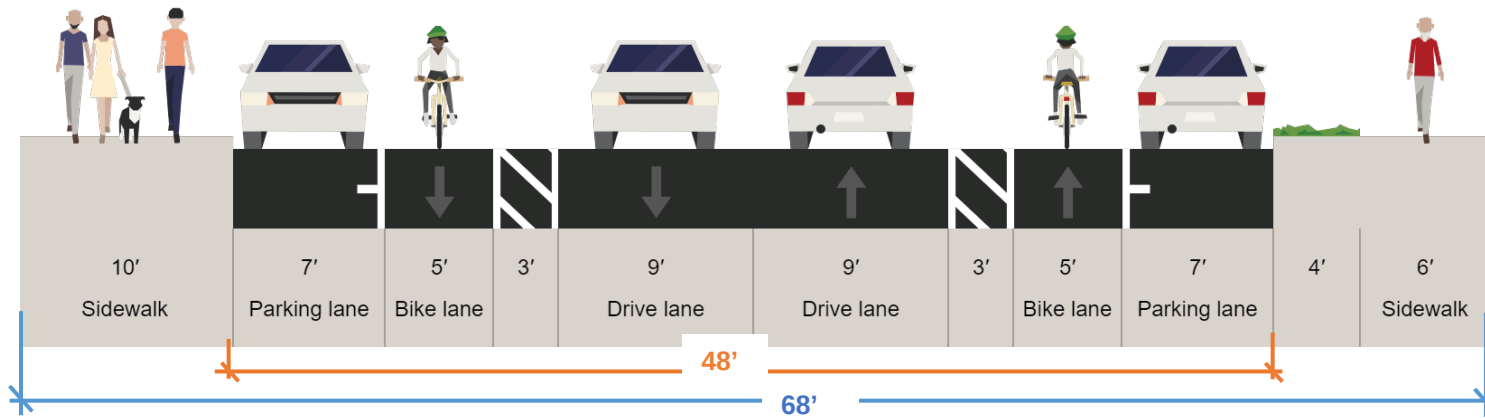


Class I Shared Use Path

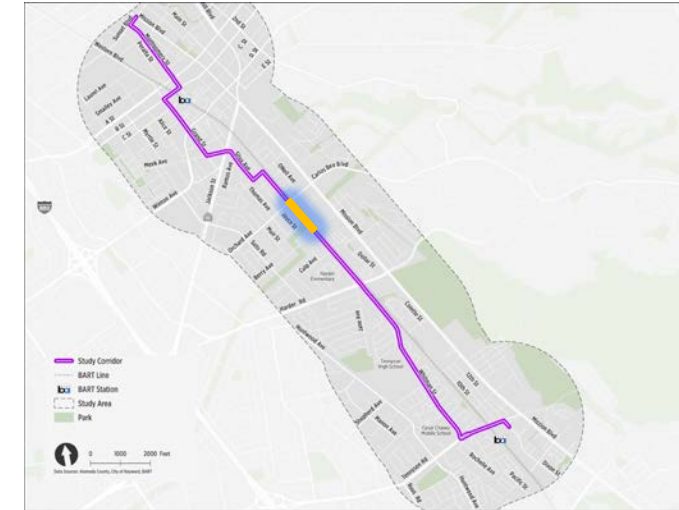
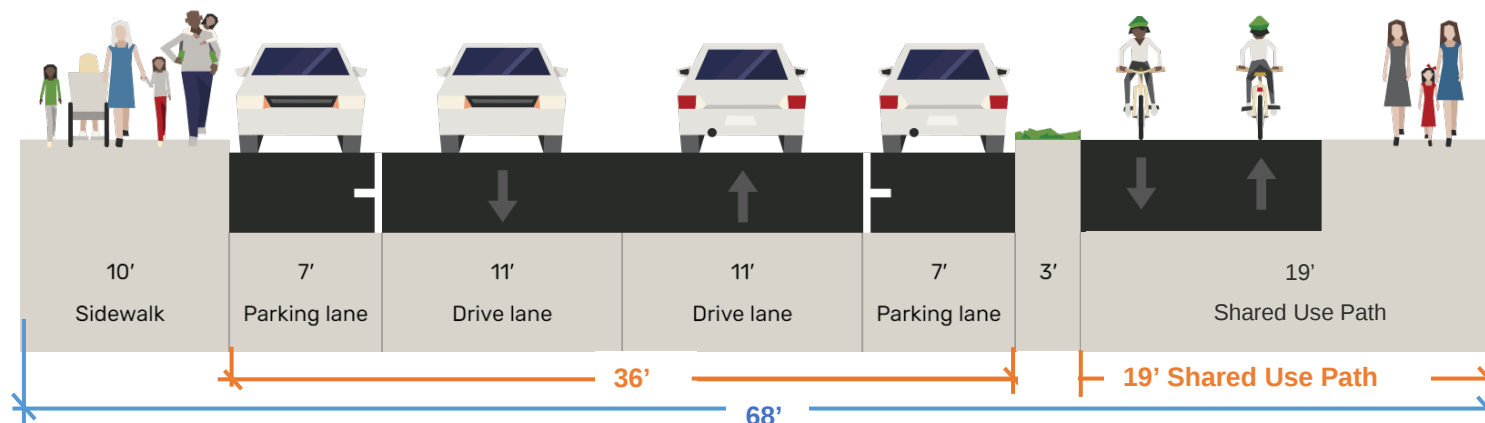
- Reduces lane width from 12 to 11 feet (and maintains bus route)
- Removes on-street parking on east side only (49% utilization, ~55 spaces) (changed from previously recommended removal from both sides)
- Introduces Class I shared use path on east side within city R/W, near rail line (fewer bike/ped/driveway conflicts) (per city's request, changed from previously recommended two-way Class IV bikeway & sidewalk)
- Employs traffic calming treatments to reduce vehicle speeds to posted speed limit of 25 MPH
- Provides room for landscaping (city's request)

Whitman Street from Orchard Ave to Berry Ave (looking northbound)

Existing Conditions



Revised Recommendation (July 2025)

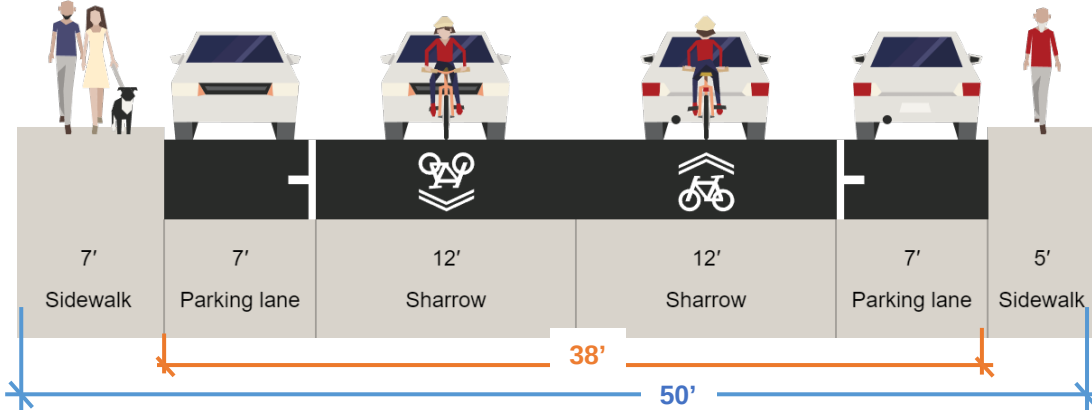


Class I Shared Use Path

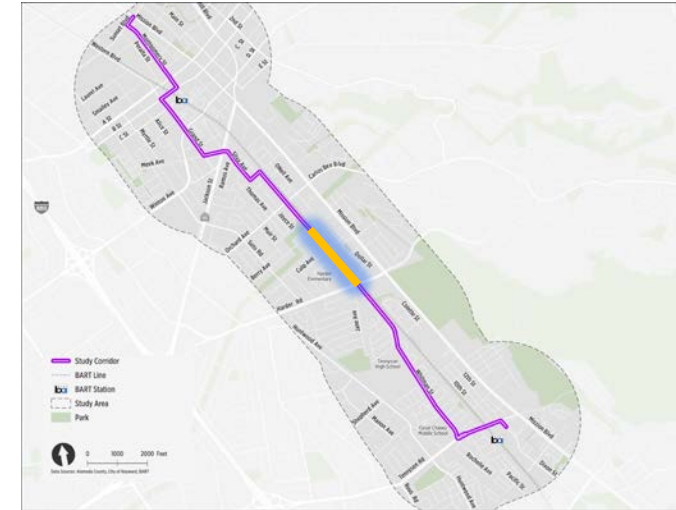
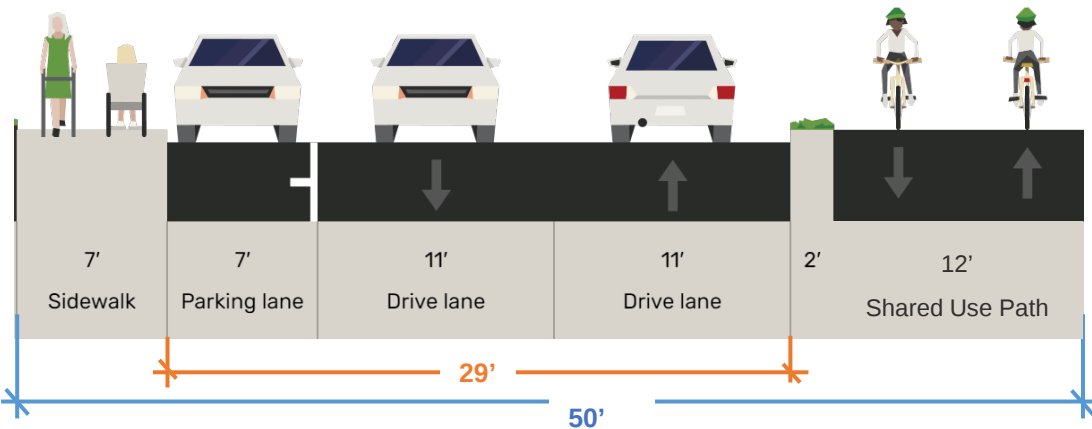
- Maintains on-street parking on both sides
- Introduces Class I shared use path on east side within city R/W, near rail line (changed from previously recommended two-way Class IV bikeway & sidewalk)
- Employs traffic calming treatments to reduce vehicle speeds
- Provides room for landscaping

Whitman Street from Berry Ave to Harder Rd (looking northbound)

Existing Conditions



Revised Recommendation (July 2025)

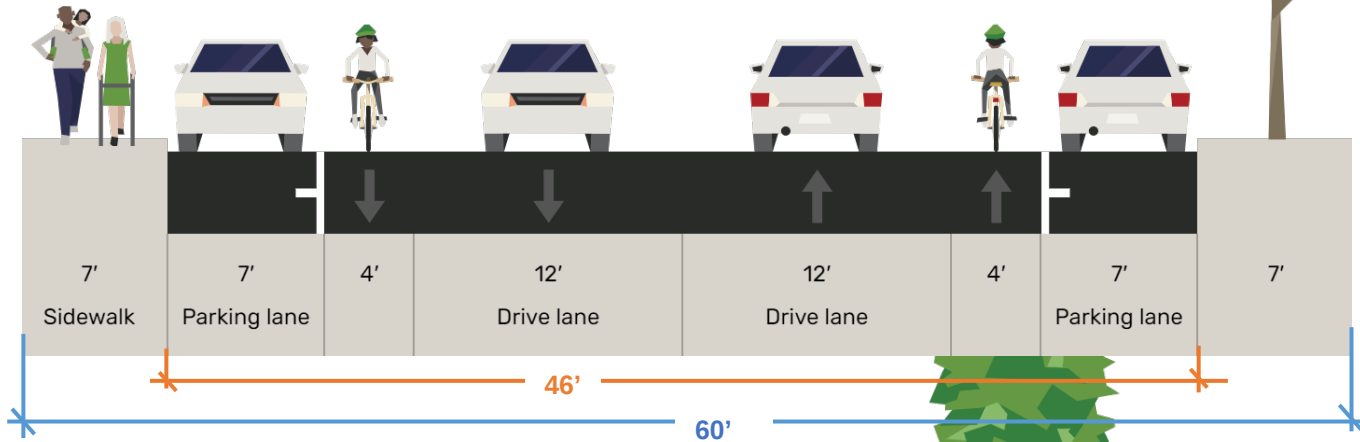


Class I Shared Use Path

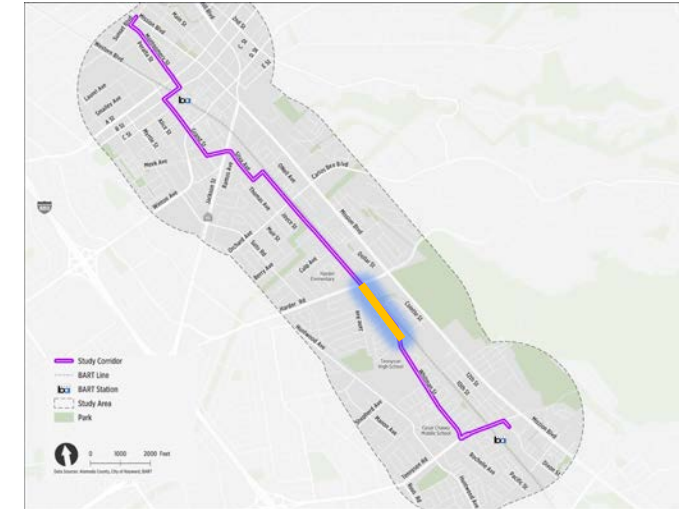
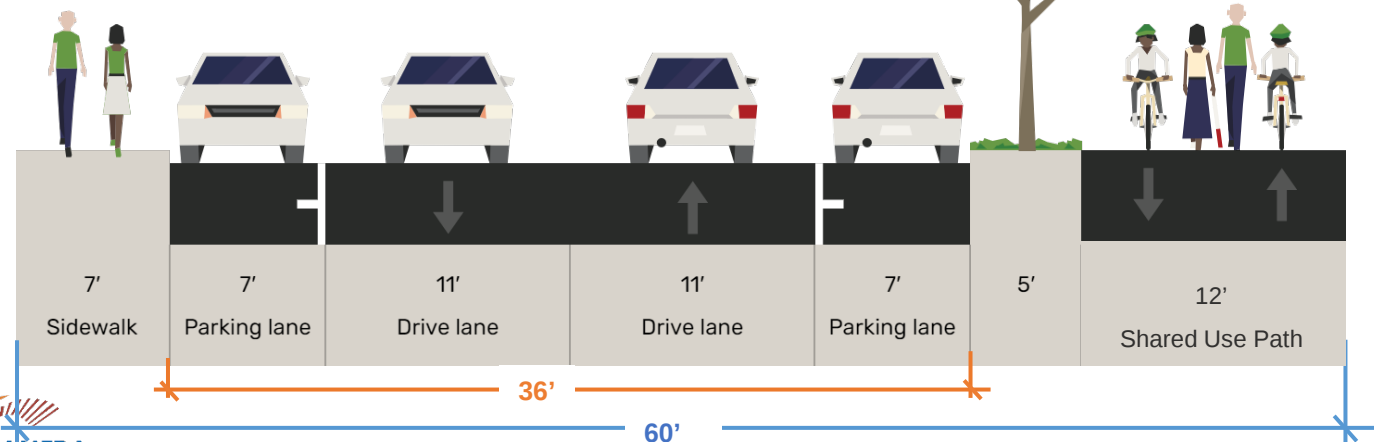
- Removes on-street parking on east side only (50% utilization, ~77 spaces)
- Introduces Class I shared use path on east side within city R/W, near rail line (changed from previously recommended two-way Class IV bikeway & separate sidewalk)
- Employs traffic calming treatments to reduce vehicle speeds

Whitman Street from Harder Rd to Fruitwood Wy (looking northbound)

Existing Conditions



Draft Recommendation (July 2025)

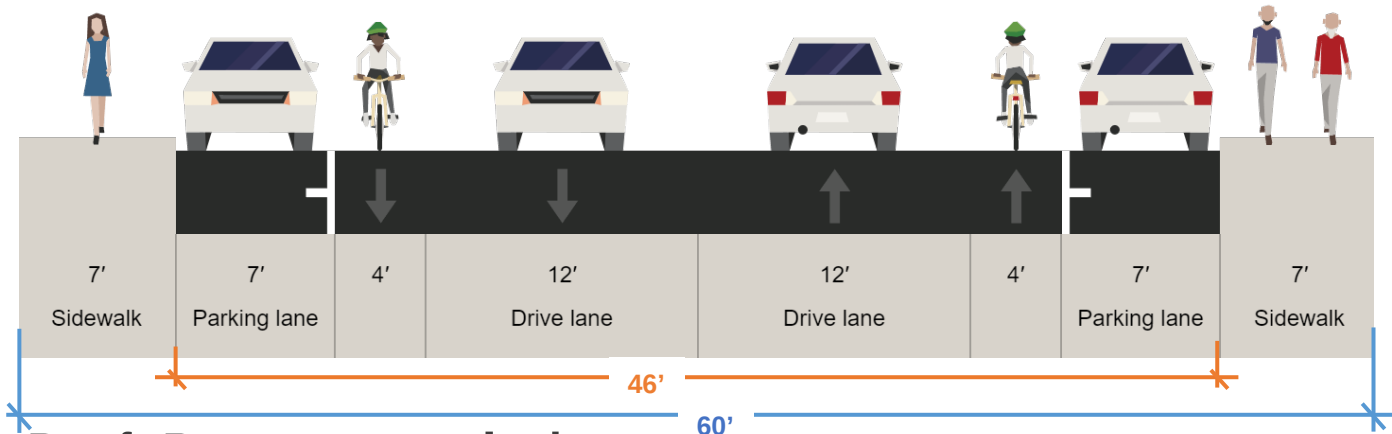


Class I Shared Use Path

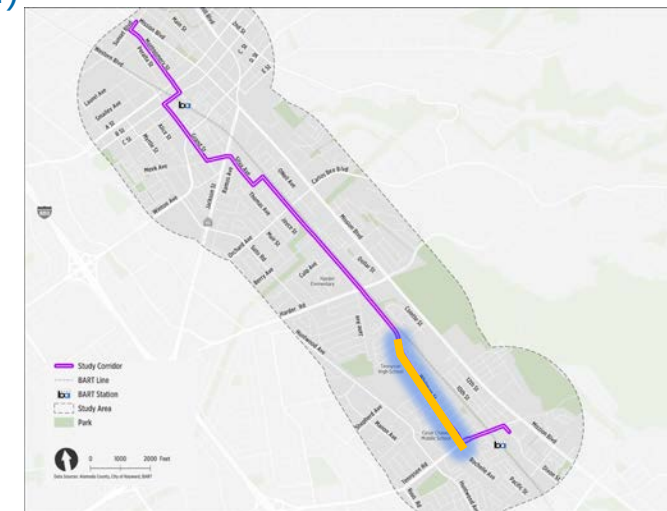
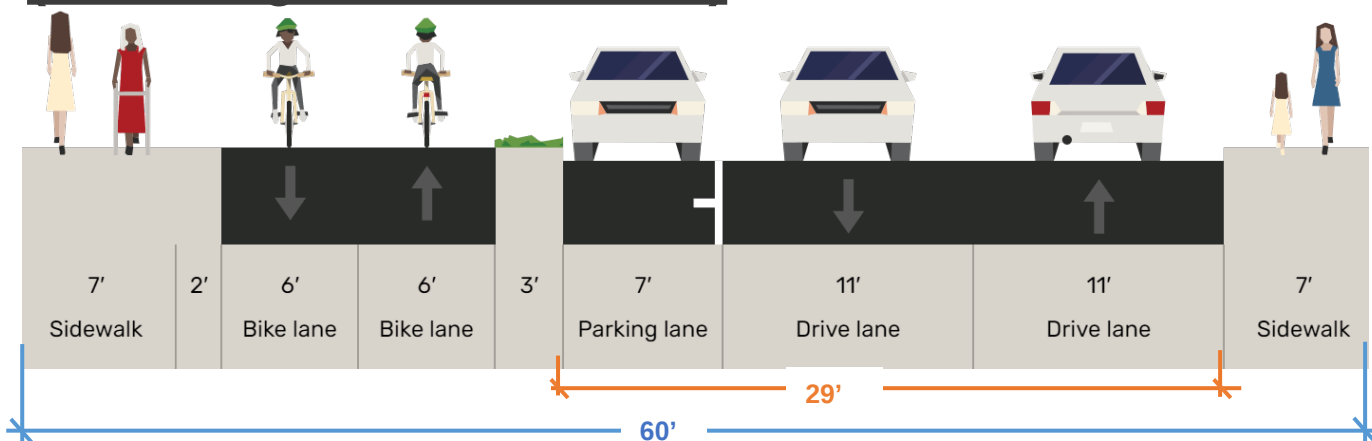
- Maintains on-street parking
- Introduces Class I shared use path on east side within city R/W, near rail line (changed from previously recommended two-way Class IV bikeway & separate sidewalk)
- Employs traffic calming treatments to reduce vehicle speeds
- Provides room for landscaping (city's request)

Whitman Street from Fruitwood Way to Tennyson Road (looking northbound)

Existing Conditions



Draft Recommendation (no change from Oct 2024)

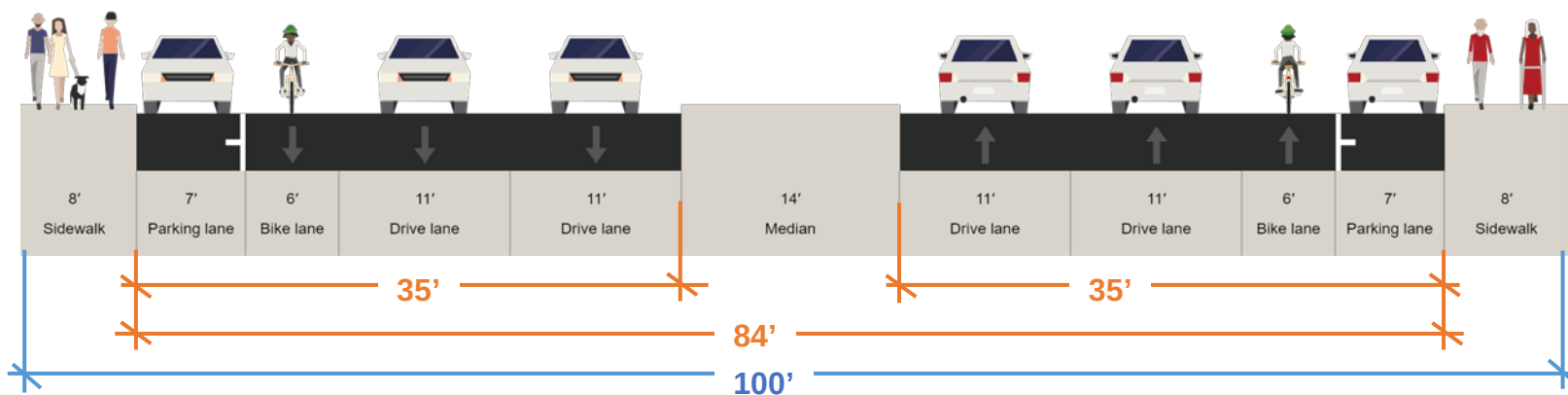


Two-Way Class IV Bikeway

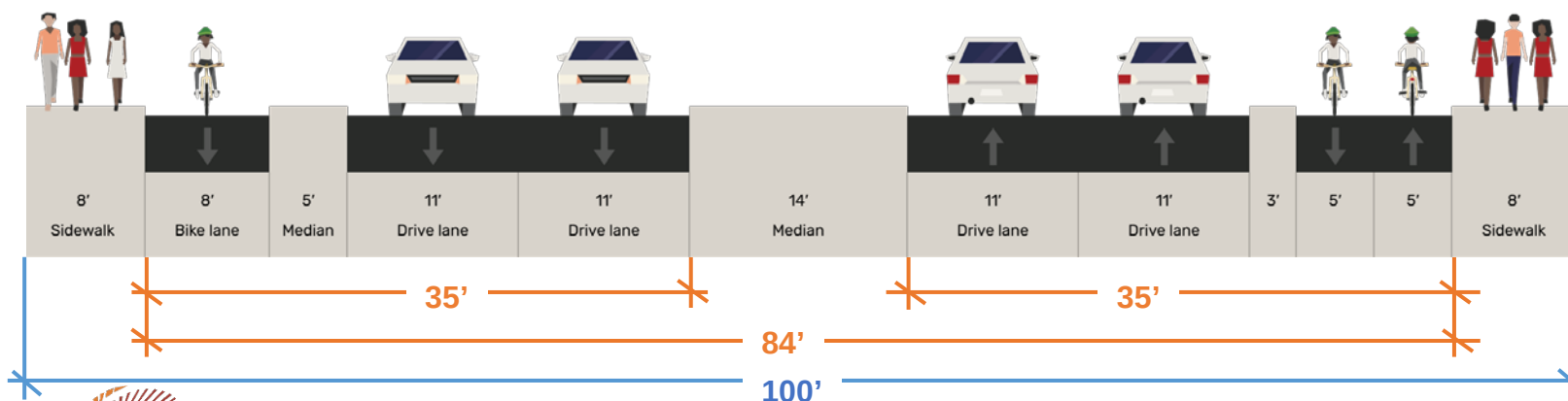
- Removes on-street parking on east side (students preferred option, 43% utilization, ~60 spaces)
- Introduces two-way bikeway (transitions to west side from Roadway north of, next to middle and high schools to enhance safe school access)
- Employs traffic calming treatments to reduce vehicle speeds

Tennyson Road from Whitman St to Dixon St (looking eastbound)

Existing Conditions



Draft Recommendation (August 2025)

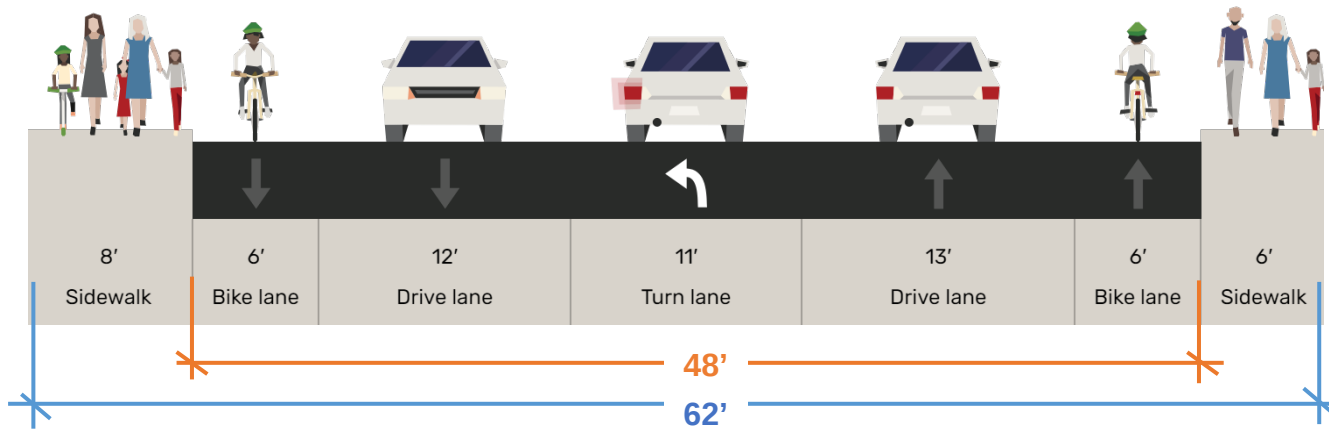


Two-Way + One-Way Class IV Bikeway

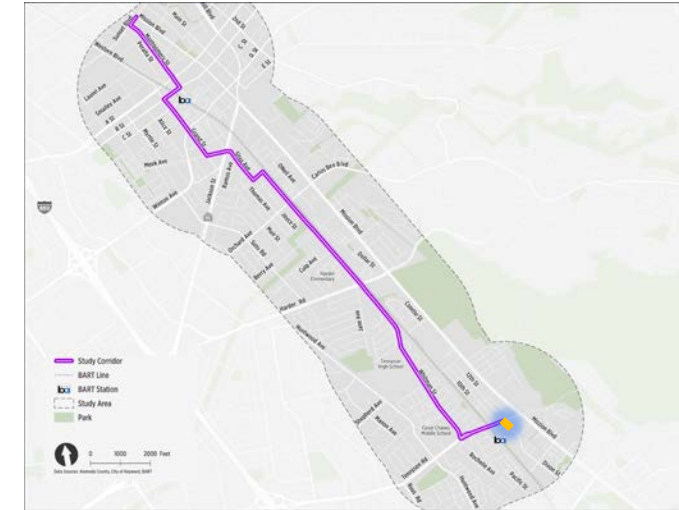
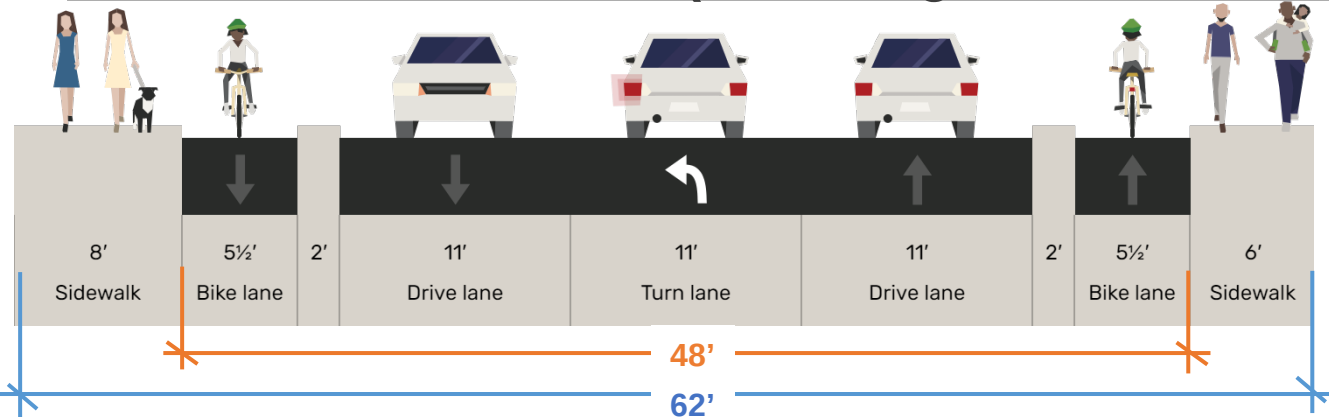
- Removes on-street parking on both sides (21% utilization)
- Introduces two-way Class IV bikeway on south side of street next to BART station
- Converts existing westbound Class II bike lane to Class IV bike lane (as requested by ATWG, changed from previous recommendation to leave as is)

Dixon Street from Tennyson Rd to BART (looking northbound)

Existing Conditions



Draft Recommendation (no change from Oct 2024)



One-Way Class IV Bikeway

- Reduces travel lane widths to 11 feet
- Converts Class II bike lanes to Class VI on both sides



East Bay Greenway Multimodal (EBGWMM) Project: Hayward Segment

Phase 3 Outreach Summary

September 2025

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Introduction and Executive Summary

This document summarizes engagement efforts and community input for Phase 3 of the Alameda County Transportation Commission's (Alameda CTC) East Bay Greenway Multimodal (EBGWMM) Project: Hayward Segment (Project).

Purpose and Approach Overview

Timing:	April-July 2025
Purpose:	• Generate excitement about proposed improvements. • Educate residents along the corridor about the benefits of the project, as well as the timeline and tradeoffs. • Gather input from residents and community members who may be directly impacted.
Engagement Methods:	• Flying and door-to-door outreach along Montgomery Street, B Street, Grand Street, Meek Avenue, Silva Avenue, Sycamore Street, Whitman Street, and adjacent side streets. • Online feedback form for corridor residents to share input. • Correspondence with individual residents regarding questions or comments shared. • Communication with all three schools located along Whitman Street. • Tailored survey to collect input from Tennyson High School and Cesar Chavez Middle School staff and students. • Active Transportation Working Group (ATWG) Meeting #4.
Materials:	• Flyer with QR code to feedback form. • Design concept cross sections. • Feedback form. • Presentation slide deck.

All materials were available in English, Spanish, Vietnamese, Simplified Chinese, and Tagalog.

Overview of Results

Over five days, the Project Team distributed 969 total flyers covering 2.5 miles of the project corridor plus all cross streets. Flyers provided a project overview and encouraged residents to take the feedback form to offer their input. This effort included:

- Door-to-door outreach: 193 flyers distributed; staff knocked on doors with the intention of speaking with a resident. Residents answered the door in some cases, resulting in 55 conversations.
- Flying: 776 flyers were distributed with links to online feedback form; staff left flyers at properties in visible locations.

Key themes of community and stakeholder feedback included:

- Support for future changes: Residents were curious and appreciative of the effort to improve aesthetics, safety, and walking conditions.
- Concerns with existing conditions: Residents were aware of and expressed frustration with heavy traffic and speeding in their neighborhood and viewed it as a primary safety issue.
- Apprehension regarding potential impacts of future changes: Some residents shared concern that removing parking and/or vehicle lanes would cause impacts to residents. Some requested other traffic calming measures be considered.

School engagement with students and staff through a digital survey showed a desire to prioritize the safety of school students, including curbing vehicular speeds and conserving street parking.

ATWG Meeting #4 with Hayward stakeholders concluded engagement for Phase 3. ATWG members discussed the importance of traffic calming measures and emphasized the need for protected bike facilities.

Outreach Approach

To complete flyering and door-to-door outreach, the Project team spent 50 hours in the Hayward community knocking on doors, engaging in conversations, and flyering, to reach as many residents as possible and encourage people to complete the feedback form. Appendix A: Outreach Area includes a map showing the entire route, with blue and orange corridors signifying flyering routes and green corridors signifying door-to-door routes.

After every interaction and flyer distribution, a member of the Project team completed an internal reporting form to document the address, activity, and any comments or sentiments if a conversation ensued. In the portion of the outreach effort that involved knocking on doors, staff hand wrote messages on flyers when leaving them behind, to explicitly direct residents to the feedback form and encourage them to share their input.

To reach the communities of Tennyson High School, Cesar Chavez Middle School, and Harder Elementary School, the Project team visited the schools, distributed multiple emails to school staff, and followed up with phone calls with the intention of scheduling meetings. This resulted in one meeting with Tennyson High School, and a school survey distributed to students and staff of Tennyson High School and staff of Cesar Chavez Middle School developed based on feedback received in the meeting.

Materials

The Project team utilized multiple mediums to engage with residents: a Project flyer, feedback form, and cross section overview. Appendix B: Outreach Materials provides these materials. All materials were made available in Spanish, Simplified Chinese, Vietnamese, and Tagalog, meeting Title VI requirements.

- Project flyer
 - Content: existing challenges, proposed improvements, next steps, project benefits, and potential impacts.
 - Interactivity: It included QR code links to the project website and feedback form.
 - Language accessibility: The flyer included a brief overview in Spanish, Simplified Chinese, Vietnamese, and Tagalog, with QR code links to each respectively translated flyer and cross sections.
- Feedback form: The feedback form included questions surrounding the Project's benefits, street parking, potential impacts, and general comments.
- Cross sections: The cross sections, made available on the Project website, visually depicted the existing and proposed improvements, including the impacts in the Project area.
- School survey: A brief survey focusing on Whitman Street described the two options for consideration near Tennyson High and Cesar Chavez Middle Schools, detailed tradeoffs between the two options, and gathered input from students and staff on preferences between the two options.
- Presentation slide deck: For the ATWG meeting, a slide deck provided an overview of recent community engagement (door-to-door/flyering feedback and school engagement/survey) and presented on final project alternatives and design elements.

Flyering and Door-to-Door Outreach Effort

The Project team spent 50 hours in the field over the span of five days distributing a total of 969 flyers. Table 1 outlines the daily metrics that the Project team achieved in that time frame. The Project team covered approximately 19 miles of ground during outreach.

Table 1. Staff effort and flyers delivered by day.

Date	Combined Staff Hours	# of Staff	# of Flyers Distributed	Activity
4/16/2025	12 hours	4	94	Door-to-door
4/17/2025	12 hours	4	65	Door-to-door

Date	Combined Staff Hours	# of Staff	# of Flyers Distributed	Activity
4/22/2025	10 hours	3	199	Door-to-door & Flyering
4/25/2025	10 hours	3	392	Flyering
4/28/2025	6 hours	2	219	Flyering
Total	50 hours		969 Flyers	

Outreach to Organizations

In addition to private residences, the Project team ensured comprehensive outreach to stakeholders and community members in schools, businesses, places of worship, and apartment complexes along the Project area. The extent of response to the Project team's outreach varied, with some organizations accepting multiple flyers to hang around the premises, while apartment complexes distributed links directly to their residents. Table 2 outlines the details surrounding the outreach for these organizations.

Table 2. Organizations reached through flyer distribution.

Organization	Description	Projected Reach or Audience
Animal Hospital	Gave brief project introduction and dropped off flyer	Staff and clients
Berry Tree Apartment Complex	Dropped off flyer in leasing or manager office	34 residential units
Bethesda Christian Retirement Center	Dropped off flyer in leasing or manager office	40 residential units
Cesar Chavez Elementary School	Attempted to speak with staff	Not applicable
Church of Christ of Hayward	Dropped off flyer	Staff and church attendees
Collision Center	Gave brief project introduction and dropped off flyer	Staff and clients
Community Garden	Dropped off flyer	Garden members
First Christian Church	Dropped off flyer	Staff and church attendees
Fresh Outpouring Church	Dropped off flyer	Staff and church attendees
Harder Elementary School	Attempted to speak with staff multiple times but were	Not applicable

Organization	Description	Projected Reach or Audience
	unavailable at time flyering effort occurred	
Journey Church East Bay	Dropped off flyer	Staff and church attendees
Ministerios Puente de Fe	Dropped off flyer	Staff and church attendees
Mundo Feliz Family Daycare	Dropped off flyer	Staff and clients
Park Manor Apartment Complex	Sent email with links to flyers and feedback form	81 residential units
Park Orchard Apartment Complex	Sent email with links to flyers and feedback form	150 residential units
Sycamore Plaza Apartment Complex	Gave a brief project introduction and flyer to resident to share	22 residential units
Templo de la Cruz	Dropped off flyer	Staff and church attendees
Tennyson High School	Got contact information from administrative secretary to follow up after district approval	After district approval, all staff, parents, and students
Weinreb Place Senior Housing	Dropped off flyer in leasing or manager office	22 residential units
Whitman Green Apartment Complex	Sent email with links to flyers and feedback form	188 residential units
Young Scholars Program	Dropped off flyer	Staff and clients

Title VI Compliance Efforts

As part of Alameda CTC's commitment to provide meaningful access to all individuals accessing services provided by the agency, outreach for the EBGWMM Project – Hayward segment included the following methods, guided by the Title VI Language Assistance Plan (LAP) for Limited English Proficient (LEP):

- Flyers distributed to residences and organizations were provided in English, with a translated paragraph in Spanish, Vietnamese, Tagalog, and Simplified Chinese directing readers to translated versions of the document.
- Fully translated flyers and cross-section documents were available through the project website in Spanish, Vietnamese, Tagalog, and Simplified Chinese.

EBGWMM Hayward Segment – Phase 3 Outreach Summary

- The feedback form was also provided in English, Spanish, Vietnamese, Tagalog, and Simplified Chinese.
- The team conducting outreach in the field always included at least one Spanish speaker, and multiple introductory conversations with residents occurred in Spanish.
- The City of Hayward made a phone number available for residents needing additional language support; this number was included in all flyers.

Outreach Results

The Project team distributed 969 total flyers through door-to-door outreach and flyering, resulting in 55 conversations and 37 responses in the feedback form. Coordination with schools resulted in 65 school survey responses.

- Door-to-door outreach: 193 flyers distributed to residents
 - 55 conversations
 - 48 brief project introductions directing to the feedback form.
 - 7 feedback forms completed during the conversation.
 - Language Usage
 - 43 conversations held in English.
 - 12 conversations held in Spanish.
- Flyering: 776 flyers distributed to residents, apartments, businesses, and places of worship.
- Feedback form: 37 responses
- School survey: 65 responses
- ATWG meeting #4: 12 ATWG members provided input.

In-person feedback (door-to-door outreach)

Residents shared a mixture of reactions to the proposed concept design in conversations during the door-to-door outreach. While some expressed support of their street receiving attention/investment and agreed that changes were necessary, there was mixed sentiment regarding what those changes may look like. Though generally supportive of the project's main multimodal improvements (design and connectivity), residents had concerns regarding current vehicle speeding and traffic congestion, and potential parking removal associated with the improvements. Common themes of input included:

- Safety
 - Concern due to excessive speeding along Whitman Street.
 - Request for traffic calming measures, such as speed bumps and stop signs, to decrease vehicle speed.
 - Fear of heavy traffic congestion and speeding due to personal experiences with injury or loss.
- Connectivity
 - Appreciation for protected bike lanes and questions about the design aspect.
 - Support for keeping pedestrians off the street and improving sidewalks.
- Aesthetics
 - Excitement for the improvements in lighting, trees, and landscaping.
- Parking Removal

- Recognition of parking removal trade-off due to added improvements.
- Hesitancy and disapproval of parking removal due to worry that parking would flood into side streets, especially in front of the schools.

Online feedback (feedback form)

Despite the extensive outreach effort made by Alameda CTC's design team, only 37 responses were received via the online survey, which is approximately 4% of the total properties reached. The team suspects that the low number of responses may be due to several reasons, including residents being busy and unable to take time to complete the form, fatigued or overwhelmed by engagement efforts and requests, or comfortable with the direction the project is going and not motivated to share input. It may also be the case that volunteer response bias, a phenomenon where individuals choose to respond to a survey out of a strong feeling about the subject, partially skewed the data set, not representing the average view.

The feedback form posed specific questions around the project improvements and allowed residents to share their comments and concerns in their own words. Please refer to Appendix B: Outreach Materials to view the full set of survey questions. Common themes of input included an appreciation for the intention of the Project and concern with the potential impacts. Residents noted current issues of speeding, traffic congestion, and parking availability. Many residents recognized that their street requires drastic improvements to alleviate these ailments and find that this concept design will not provide the relief necessary.

- Connectivity
 - 4 residents stressed the importance of creating a continuous walking and biking experience along Whitman Street.
- Safety
 - 4 residents highlighted the importance of prioritizing safer biking for children in the neighborhood. One had witnessed a near collision of kids on their bikes and oncoming traffic.
 - 2 residents saw the existing bike lane on Whitman Street as sufficient space for cyclists and did not find the addition of protected bike lanes necessary.
 - 7 residents recognized speeding as Whitman Street's most dangerous challenge and pressing issue, desiring calming measures that impact speeding drivers instead of residents.
- Traffic Congestion
 - 7 residents were nervous about the potential negative impacts on traffic flow and vehicular collisions during rush hours because of the proposed changes.

- 3 residents were worried that larger vehicles, like fire trucks and garbage trucks, would not be able to pass through because of the proposed changes/traffic calming.
- **Parking and Vehicle Lane Reduction**
 - 13 residents held strong opinions surrounding the removal of parking, as it would cause an influx of parking into side streets, make parking more difficult for residents in multi-unit houses, and create traffic obstructions in front of the schools.
 - 7 residents were not supportive of removing a vehicle lane as it would increase the already overcrowded and congested streets during traffic hours.
 - 1 resident pointed out that the number of people driving and using street parking outweighed the number people using the bike lane.

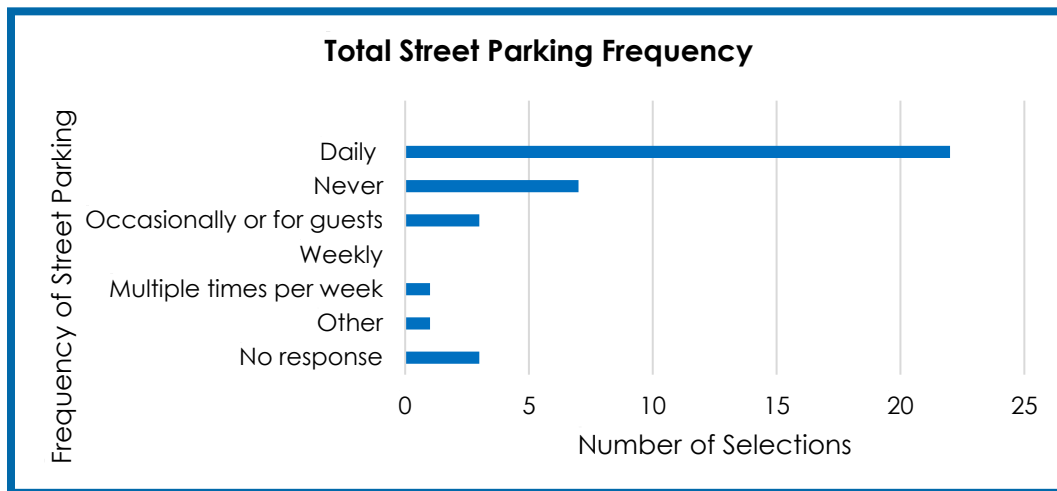
Parking Frequency

Most residents who provided input via the online feedback form shared that they use street parking often, and many of these are also Whitman Street residents. According to feedback form responses:

- 60% of residents noted they use street parking daily (see Figure 1).
- 70% of feedback received through the feedback form came from Whitman Street residents (see Figure 2).
- 43% of residents that selected 'daily parking' in the feedback form were Whitman Street residents (See Figure 3).

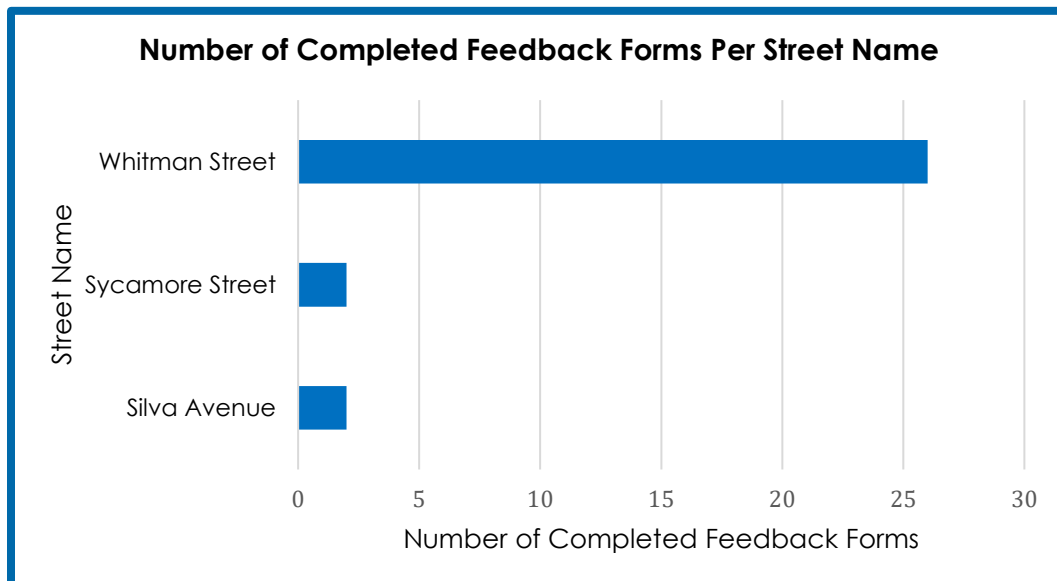
Hence, the majority of feedback collected from the outreach forms was from Whitman Street residents, residents that use street parking, or both. Issues and concerns raised in the feedback forms included residents' observations of drivers bypassing Mission Boulevard, high frequency of collisions due to speeding vehicles, and heavy reliance on street parking. Parking removal was cited as the top concern for residents who filled out the feedback form. The figures below illustrate results of the feedback form regarding street parking frequency and response rate by street residence.

Figure 1.

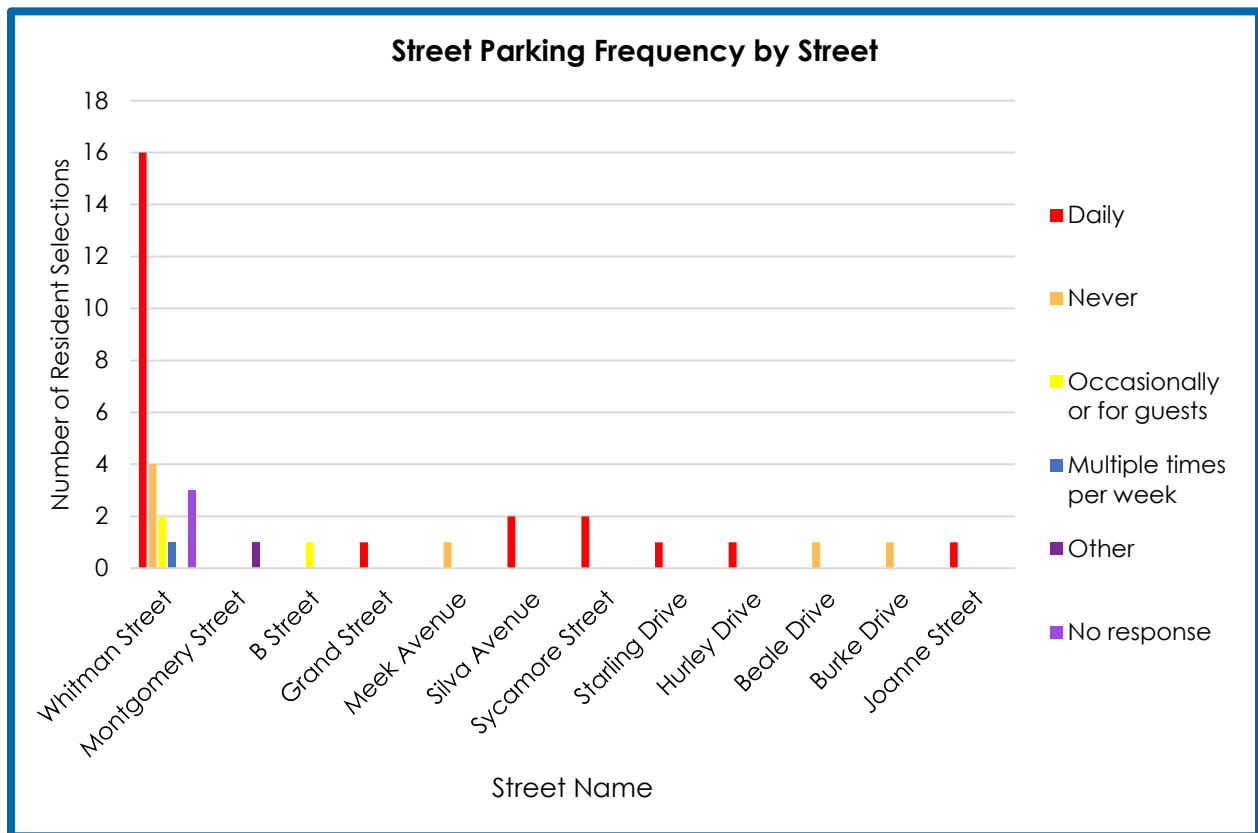


As shown in Figure 1, 22 of the 37 respondents selected that they use street parking daily.

Figure 2.



As shown in Figure 2, Whitman Street residents provided the most survey responses, followed distantly by Sycamore Street and Silva Avenue residents. Not shown in Figure 2 are the streets where only one response was received (Montgomery Street, B Street, Grand Street, Meek Avenue, Hurley Drive, Beale Drive, Burke Drive, Joanne Street, and Starling Drive).

Figure 3.

As shown in Figure 3, the majority of Whitman Street resident respondents use street parking daily, followed by never and no response. Of the 13 responses from other streets, 8 responded that they use street parking daily, 3 responded never, and 1 responded occasionally. In total, the 37 feedback from respondents provided 39 responses to this question with two respondents indicating parking on multiple streets.

School engagement

Tennyson High School Meeting

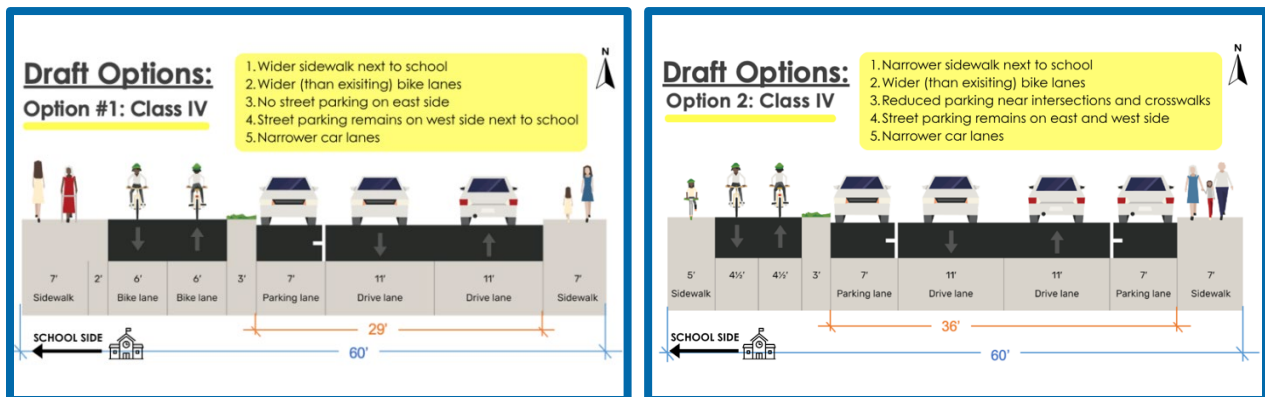
The Project team met with the principal, Veronica Estrada, and administrative secretary, Kathy Vigil, of Tennyson High School on 6/6/2025 to listen to their questions, concerns, and impressions on the project's concept design, improvements, and impacts. Listed below is an overview of their feedback:

- Concept design
 - Participants showed interest in viewing examples of the concept design to get a better understanding of what the reality of the construction would look like in front of their school.
- Parking
 - Staff currently uses both sides of Whitman Street for parking.

- Estrada and Vigil shared that staff could use the student parking lot for parking if one side of street parking were removed.
 - The student parking lot has gates that close during the day, causing many students to park on Whitman Street and other side streets.
- Biking
 - Many staff and students regularly bike to school.
- Public Transit and Bus Drop Off
 - Participants raised logistical questions on how AC Transit, Eden Area ROP (Regional Occupational Program) and other bus services would continue to function in lieu of added bike facilities.
- Arrival and dismissal
 - Tennyson High School blocks off the loop driveway to avoid blockages during arrival and dismissal.
 - Traffic congestion during this time piles up and down the street.
- Desire for more engagement
 - There was a desire to gather more input from security, students, and staff who would be directly impacted by these changes, with a focus on those who bike to school.
 - Participants suggested some form of engagement during the upcoming summer school session and stated that additional outreach is vital to get their support.

School Survey

In response to direct feedback from Tennyson High School staff, the Project team created a specific survey for Tennyson High School and Cesar Chavez Middle School students, faculty, and staff. This survey highlighted two safety improvement concept options on Whitman Street in front of each facility, described tradeoffs between the options, and asked respondents to select their preference between the two options as shown in the images below.



Of the 65 respondents, 30 preferred Option 1 and 35 preferred Option 2. Please see Appendix B: Outreach Materials for the survey questions and corresponding graphics. The results of the survey are outlined below:

- 65 total responses
 - 6 responses from Cesar Chavez Middle School
 - All faculty or staff responses
 - 59 responses from Tennyson High School
 - 43 student responses
 - 16 faculty or staff responses
- Travel mode to and from school
 - 15 participants walk to school
 - 6 participants bike to school
 - 3 participants take public transit
 - 41 participants drive or driven by another person. Of those,
 - 9 use street parking on Whitman Street
 - 6 use street parking on a side street
 - 7 park in the student parking lot
 - 15 park in the staff parking lot
 - 4 participants selected other and indicated they are dropped off and picked up.

30 selections for Option 1, reasons including:

- Preference for a **wider sidewalk** as walking spaces become quite crowded with the large number of students that walk to and from school every day.
 - With more people walking and riding on the school side, it makes sense to provide more space on that side.
- Strong desire for a more **bicycle and pedestrian friendly space** due to ample staff and student parking availability.
- **Convenience** and **aesthetics**.
- Improves **safety** for students who use scooters and bikes by providing dedicated, protected bike lanes.
- Hope that narrowing lanes and parking spaces will **slow down speeding drivers** and encourage them to proceed with more caution, as many students have already reported being struck or nearly struck by vehicles with reckless drivers.
- **Student-centered** and safety conscious.

35 selections for Option 2, reasons including:

- A strong desire to **keep street parking on both sides**, in order to accommodate residents in the community that rely on it, accommodate school drop off/pick up, and avoid illegal U-turns that block up traffic.
- More **spacious** for all no matter their travel mode.

- **Concern** that removing one side of street parking would make people mad.
- **Benefits both cyclists and drivers.**
- Keeps cyclists **protected** and safe.
- Both schools have **limited staff parking**, making street parking a necessity for those driving to school.
- Need for a **parking buffer** between cars and pedestrians on both sides of the street.
- **Reduces risk of collisions** by reducing parking near intersections and crosswalks.

General comments, and concerns

- Traffic and road safety concerns
 - Concern that drivers making a right turn out of driveways leaving the condos on the west side of Whitman may not be able to see cyclists in the bike lane approaching.
 - Need for traffic calming measures beyond narrower vehicle lanes as riders are already impatient and pass stopped cars by speeding around.
 - Importance of street parking on both sides of Whitman in front of school areas to avoid traffic blockages during drop off/pick up.
 - Preference for traffic flow during drop off/pick up to come from the direction of Harder Elementary towards Tennyson Road.
 - Request for cameras or a patrol officer to monitor reckless driving on Whitman.
 - Disdain for morning traffic on Whitman and concern that these concept designs will worsen it.
 - Dislike for either option, citing high vehicle speeds coupled with the end of the school day as a chaotic time. No changes would be best, as new blueprints will create more traffic and construction will be a nightmare.
 - Fear that narrowing vehicle lanes would increase risk of accidents and hinder first responders.
 - Desire for speed bumps and crosswalk signals.
 - Push for car-centered improvements (turning lane in front of school parking lots, bigger drop off area, etc.) due to higher usage of vehicles for travel modes to school.
 - Alternative idea for green painted bike lanes on current road, with barriers only at intersections, since two-way traffic with bikes and scooters on the same side seems more dangerous.
 - Concern for bus access during field trips when car lanes are narrowed.
- Pedestrian and sidewalk concerns
 - Request that the sidewalk on both sides of Whitman Street be the same size in width.

- Other
 - Support for Greenway project.
 - Request for construction to be in the summer months.
 - Maintain enough space for street cleaning.
- Questions
 - “Why are there two lanes [one in each direction] for cars coming and going and the same for bicycles?”

Takeaways

Although total selections between Option 1 and Option 2 were essentially split down the middle, preferences among students and staff/faculty differed, with more students preferring Option 1 and more staff/faculty preferring Option 2. The details of this breakdown are below.

Student vs Staff/Faculty Option Choices

Whitman Street Option 1 (30 supporters)

- 6 faculty/staff (4 Tennyson & 2 Cesar Chavez)
- 24 students (Tennyson)

Whitman Street Option 2 (35 supporters)

- 16 faculty/staff (12 Tennyson & 4 Cesar Chavez)
- 19 students (Tennyson)

More students preferred Option 1, which removes parking on the east side of Whitman Street and widens both the sidewalk and bike lanes. More faculty/staff preferred Option 2, which maintains parking on both sides of Whitman Street and narrows both the sidewalk and bike lanes. This preferential nuance must be considered when evaluating all school feedback.

Cesar Chavez Middle School Meeting

After the closing of the school survey, the Project team met with the principal, Khanh Yeargin, of Cesar Chavez Middle School on 7/22/2025 to listen to her questions, concerns, and impressions on the project's concept design, improvements, and impacts. Listed below is an overview of her feedback:

- Preference for Option 1
 - Yeargin explained that Option 1 encourages students to bike/scooter to school and is the overall safer option.
- Parking
 - The current staff parking lot is small, at capacity, and does not hold everyone. About 10 staff members use street parking.
 - Student parking is not a concern as students do not drive to school at Cesar Chavez.

- Yeargin wondered if all the school side parking will remain. The project team explained that all the school side parking will remain except for the 10 feet of space in front of crosswalks, aligning with existing conditions.
- Biking and Safety
 - School bike cage holds ~30 bikes/scooters.
 - One Tennyson High School student got hit by a car while biking in front of Cesar Chavez.
 - Yeargin's main concern was that students can bike safely.
- Stop signs
 - Last year or so, Yeargin noted that the stop signs in front of the school at Beale Drive and Whitman Street were switched to yield signs. Yeargin requested stop signs remain in front of the school.
- Pick-Up and Drop-Off
 - Yeargin requested that the pick-up and drop-off passenger loading zone for buses remains, while keeping drivers, pedestrians, and cyclists safe.
- Overall, Yeargin appreciated being consulted, involved, and informed.

Individual input provided by email or phone

The Project team received some input from concerned residents through follow up phone calls and emails. Their input is briefly summarized in the below.

Table 3. Input from other sources.

Date	Source	Summary
4/13/2025	Email	• Concern for parking removal, especially with multi-unit residents having multiple vehicles being common in Hayward. • Support for improved lighting as current car break-ins occur in darker portions of the street.
4/22/2025	Phone Call	• Concern for speeding, as drivers treat Whitman Street like a freeway. • Desire for improved speed enforcement and signage, especially due to schools in the neighborhood. • Excitement for more lighting and trees. • No opinion regarding parking removal.
4/23/2025	Phone Call	• Concern for parking removal as current parking options and conditions are already an issue. • Favor for parking retention in exchange for narrower bikeway and sidewalk facilities.
4/28/2025	Email	• Suggestion to acquire Union Pacific Railroad right-of-way rather than reducing a lane at Grand and B. • Request to not use plastic delineators/bollards due to eventually being worn.

Active Transportation Working Group (ATWG) Meeting

The ATWG met for the fourth time at Hayward City Hall on Wednesday, July 23, 2025 from 10:00 AM to 11:30 AM. The Project team gave an overview of community engagement (door-to-door/flyering feedback and school engagement/survey) and presented the draft final version of the conceptual project alignment, types of facilities, and traffic calming measures. The presentation was followed by a discussion session where ATWG members shared their impressions and provided direct feedback on the project recommendations. Two follow-up virtual meetings were conducted on July 25 and August 13, 2025 with two ATWG members who were unable to attend the July ATWG meeting.

The key outcomes of the ATWG meeting were as follows:

- General Support for the Project - The project team shared that the next steps for the project would be to present these recommendations to CIAC in October. No ATWG members objected to “co-signing” or showing support for the project at the October CIAC meeting.
- Modifications to Project Recommendations | Based on feedback provided by ATWG members, the project team modified the bike facility recommendations for two locations: 1) Grand Street between B Street and D Street; and 2) Tennyson Road between Whitman Street and Dixon Street.

The specific feedback received from the ATWG meeting is described below.

Traffic Calming Measures

- Speed Hump Design | One ATWG member inquired about the composition of speed humps. He cited the ones placed on Montgomery Avenue, made of plastic and rubber composite, as effective speed reducers. In response, the City replied that they are transitioning to hot mix asphalt speed humps due to improved durability. The ATWG member named newer speed humps placed on Tampa Avenue, C Street, Tyrrell Avenue, and Fairview Avenue as extremely effective at reducing the speed of vehicles. The City responded that it is open to reviewing and potentially updating speed hump specifications and overall design standards.
- Raised Crosswalk Design | An ATWG member noted that Alameda County installed raised crosswalks taller than the ones installed by the City, and that they appear more effective at slowing vehicles.

- Distance between Traffic Calming Measures | An ATWG member asked why the various traffic calming measures were recommended at 200 feet apart, with examples cited from 7th Street where speed humps appear closer together. In response, the project team shared that speed humps must stay clear of driveways and allow for utilities access. The City also uses best practice guidelines from its Traffic Calming Toolbox to determine speed hump placement.
- Bus Stop Locations | An ATWG member representing AC Transit requested that the placement of speed humps and other traffic calming measures consider AC Transit bus stop locations. Placing vertical traffic calming away from bus stops will allow buses to stop on a level surface for boarding and alighting passengers. As part of AC Transit Realign service changes, bus stop locations will not change; the existing stop locations need to be accounted for in the final EBGWMM design.

Whitman Street Recommendations

- Parking Removal | An ATWG member shared concerns about parking removal on Whitman Street as the parking spots that would be removed are in front of people's homes, not businesses. In response, the project team confirmed that on-street parking removal is a complex issue, and that the additional community engagement completed as part of the Phase 3 Outreach showed nuanced responses for and against this tradeoff. ATWG members requested ongoing community outreach regarding the project and on-street parking, even after the environmental clearance.
- Landscaping | One ATWG member asked if the project team was open to reducing landscaping on Whitman Street to create a wider trail. In response, the project team explained that the recommended widths already meet minimum standards for Class I trails. The City noted that the project team conducted extensive outreach to the communities on Whitman Street, and the feedback received indicated that greenery, landscaping, lighting, and beautification should be included to balance those tradeoffs.
- Shared-Used Path | An ATWG member asked that the walking and biking lanes on the shared-use path will be delineated in some manner. The project team confirmed that delineation will be included where feasible.

Smooth Transitions | ATWG members asked how cyclists could maneuver safely between the two-way Class I bikeway on the east side (from Sycamore to Fruitwood) and the two-way Class IV bikeway on the west side (Fruitwood to Tennyson). The project team pointed out the transition point at Fruitwood Way

was chosen because there is an existing marked crosswalk that can be used. Crosswalk improvements at this location will be addressed as part of the final design. One ATWG member suggested small medians approaching the crosswalk to slow down traffic and get the attention of drivers.

In a follow-up call, an ATWG member representing Bike Hayward (who could not attend the ATWG meeting) recommended a raised intersection be implemented at this location, if feasible.

- Railroad Right of Way | One ATWG member asked if there was a possibility to include Union Pacific Railroad (UPRR) right of way as part of this project. In response, the project team stated that securing right of way from the rail would take a lot longer and therefore will not fit into this near-term project implementation schedule.

Separation between On-Street Parking and Bikeway | An ATWG member emphasized the need for adequate space between parking and the bikeway so that people can open their car doors comfortably. The project team confirmed that this was taken into consideration in the recommendations.

Silva Avenue & Sycamore Avenue Recommendations

All Ages and Abilities (AAA) Criteria | An ATWG member wondered how Silva Avenue will be used as part of the project if it does not meet the AAA criteria. The project team explained that the AAA guidelines are a recommendation rather than a requirement, and that Silva Avenue will still be part of the EBGWMM project. Traffic calming measures are expected to make bicycling along Silva Avenue more comfortable due to reduced speeds, and the traffic calming measures are likely to reduce cut-through traffic volumes. However, the traffic that is generated within the Silva/Whitman corridor will continue to be high. The project team explained that the EBGWMM project's improvements will not preclude the City from evaluating and completing additional improvements in the future.

- Raised Bikeway | An ATWG member asked if it was possible to have a raised bikeway on Silva Avenue. In response, the project team shared that this was evaluated and not recommended due to the fencing and trees that limit the ability of drivers entering and exiting the residential driveways to see people on the sidewalk.

Sycamore/Whitman Curve | One ATWG member asked how the curve at Sycamore and Whitman will be addressed. The project team stated that a two-

way bike lane would be on the north side of Sycamore Avenue so that it continues to the east side of Whitman Street to avoid any crossing. The project team noted that the piers for the pedestrian bridge will pose a challenge for design solutions in this area. ATWG members agreed that it is important to maintain a continuous bike facility around the curve.

Grand Street Recommendations

Two-Way Class IV Bikeway | An ATWG member asked if Grand Street could include a two-way Class IV bike lane on the east side because cyclists ride along the east side going to and from Hayward BART. The ATWG member representing BART supported this suggestion as well. They explained that cyclists currently use the sidewalk which is narrow and inadequate. In response, the project team explained that a two-way bicycle facility would not be appropriate south of D Street due to the high number of single-family homes and driveways. The project team agreed to consider the potential for a two-way Class IV bike lane north of D Street.

Another ATWG member shared that they frequently bike and walk along Grand Street and do not witness cyclists biking the wrong way on the east side. They supported the current draft recommendation that has a one-way class IV bikeway on each side of Grand Street but would be okay with a revision of the recommendation if there is still room for a southbound class IV bikeway on the western side.

- Left Turn Lane | One ATWG member asked if the left turn lane on Grand Street was necessary. In response, the project team explained the safety benefits of the turn lane, especially with the proposed lane reductions.
- Revised Recommendation | Following ATWG Meeting #4, the project team revised the recommendation for Grand Street between B Street and D Street to include a two-way Class IV bike lane as requested.

Tennyson Road Recommendations

- Class IV Bike Lanes | Following ATWG Meeting #4, one ATWG member who was unable to attend the meeting requested that a one-way protected Class IV bike lanes be provided on the north side of the street (westbound direction), in addition to the two-way Class IV bike lane that is proposed along the south side of the street. They noted that bicyclists from neighborhoods north of the South

Hayward BART station are likely to use this connection. The project team agreed to review this recommendation.

- Revised Recommendation | Following ATWG Meeting #4, the project team revised the recommendation for Tennyson Road between Whitman Street and Dixon Street to include a one-way Class IV bike lane on the north side of the street as requested.

Project Alignment

- Montgomery Avenue and Sunset Boulevard | One ATWG member asked why A Street was not being considered as the connection to Mission Boulevard, instead of the existing recommendation of Montgomery Avenue and Sunset Boulevard. In response, the project team noted the driveway conflicts along Mission Boulevard and the complex design of the Mission Boulevard/A Street intersection, and the challenges in addressing these as part of a near-term project.

One ATWG member asked what intersection treatments are proposed where Montgomery Avenue crosses A Street. The project team stated that a protected intersection is recommended at this location.

Mission Boulevard | An ATWG member expressed frustration that Mission Boulevard was no longer in the picture for safety and infrastructure improvements as part of the EBGWMM project. Although he is in favor of this project as proposed, he felt that needs along the Mission Boulevard corridor are severe. The project team noted that improvements along Mission Boulevard are being addressed separately by the City.

- Western Boulevard | One ATWG member expressed the desire for a two-way bikeway on Western Boulevard from A Street to Hampton Road with a possible connection to San Lorenzo. Their hope is that this route be considered for a future project.

BART Station Connections

- Hayward BART Transitions | ATWG members expressed a desire to maintain connectivity between bicycle facilities around the Hayward BART station, in particular from B Street to Grand Street down to Meek Avenue.

- Potential Development | One ATWG member stated that BART has identified the vacant property bordered by A Street, B Street, and Montgomery Avenue for potential transit-oriented development.

Next Steps

- Council Infrastructure and Airport Committee (CIAC) Meeting | The project team shared that the next steps for the project would be to present these recommendations to CIAC in October.

One ATWG member said the recommendations on Silva Avenue and Whitman Street make sense and seem like reasonable compromises. The ATWG members shared general excitement and support for the proposed conceptual level project improvements.

- Support for Students | One ATWG member was glad that the project prioritized pedestrian and cyclist safety on Whitman Street for students. They noted that Mayor Salinas is pushing for more kids to walk and bike to school, going hand in hand with the goals of this project.

Conclusion

In person and online feedback demonstrated appreciation of Project benefits and improvements that pertained to the safety, aesthetic, and walkability of their neighborhood. Proposed improvements that would impact traffic patterns, parking removal, and vehicle lane reductions, led to varying degrees of concern from residents who shared input, though generally residents recognized the need to improve current conditions.

This feedback can be grouped into support for future changes, concerns with existing conditions, and apprehension with future changes:

- Support for future changes
 - Praise for landscaping efforts, signaling the desire to beautify the streets with greenery, better lighting, and maintenance improvements (such as potholes on Silva Avenue).
 - Agreement with connectivity, safety, and visibility improvements, especially those that would improve walking and biking conditions on their streets, including the pedestrian bridge.
 - Desire for safe and smooth transitions between changing bike facilities remained paramount.
- Concerns with existing conditions
 - Excessive speeding is seen as a central issue in the Project area. Therefore, proposed traffic calming measures are much appreciated.
 - Frustration with daily traffic congestion, with a few residents citing drivers that use Whitman Street to bypass Mission Boulevard as significant contributors.
- Apprehension about future changes
 - Concerns with parking removal and vehicle lane reduction, especially along Whitman Street, as it may exacerbate rather than alleviate current conditions.
 - Proposed protected bike lanes generally well received but often not at the expense of residential parking removal.

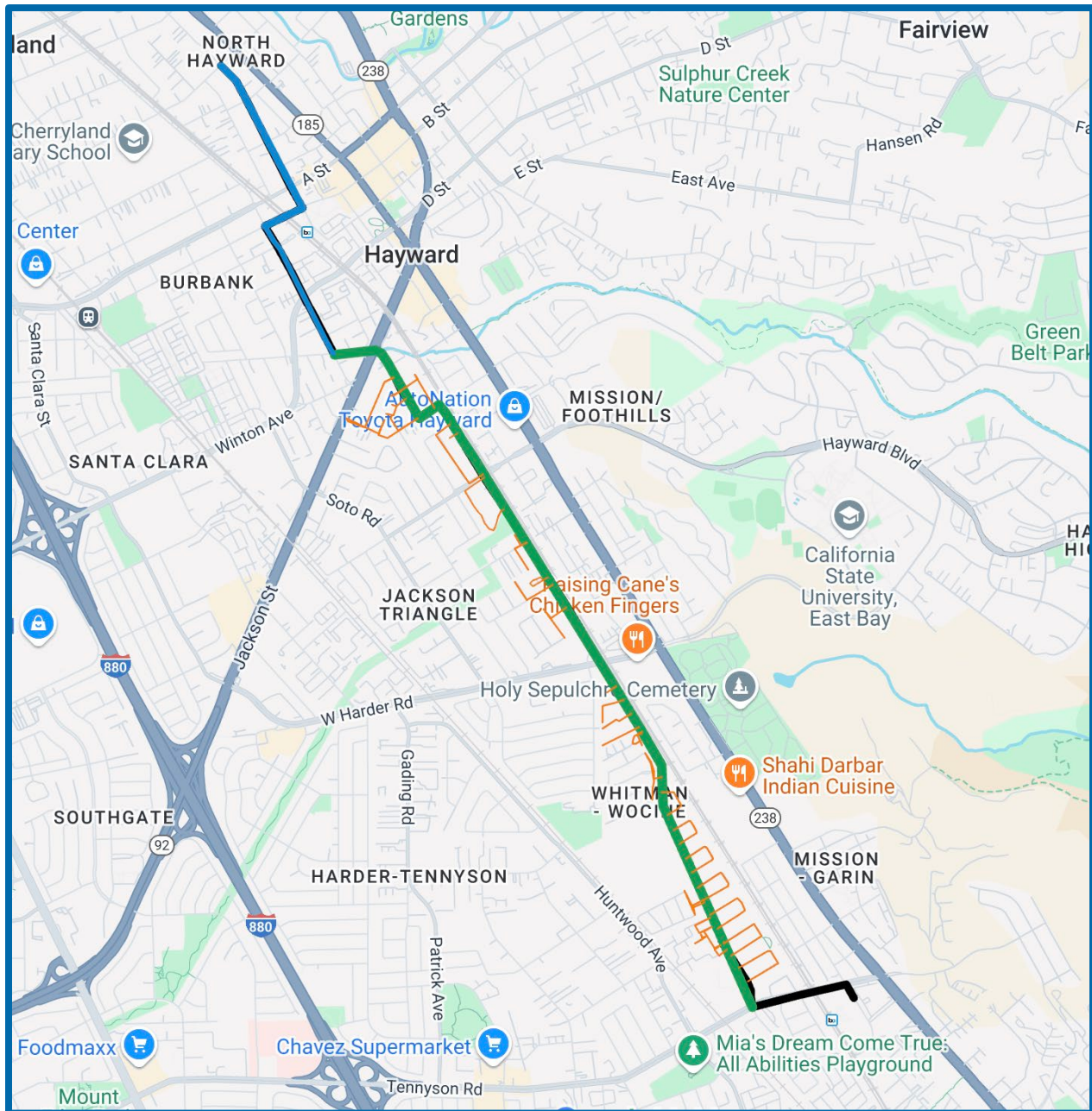
Residents recognize the desire for and benefits of including better walking, biking, and rolling options between the Hayward and South Hayward BART stations. However, due to concerns around existing conditions, such as speeding, traffic congestion, and limited parking options, some residents are also weary of the impacts that the proposed EBGWMM Project would bring to their community.

Appendix A: Outreach Area

The blue and green corridor is the total project area.

The blue and orange corridors signify flyering routes. The orange flyering routes were added to the outreach area to include residences that do not live directly on Whitman Street, but use it frequently to access their homes.

The green corridor signifies door-to-door routes.



Appendix B: Outreach Materials

- Project flyer and cross sections
 - [English](#)
 - [Spanish](#)
 - [Chinese](#)
 - [Vietnamese](#)
 - [Tagalog](#)
 - Door-to-door and Flyering Feedback form
- Page 1 of 2



East Bay Greenway Multimodal Project - Hayward Segment

Thank you for taking the time to fill out this feedback form regarding the East Bay Greenway Multimodal Project - Hayward Segment. We are interested in feedback from residents who live on or near the proposed route. Please refer to the flyer delivered to your home when responding to these questions. **This form will remain open through April 30, 2025.**

* Required

Feedback Form for Hayward Residents

1. What is your name? (optional)

2. What is your email address? (optional)

3. What street do you live on? *

- ☐ Sunset Boulevard
- ☐ Montgomery Street
- ☐ B Street
- ☐ Grand Street
- ☐ Meek Avenue
- ☐ Silva Avenue
- ☐ Sycamore Street
- ☐ Whitman Street
- ☐ Tennyson Road
- ☐ Dixon Street
- ☐ Other

Door-to-door and Flyering Feedback form

Page 2 of 2

4. The East Bay Greenway Multimodal Project will bring many benefits to residents of Hayward and people who live, work, and play in the East Bay - including safety, connections, trees and landscaping, lighting, climate protection, health, and more!

Which benefits of the East Bay Greenway Multimodal Project - Hayward Segment are you most excited about? Select your top two benefits.

Please select 2 options.

- ☐ **Safety** for people of all ages and abilities who walk and bike.
- ☐ **Connections** to transit, schools, housing, businesses, and other walking and biking routes.
- ☐ **Trees and landscaping** to visually improve the environment and reduce heat.
- ☐ **Lighting** to people using the road better navigate.
- ☐ **Climate** protection and sustainable communities through reduced greenhouse gas emissions.
- ☐ **Health** by providing additional active transportation choices.

5. How often do you currently use your street for vehicle parking? Select the answer that best describes your street parking use.

- ☐ Daily
- ☐ Multiple times per week
- ☐ Weekly
- ☐ Occasionally or for guests
- ☐ Never
- ☐ Other

6. How do you think the potential impacts of the East Bay Greenway Multimodal Project - Hayward Segment will affect you? See the flyer you received to understand impacts near your home, which may include vehicle lane reduction, parking removal, or a reduction to single lane of traffic.

7. On a scale of 1 to 5, how do you feel about the changes being proposed in the East Bay Greenway Multimodal Project - Hayward Segment?

1	2	3	4	5
---	---	---	---	---

I don't like it at all

I really like it

8. Is there anything else you'd like to share about the East Bay Greenway Multimodal Project - Hayward Segment?

- School Survey
Page 1 of 5



East Bay Greenway Multimodal - Hayward Segment: School Feedback on Whitman Street Options

Thank you for taking the time to share your input regarding the East Bay Greenway Multimodal Project - Hayward Segment. We are interested in feedback about the options being proposed on Whitman Street from Cesar Chavez Middle School and Tennyson High School students, faculty, and staff. **This form will remain open until July 7th.**

Section 1

Demographic and Travel Mode Questions

1

What is your name? (optional)

Enter your answer

2

What is your email address? (optional)

Enter your answer

3

Which school are you a part of? *

☐ Cesar Chavez Middle School

☐ Tennyson High School

4

What is your role at the school? *

☐ Student

☐ Faculty or Staff

☐ Other

5

Which option do you use most often to travel to and from school? *

☐ Walk

☐ Bike

☐ Drive or driven by another person

☐ Public transit

☐ Other

6

If you selected "Drive or driven by another person," where and how do you or the driver most frequently park during the school day? *

☐ Street parking on Whitman Street

☐ Street parking on a side street

☐ Student parking lot

☐ Staff parking lot

☐ Other

Section 2

Whitman Street Concept Design Options: Separated Bikeway



The current design concept for the East Bay Greenway Multimodal Project – Hayward Segment proposes **two options for safety improvements on Whitman Street** in front of your school. Both options include a two-way bikeway in front of the school. The bikeway is next to the sidewalk and is separated from vehicle traffic, as shown in the photo above. (Salient differences within these two options are highlighted in subsequent pages).

Section 3

Benefits and Tradeoffs for Whitman Street

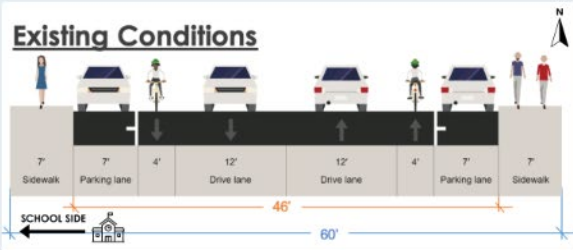
This image shows Whitman Street as it currently exists. Both proposed options have benefits and tradeoffs. Please view and compare the images of each design, their improvement, and their potential impact in the next few sections.



Section 4

Whitman Street Option 1: Benefits and Tradeoffs

Existing Conditions

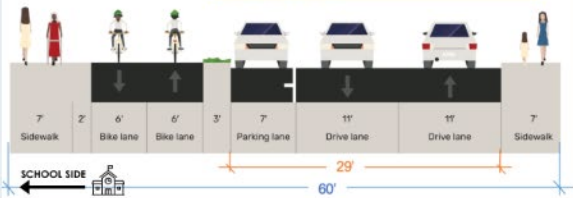


46' (width of travel lanes and parking lanes)
60' (total street width)

Draft Options:

Option #1: Class IV

1. Wider sidewalk next to school
2. Wider (than existing) bike lanes
3. No street parking on east side
4. Street parking remains on west side next to school
5. Narrower car lanes



29' (width of travel lanes and parking lanes)
60' (total street width)

Section 5

Whitman Street Option 2: Benefits and Tradeoffs

Existing Conditions

Draft Options:

Option 2: Class IV

1. Narrower sidewalk next to school
2. Wider (than existing) bike lanes
3. Reduced parking near intersections and crosswalks
4. Street parking remains on east and west side
5. Narrower car lanes

Section 6

Share Your Preference

Now, we'd like to hear from you about your preferences between Options 1 and 2 for Whitman Street.

7

Based on the descriptions in the previous pages regarding benefits and tradeoffs of Option 1 and Option 2 for Whitman Street, please select the concept design you prefer. *

Draft Options:

Option #1: Class IV

1. Wider sidewalk next to school
2. Wider (than existing) bike lanes
3. No street parking on east side
4. Street parking remains on west side next to school
5. Narrower car lanes

Draft Options:

Option 2: Class IV

1. Narrower sidewalk next to school
2. Wider (than existing) bike lanes
3. Reduced parking near intersections and crosswalks
4. Street parking remains on east and west side
5. Narrower car lanes

☐ Option 1
 ☐ Option 2

32

121

8

Please briefly tell us why you prefer Option 1. *

Enter your answer

9

Please briefly tell us why you prefer Option 2. *

Enter your answer

10

Optional: Please share any other comments and concerns you have about this project and the changes that would be made on Whitman Street in front of your school.

Enter your answer





CITY OF HAYWARD

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

File #: ACT 25-061

DATE: October 22, 2024

TO: Council Infrastructure & Airport Committee

FROM: Director of Public Works

SUBJECT

Review and Recommendation: Sewer Rehabilitation Project on Hesperian Boulevard

RECOMMENDATION

That the Council Infrastructure and Airport Committee (CIAC) reviews and provides feedback on the proposed sewer rehabilitation project on Hesperian Blvd and recommends it to the City Council for funding and approval.

SUMMARY

Staff proposes rehabilitating approximately 700 linear feet of 33-inch RCP sewer main on Hesperian Blvd using the trenchless cured-in-place pipe (CIPP) method to address structural deficiencies and extend the service life of the sewer. The project includes a localized excavation to repair a section of pipe with a visible void that was observed during closed-circuit television (CCTV) inspection. Both the CIPP installation and local repairs require full bypass pumping of sewer flows. Work will also include pre- and post-construction CCTV inspections, traffic control, and coordination with City field staff.

This project is categorically exempt from environmental review from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Section 15301, Class 1 - Existing Facilities.

ATTACHMENTS

Attachment I Staff Report



DATE: October 22, 2025

TO: Council Infrastructure and Airport Committee

FROM: Director of Public Works

SUBJECT: Review and Recommendation: Sewer Rehabilitation Project on Hesperian Boulevard

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This project is categorically exempt from environmental review from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Section 15301, Class 1 – Existing Facilities.

This project has no impact on the General Fund or Measure C.

FISCAL IMPACT

The total estimated costs for the Hesperian Sewer Rehabilitation Project are as follows:

Project Tasks	Cost
Construction Contract	
CIPP, local repair, cleaning, bypass, traffic control, CCTV	\$905,000
Estimating Contingency (30%)	\$271,500

Administrative Change Order (10%)	\$117,650
Staff Time for In-House Services (design, construction management, inspection)	<u>\$ 55,850</u>
Total	\$1,350,000

Appropriation of Funds

The adopted FY 2026 CIP does not have funds identified for the Hesperian Sewer Rehabilitation Project. However, the project is necessary to maintain service, protect public health, and prevent costly emergency repairs. Proactive CIPP rehabilitation reduces disruption, extends the pipe's service life, and represents a cost-effective investment compared to reactive emergency work.

With CIAC support, staff will recommend that Council authorize the City Manager to appropriate funds from the Sewer System Replacement Fund (Fund 611) to fully fund the project in FY 2026. Sufficient enterprise fund balance is available to cover the necessary appropriation.

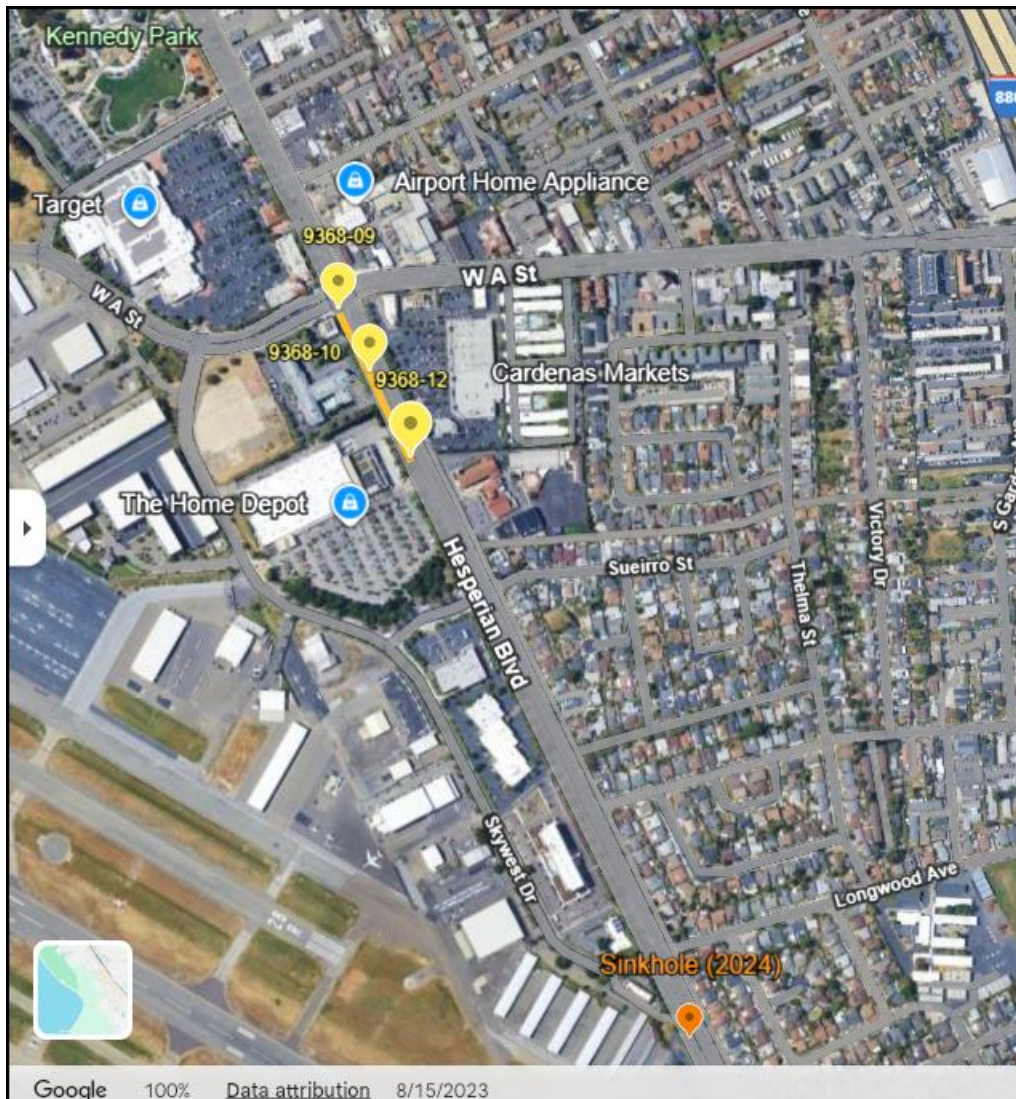
There will be no impact on the General Fund.

BACKGROUND

The 33-inch RCP sewer main on Hesperian Blvd was installed in 1952 and has been in continuous service for over 70 years. In June 2025, CCTV inspection was conducted on a 700-foot length of the sewer main on Hesperian Blvd between West A Street and Sueirro Street (spanning manholes 9368-09, 9368-10, and 9368-12). A void in the RCP sidewall, approximately 6 feet long, was observed just south of SSMH 9368-09, located in the crosswalk at the southwest corner of Hesperian Blvd and West A Street. The CCTV also showed various levels of pipe degradation along the sewer line, with the worst conditions just downstream from SSMH 9368-09. Due to the age and condition of the pipe, rehabilitation of the pipe should be performed with local repairs at the void section.

In recent years, structural concerns have been identified along this sewer line, including a sinkhole that formed on Hesperian Blvd in June 2024 on a downstream segment of 36-inch RCP sewer main near a manhole approximately 2,700 feet south of the project site. The failure was attributed to advanced deterioration and corrosion of the pipe, likely exacerbated by heavy external loading and cumulative construction-related impacts. The collapse caused backfill material to migrate into the damaged pipe section, creating a cavity in the ground and ultimately resulting in a sinkhole. Emergency repairs were performed to mitigate public safety risks and restore sewer service.

The approximate locations of the project site and the 2024 sinkhole are shown on the Google Maps image below.



DISCUSSION

Proposed Work and Justification

To address the identified deficiencies, staff proposes rehabilitating approximately 700 linear feet of 33-inch RCP sewer main on Hesperian Blvd using cured-in-place pipe (CIPP). This trenchless method installs a resin-impregnated liner within the existing pipe, creating a new structural pipe inside the old one. CIPP will restore structural integrity, extend service life, and minimize surface disruption compared to traditional open-cut replacement.

A localized excavation will be required to repair the section of pipe with the visible void. Full bypass pumping of the sewer flows along the pipe segment will be required during CIPP installation and local repairs. Additional work will include pre-cleaning of sewer main, pre- and post-construction CCTV inspections, traffic control measures, and coordination with City field staff for inspection and oversight.

Evaluation of Alternatives

Several trenchless options were considered, including CIPP, High-Density Polyethylene (HDPE) sliplining, segmental sliplining, and spiral wound liners. Pipe bursting was not viable for the existing 33-inch RCP pipe. Among the options, CIPP was determined to be the more practical and cost-effective method, offering structural restoration with minimal surface disruption and a short installation timeline. Other methods would require larger pits, longer schedules, additional traffic control, or have limited City experience and contractor availability. CIPP has a proven track record in the City, having been successfully implemented on multiple projects over the past two decades. Discussions were held with qualified contractors, and a preliminary engineer's estimate was prepared to support budgeting and scheduling.

Recommendation

Based on the urgency of repair, structural needs, and desire to minimize disruption, staff recommends the CIPP lining as the preferred trenchless method.

CEQA Exemption

The project qualifies for a categorical exemption of environmental review under the California Environmental Quality Act (CEQA), pursuant to CEQA Guidelines Section 15301, Class 1, which covers repair and maintenance of existing infrastructure with negligible or no expansion of use.

ECONOMIC IMPACT

Proactive maintenance and repair of aging utilities infrastructure is essential to maintain service, protect public health, and avoid costly emergency repairs. Rehabilitating the 700-foot-long segment of 33-inch RCP sewer main on Hesperian Blvd with trenchless CIPP technology addresses structural deficiencies before they escalate, reducing the risk of service interruptions, sinkholes, and damage to surrounding infrastructure. This approach represents a cost-effective investment in the long-term reliability and safety of the sewer system.

STRATEGIC ROADMAP

This agenda item supports the various goals of City Council's Strategic Roadmap. The Hesperian Sewer Rehabilitation project will increase the reliability of the City's sewer collection system, while supporting the goals of Council. Specifically, this item relates to the implementation of the following strategic objectives:

Invest in Infrastructure

- *Invest in City-owned facilities & property*
 - *Enhance local water supplies and wastewater systems*

SUSTAINABILITY FEATURES

All project work is related to operations and maintenance of existing sewer infrastructure; therefore, no sustainability features are included.

PUBLIC CONTACT

The public will be informed about this project through standard City notification procedures, including coordination with nearby residents, businesses, and other stakeholders along Hesperian Blvd. Notifications will provide details on the construction schedule, traffic control measures, and any temporary construction-related impacts. The project will not result in any disruption of sewer service to community residents or businesses. Some impacts to traffic flow may occur; however, all work will be performed under an approved work zone traffic control plan to minimize inconvenience. The project will require an encroachment permit from the County for traffic control, and appropriate approvals and coordination will be obtained prior to construction. The City will also install signage in advance of construction and provide updates on the City website as appropriate. Contact information for City staff will be made available to address questions or concerns throughout the project duration.

NEXT STEPS

If the CIAC concurs, staff will present this item for Council review and approval.

The following schedule has been developed for this project, contingent upon Council approval.

Post RFQuote on OpenGov	October 24, 2025
Award Construction Contract	December 1, 2025
Staff Report/City Council Approval	December 16, 2025
Notice to Proceed	January 2026
Project Completion	March 2026

Prepared by: Steven Wolfe, Associate Civil Engineer
Zaheer Shaikh, Utilities Engineering Manager

Recommended by: Alex Ameri, Director of Public Works

Approved by:



Jayanti Addleman, Interim City Manager



CITY OF HAYWARD

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Hayward, CA 94541
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File #: ACT 25-068

DATE: October 22, 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 CIAC Committee agenda and reflects any modifications to the planning calendar, including additions, rescheduled items, and/or cancelled items.

ATTACHMENTS

Attachment I Staff Report



DATE: October 22, 2025

TO: Council Infrastructure & Airport Committee

FROM: Director of Public Works

SUBJECT: Proposed Agenda Planning Calendar: Review and Comment

RECOMMENDATION

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

SUMMARY

The proposed 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.

DISCUSSION

The proposed agenda planning calendar contains planned agenda topics for several future CIAC meetings for the Committee's consideration. This agenda item is included in every CIAC 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
November 13, 2025 – Meeting Location: Hayward Executive Airport
1. Review of Minutes from October 22, 2025 Meeting
2. <u>Skywest Property Update</u>
3. <u>Safe Streets Hayward Update (A St, B St, Tennyson)</u>
4. Oral Updates
February 25, 2026 – Meeting Location: TBD

1. Approval of Minutes from November 13, 2025 Meeting
2. Review and Approve the Agenda Planning Calendar
3. Oral Updates
April 22, 2026 – Meeting Location: TBD
1. Approval of Minutes from November 13, 2025 Meeting
2. Review and Approve the Agenda Planning Calendar
3. Oral Updates

NEXT STEPS

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

Prepared by: Byron Tang, Principal Transportation Engineer
Dave Hung, Acting Deputy Director of Public Works
Douglas McNeeley, Airport Manager