



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

June 26, 2024  
5:30 p.m.

MEETING MINUTES

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

**ROLL CALL:**

Members Present:

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

Staff Present:

- Alex Ameri, Director of Public Works
- Dustin Claussen, Interim City Manager
- Amber Parras, Senior Secretary
- Byron Tang, Senior Transportation Engineer
- Hugh Louch, Deputy Director of Public Works – Transportation
- Pamela Svrclin, Airport Operations Supervisor
- Douglas McNeeley, Airport Manager

**PUBLIC COMMENTS**

There were none.

Mayor Salinas made a public comment that he had received a couple of emails about the overgrowth at SkyWest and the ongoing issues there. He wanted to see if there was some way to figure out a solution to the problem. Director Ameri responded that he would have staff look into the situation and report back.

**APPROVAL OF MINUTES**

**1. Approval of Minutes of the Council Airport Committee (CAC) Meeting Held on February 28, 2024**

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

**2. Approval of Minutes of the Council Airport Committee (CAC) Meeting Held on April 24, 2024**

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

## REPORTS/ACTION ITEMS

### 3. Short-Term Plans for the Orchard Avenue Traffic Calming Project

Director Ameri provided a synopsis of the staff report and introduced Senior Transportation Engineer, Byron Tang who presented a PowerPoint presentation.

Council member Syrop praised the staff for their presentation but was surprised by the minimal public comment. He questioned the outreach efforts, noting that only a small email list was notified, not the larger mailing list of over 1,000 addresses, which would have cost \$500 to \$1,000. Syrop suggested defaulting to mail notifications in future phases to ensure better public input for major infrastructure projects. He also inquired about the possibility of adding bike lanes on Orchard Avenue and questioned if the lane on the eastern part of Orchard Avenue was considered a minor arterial road based on traffic volume. Director of Public Works Ameri responded by discussing the unintended consequences of past infrastructure projects, specifically noting how a connection from Hayward Boulevard to Carlos Bee Boulevard led to increased traffic on Carlos Bee and Orchard Avenue. Orchard Avenue, initially not designed for high traffic volumes, now serves as a major route due to these traffic shifts. Council member Syrop raised a concern about the overpass and how current signs warning trucks not to go under are often ignored. He suggested exploring physical barriers, such as a metal structure extending over the height of vehicles, to prevent trucks from entering. He asked about the flexibility and options for implementing such a solution. Council member Syrop inquired about the North-South crossing in the plans, noting that he only saw details for the East-West and northern parts of the crossing. He asked whether the North-South crossing was part of the current plan or if it is included in a long-term vision for adding more North-South crossings at the roundabout. Council member Syrop also asked whether the staff planned to add plastic installations around the painted areas of the roundabout, in addition to the current paint.

Mayor Salinas noted that the outreach efforts were appreciated, acknowledging the high level of community interest in the project due to past accidents, including a fatality. He emphasized the attention the project has received and expressed a particular interest in the roundabout. He asked about plans for the inside of the roundabout, suggesting the possibility of a public art piece or a placemaking marker, such as a "Welcome to Jackson Triangle" sign. Deputy Director of Public Works-Transportation Louch responded that staff could explore options to see if there is something the neighborhood would be interested in for the roundabout's centerpiece. Mayor Salinas additionally suggested placing a higher sign on Orchard Avenue near the overpass, directing traffic to turn right onto Mission Boulevard for the 92 San Mateo Bridge, rather than going through Orchard Avenue. He appreciated the consideration of diverting truck traffic, recognizing it as a major issue. Director of Public Works Ameri responded that this is a pilot project designed to help the City learn and determine the effectiveness of these measures before committing to more permanent solutions involving concrete and asphalt.

Council member Andrews inquired about the orange lines in front of the crosswalk, asking if more would be added and if reflectors could be included to enhance visibility at night. Deputy Director of Public Works-Transportation Louch responded that while linear delineators could help, extensive use might hinder vehicle movements, such as fire trucks navigating the area. He noted that while implementing delineators in the short term isn't feasible, they could explore creating splitter islands with different pavement textures in the longer term. Council member Andrews also commented on the new luxury apartments called Legacy on Mission Blvd. and Hancock Street, highlighting the use of a bumpy, rumble-strip-like barrier with pebbles to alert drivers. She suggested similar methods could be used to prevent vehicles from crossing certain areas and requested staff to look into permanent solutions to enhance safety. She further inquired about the maintenance plan for the delineators, expressing concern that they often disappear within a year in some neighborhoods, affecting the area's appearance. Director of Public Works Ameri responded that staff would coordinate with the Maintenance Department to ensure there is a budget and adequate staffing for upkeep. Lastly, Council member Andrews emphasized the importance of notifying businesses about the removal of the lane on Orchard Avenue, ensuring they are informed about the upcoming changes.

Council member Syrop inquired about the potential revenue that could be generated if the City were to issue tickets to trucks that ignore "No Trucks" signs. He wondered if the City could employ an additional officer specifically for ticketing, particularly if truck violations are frequent and severe. He suggested that while this approach might not be permanent, it could help change the behavior of truck drivers and improve compliance. Council member Syrop asked if the amount charged for truck violations is something that the City Council controls.

### **Public Comments**

There were none.

### **ORAL REPORT**

#### **Update on Hangar Repair Project Phase IV**

Airport Operations Supervisor Svrldin provided a synopsis of the staff report and presented a PowerPoint presentation.

Council member Syrop commended staff for their work, noting that they accomplished it in half the time, and expressed his admiration.

### **Public Comments**

There were none.

## **Committee Questions / Discussion**

Mayor Salinas commented that it was good to see a lot of the work finally coming to completion.

## **FUTURE AGENDA ITEMS**

### **4. Proposed 2024 Agenda Planning Calendar: Review and Comment**

Council member Andrews inquired about an update on the Foothill Action Plan and its associated infrastructure developments. She also asked about other regional projects that should be discussed, specifically questioning whether they fall under sustainability initiatives or are related to the Shoreline Master Plan.

Mayor Salinas mentioned a recent call with stakeholders about the Capital Corridor Project, where he asked if there had been a public meeting in Hayward regarding the proposed closure of the Hayward Amtrak Station. He was informed that there had not been such a meeting and that his question was considered out of scope. Following discussions with community members, Mayor Salinas proposed that the City of Hayward should host its own public meeting, possibly at Burbank Elementary School. He suggested recording the meeting, taking notes, and inviting Amtrak representatives. If they did not attend, he recommended publicizing their absence and sharing the meeting notes with them. Director of Public Works Ameri responded that there had already been one meeting and that a second meeting notice was received that morning. He added that staff is currently working on the environmental document, which is crucial for identifying impacts that need to be addressed or mitigated; and the timing of the second meeting will help inform the letter regarding the project's impacts. Mayor Salinas commented that the draft Environmental Impact Report (EIR) from the previous meeting indicated no environmental impact for the new route. He also noted that, although the report discussed equity, his request for an ethnic and racial analysis of the Hayward Amtrak passengers was deemed out of scope. He stressed that such questions should be addressed clearly at the public meeting to ensure they are documented in the letter. Mayor Salinas lastly mentioned that Barbara Halliday, a community member organizing people downtown, particularly in the B Street neighborhoods and Meekland Area, should be involved in such conversation. He noted that he would inform her to ensure she is included, as she could contribute significantly to the discussion.

Council member Andrews requested a Hayward-specific infographic with details on how to submit comments for the Environmental Impact Report (EIR) or public input and suggested posting it on social media to reach a wider audience. Council member Syrop requested a summary of events related to the Environmental Impact Report (EIR), including timelines, estimated costs, and decision points, to better inform the public and himself. He suggested involving the public during the broader proposal's comment period and creating a mailing list for updates. He also proposed adding the Amtrak station issue to

the agenda calendar to keep the community well-informed and supported. Council member Syrop inquired if the new station would be along the shoreline, which Mayor Salinas confirmed. Mayor Salinas mentioned that the \$900 million cost is due to the removal of the Union City station and its replacement with the Ardenwood, Fremont location, leaving only two East Bay stations: Ardenwood in Fremont and Coliseum in Oakland. Council member Syrop expressed concerns about rising sea levels and noted that this is addressed in the Climate Resiliency Plan. He also highlighted that the City of Antioch and an organization named ACE, are organizing against their Amtrak station's removal and suggested building a coalition with other cities to push back against these changes. Additionally, he asked about scheduling the parking enforcement program for an agenda item, particularly with potential downtown densification.

**COMMITTEE MEMBER/STAFF ANNOUNCEMENTS AND REFERRALS**

Council member Andrews commended Senior Transportation Engineer Tang for his presentation at the May 9th meeting.

**ADJOURNMENT**

Mayor Salinas adjourned the meeting at 6:28 p.m.

**MEETINGS**

Attendance	Present 06/26/2024 Meeting	Present to Date This Fiscal Year	Excused to Date This Fiscal Year	Absent to Date This Fiscal Year
Angela Andrews	✓	3	0	0
Mark Salinas	✓	3	0	0
George Syrop	✓	3	0	0