



CITY OF HAYWARD

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

Agenda

Council Infrastructure & Airport Committee

Wednesday, August 28, 2024

5:30 PM

Conference Room 2A/Hybrid

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 angel.groves@hayward-ca.gov by 1:00 p.m. the day of the meeting. Please identify the Agenda Item Number in the subject line of your email. Emails will be compiled into one file, distributed to the Council Infrastructure & Airport Committee and City staff, and Published in the City's Meeting and Agenda Center under Documents Received After Published Agenda.

How to provide live Public Comment during the Council Infrastructure & Airport Committee Meeting:

1. Attend in person in Conference Room 2A in Hayward City Hall

2. Please click the link below to join the webinar:

<https://hayward.zoom.us/j/86172545629?pwd=A7mWKPgliGqWb5kh0NjSHcQMZsXbZ.1>

Webinar ID: 861 7254 5629

Password: CIAC@82224

Or join by phone:

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

Webinar ID: 861 7254 5629

Password: 1519374764

International numbers available: <https://hayward.zoom.us/j/kdDRGZusR3>

CALL TO ORDER

ROLL CALL

PUBLIC COMMENTS:

APPROVAL OF MINUTES

1. [MIN 24-090](#) Approval of Minutes of the Council Infrastructure & Airport Committee (CIAC) Meeting Held on June 26, 2024

Attachments: [Attachment I June 26, 2024 CIAC Meeting Minutes](#)

REPORTS/ACTION ITEMS

2. [ACT 24-056](#) Gading Road Complete Streets Project

Attachments: [Attachment I Staff Report](#)
[Attachment II Patrick Avenue Upgrades](#)
[Attachment III Gading Road Upgrades](#)

3. [ACT 24-058](#) Proposed Plan for the D Street (East of 2nd Street) Traffic Calming Project

Attachments: [Attachment I Staff Report](#)
[Attachment II Concept Plan](#)

4. [RPT 24-063](#) Vision Zero Update

Attachments: [Attachment I Staff Report](#)

ORAL REPORTS

FUTURE AGENDA ITEMS

5. [ACT 24-054](#) Proposed 2024 Planning Calendar: Review and Comment

Attachments: [Attachment I Staff Report](#)

COMMITTEE MEMBER/STAFF ANNOUNCEMENTS AND REFERRALS

ADJOURNMENT

Next Scheduled Meeting: Wednesday, October 23, 2024



CITY OF HAYWARD

Hayward City Hall
777 B Street
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File #: MIN 24-090

DATE: August 28, 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 June 26, 2024

RECOMMENDATION

That the CIAC reviews and approves the June 26, 2024 CIAC meeting minutes.

ATTACHMENTS

Attachment I June 26, 2024 CIAC Meeting Minutes



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 Sverdlin, 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.

Attendance	MEETINGS			
	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



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777 B Street
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File #: ACT 24-056

DATE: August 28, 2024

TO: Council Infrastructure & Airport Committee

FROM: Director of Public Works

SUBJECT

Gading Road Complete Streets Project

RECOMMENDATION

That the Council Infrastructure & Airport Committee (CIAC) reviews and provides feedback on the Gading Road Complete Streets Project and recommends the proposed design improvements to Council for approval.

SUMMARY

The Gading Road Complete Streets Project is the second phase of the Patrick Avenue and Gading Road Complete Streets Project, which installed a road diet, bicycle lanes and other safety enhancements on Patrick Avenue. On April 8, 2024, the City conducted a public meeting to introduce proposed improvements to Gading Road between Schafer Road and Harder Road. Following input from the public, the City developed updated designs for Gading Road and identified additional near-term improvements on Patrick Avenue and in the surrounding neighborhood in response to concerns heard at the meeting. Staff are seeking feedback on the proposed street design for Gading Road and options to enhance the safety and livability of this corridor.

ATTACHMENTS

Attachment I Staff Report
Attachment II Patrick Avenue Upgrades
Attachment III Gading Road Striping



DATE: August 28, 2024

TO: Council Infrastructure & Airport Committee

FROM: Director of Public Works

SUBJECT: Gading Road Complete Streets Project

RECOMMENDATION

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SUMMARY

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BACKGROUND

On September 14, 2023¹, the Council Infrastructure Committee directed staff to advance the Gading Road Complete Streets Project into planning and design. The project is the second phase of the Patrick Avenue and Gading Road Complete Streets Project. The first phase included removing travel lanes (a road diet) and addition of complete streets features on Patrick Avenue between Tennyson Road and Schafer Road. Gading Road is the continuation of Patrick Avenue between Schafer Road and Harder Road.

¹ <https://hayward.legistar.com/MeetingDetail.aspx?ID=1119688&GUID=48B7BD11-6096-4CDD-8747-573376CE7DA5&Options=info|&Search=>

Gading Road is a five-lane roadway with no bicycle facilities. Gading Road serves residential, religious institutions, and Glassbrook Elementary School. This segment of Gading Road carries an Average Daily Traffic (ADT) volume of approximately 12,500 vehicles per day. While the posted speed limit is 25 MPH, the 85th percentile speed in April 2023 was 35 MPH, meaning 15% of motorists are traveling faster than 35 MPH. Traffic volumes on Gading Road are consistent with Federal guidance on when road diets are appropriate.

The Gading Road and Patrick Avenue projects are consistent with the City's 2020 Bicycle and Pedestrian Master Plan (BPMP) that identify the corridor for a low stress bikeway. The BPMP recommended a Class IV separated bikeway, and a parking protected bikeway was installed on Patrick Avenue in 2020 (with the bikeway on the inside of parking, separated by a buffer). Feedback for that project from the community included confusion for vehicles using the available lanes and challenges with the parking protected bike lane due to the prevalence of single family homes with numerous driveways along the street. On October 12, 2021², Council adopted Resolution 21-198 approving the conversion of bike lanes on Patrick Avenue to a buffered bikeway with separation provided between both parked vehicles and through vehicle lanes. This was subsequently implemented by the City.

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

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

DISCUSSION

On April 8, 2024, the City conducted a public meeting to discuss restriping plans for Gading Road between Schafer Road and Harder Road. These plans included a road diet and adding buffered bike lanes, with buffers on both sides of the lane to create separation from moving vehicles and the 'door zone,' the area where bicyclists are at risk of being hit when people exiting their vehicles open their doors. The proposed design was generally consistent with the current design of Patrick Avenue.

Feedback from this meeting included:

- Significant concerns about the speed of vehicles on Gading Road and Patrick Avenue and on parallel streets in the neighborhood
- Concerns about inadequate lighting in the corridor
- Concerns about the ability of residents and visitors to safely cross the street along both Gading Road and Patrick Avenue
- Concerns about the ability of people to exit their driveways into the street

² <https://hayward.legistar.com/LegislationDetail.aspx?ID=5165208&GUID=88E7D944-4AB5-4C20-A60F-E8E762840BE3&Options=&Search=>

- Concerns about truck parking for deliveries to the businesses near the intersection of Gading Road and Patrick Avenue
- Concerns about both driver and bicyclist behaviors, including driving and bicycling in the two-way turn lane, parking in the bike lane, and similar concerns
- Desire for increased enforcement
- Some interest in providing greater physical separation for bicyclists

Based on the feedback, staff evaluated enhancements to the existing Patrick Avenue project and revised the draft striping plans for Gading Road. Each element is described below.

Enhancements to Patrick Avenue

Staff explored several enhancements to Patrick Avenue, including improvements for pedestrians crossing at several intersections along Patrick Avenue, and traffic calming along the portion of Gading Road that is parallel to Patrick Avenue (between Schafer Road and Roosevelt Avenue). Attachment II provides an illustration of the locations all of the following proposed improvements.

For potential crossing improvements of Patrick Avenue, staff observed conditions at the existing flashing beacons at St. Bede Lane and at the mid-block crossing at the St Bede's Parochial School. These crossings are about 70 feet in length and the flashing beacons can be difficult to see due to the distance between the flashing beacons and the vehicle lanes (about 20 feet) and the tree cover. In the short term, staff are working to install median refuge islands using temporary materials at both crossings and trimming overgrown vegetation. Staff are also pursuing grant funding to install permanent median refuges and additional flashing beacons in these new medians to make the flashing beacons more visible to drivers.

Separately, as part of the City's ongoing Safe Routes for Seniors project (CIP project 05323), staff are developing enhanced pedestrian crossings at Roosevelt Avenue and Gomer Street, including bulb outs, bus bulbs, and other enhancements to shorten the crossing distance for pedestrians and make the stop signs more visible to drivers.

In response to concerns about speeding on parallel neighborhood streets, staff reviewed existing speed humps and conducted speed studies on Gading Road between Schafer Road and Roosevelt Avenue. Along this stretch of Gading Road, the 85th percentile speeds were observed at 32 MPH. As a result, staff identified potential locations for speed humps and sent letters to the community requesting feedback.

To date, staff have received feedback from three community members about the proposed speed humps. All three were supportive of speed humps. One individual requested shifting the location of one speed hump and one requested to also add speed humps to Lemay Way. Staff are currently evaluating if speed humps are possible on that street.

Gading Road Restriping

Following from the meeting community meeting in April, staff worked to update the restriping plans, which include the following elements:

- Buffered bikeway along the corridor, with space between the bicyclists and both moving and parked vehicles, creating significant separation. This design is consistent with the current design of Patrick Avenue.
- Enhanced striping between Harder Road and Huntwood Way to provide physical separation for bicyclists. This design provides improved safety features in one of the more complicated blocks along the corridor.
- Potential installation of a protected intersection at the Gading Road/Schafer Road intersection that would enhance pedestrian and bicycle and safety, including reducing crossing distances.
- Pedestrian crossing enhancements at several locations pm Gading Road, similar to the upgrades proposed for Patrick Avenue. Note that there are no unsignalized crossings of Gading Road, so the improvements proposed are median refuges and do not include flashing beacons.
- Narrowed lane widths throughout the corridor to help reduce speeds.
- Adjustments to red curbs to add parking spots in select locations where there is sufficient space to meet sight line requirements for exiting vehicles.
- Traffic calming on the slip road continuation of Gading Road (where the main portion of Gading Road becomes Patrick Avenue), including potentially adding a stop sign where the slip lane means the continuation of Gading Road.

Attachment III provides a summary of the proposed design for Gading Road.

Staff also continue to evaluate concerns about lighting on the corridor. A new private school at the corner of Harder Road and Gading Road will be adding streetlights to the west side of Gading Road. Staff are also continuing to seek grants to help evaluate and prioritize the implementation of new streetlights Citywide.

In addition to these upgrades, staff are also evaluating a more substantial adjustment to the Patrick Avenue-Gading Road corridor that would reduce the number of left turn lanes from eastbound Tennyson Road and westbound Harder Road to a single lane for each location. These double left turns require the corridor to have wider segments at either end, which results in increased vehicle volumes and speeds. Providing the double lefts from Tennyson Road was a contributor to the challenges of implementing the parking protected bike lanes on Patrick Avenue, especially on the east side of the street where there are fewer driveways.

Removing turn lanes would likely lead to people seeking other routes for some peak hour trips that currently use the corridor. Staff are evaluating how much route shifting might be expected and whether signal adjustments could help mitigate any impacts of that shift. Staff recommends that a decision about reducing the number of left turn lanes should be informed by a discussion about the role of this corridor in the overall street network. Currently, many of the City's residential streets (like Gading Road) are designed to move significant traffic volumes in the peak period, resulting in higher speeds, concerns for

people walking and bicycling, and reduced quality of life for residents who live along the street.

Gading Road and Patrick Avenue are currently classified as minor arterials, which are not typically intended to provide direct residential land access that exists along these streets. Ultimately that classification should consider the relative priority of through movement and local access for the street. Staff intend to conduct a more comprehensive review of City street classifications as part of the forthcoming Speed Management Plan, which will systematically evaluate how to reduce speeds across the street network. Reclassifying streets may be part of the strategy to refocus the priority the City sets for residential streets towards local access and away from through traffic.

FISCAL IMPACT

This item will not impact the General Fund. This project received a grant from the Metropolitan Transportation Commission to implement both the Patrick Avenue and Gading Road improvements.

STRATEGIC ROADMAP

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

Project N1: Continue to implement major corridor traffic calming initiatives

SUSTAINABILITY FEATURES

This project will include safety improvements that will benefit pedestrian and bicycle modes of travel, which may facilitate increased use of these modes of transportation, reducing reliance on single occupant vehicles and reducing vehicle miles of travel.

PUBLIC CONTACT

Public outreach for this project was first conducted through an in-person neighborhood meeting on April 4, 2024. For both the public meeting and the CIAC meeting, approximately 2,000 notices were mailed in both English and Spanish. Staff also notified participants from the April public meeting by email.

NEXT STEPS

After receiving feedback and direction from the CIAC, staff will update the plans and bring them to Council for approval, anticipated in late 2024 or early 2025. As part of plan approval, staff will provide an implementation plan for the work that may include phasing elements of the work overtime and potentially integrating elements into future repaving. Construction is tentatively planned to begin in Fall of 2025.

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

Recommended by: Alex Ameri, Director of Public Works

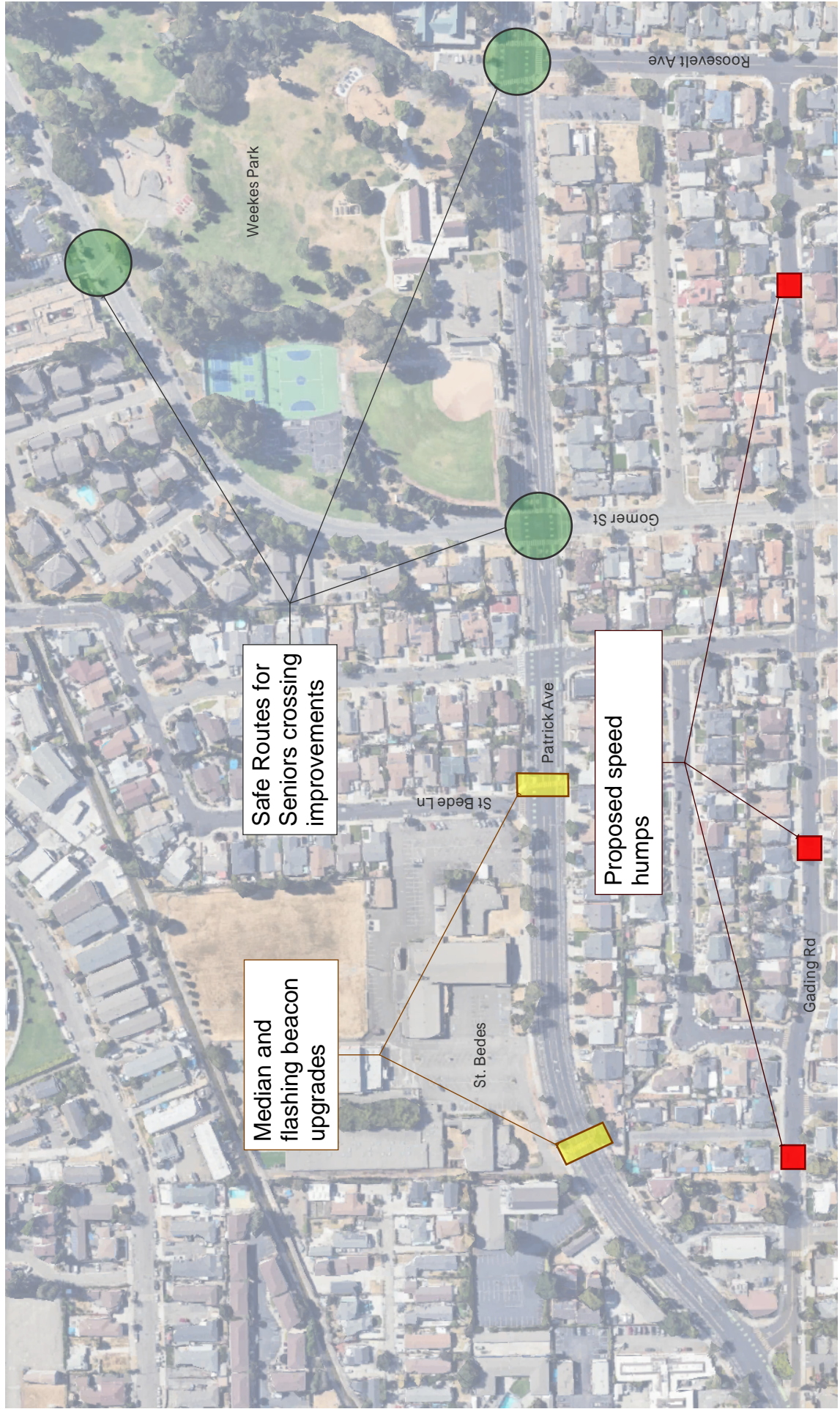
Approved by:

A handwritten signature in blue ink, appearing to be 'DC' or similar initials, written over a light gray rectangular background.

Dustin Claussen, Interim City Manager

Gading Road/Patrick Avenue Complete Streets Project

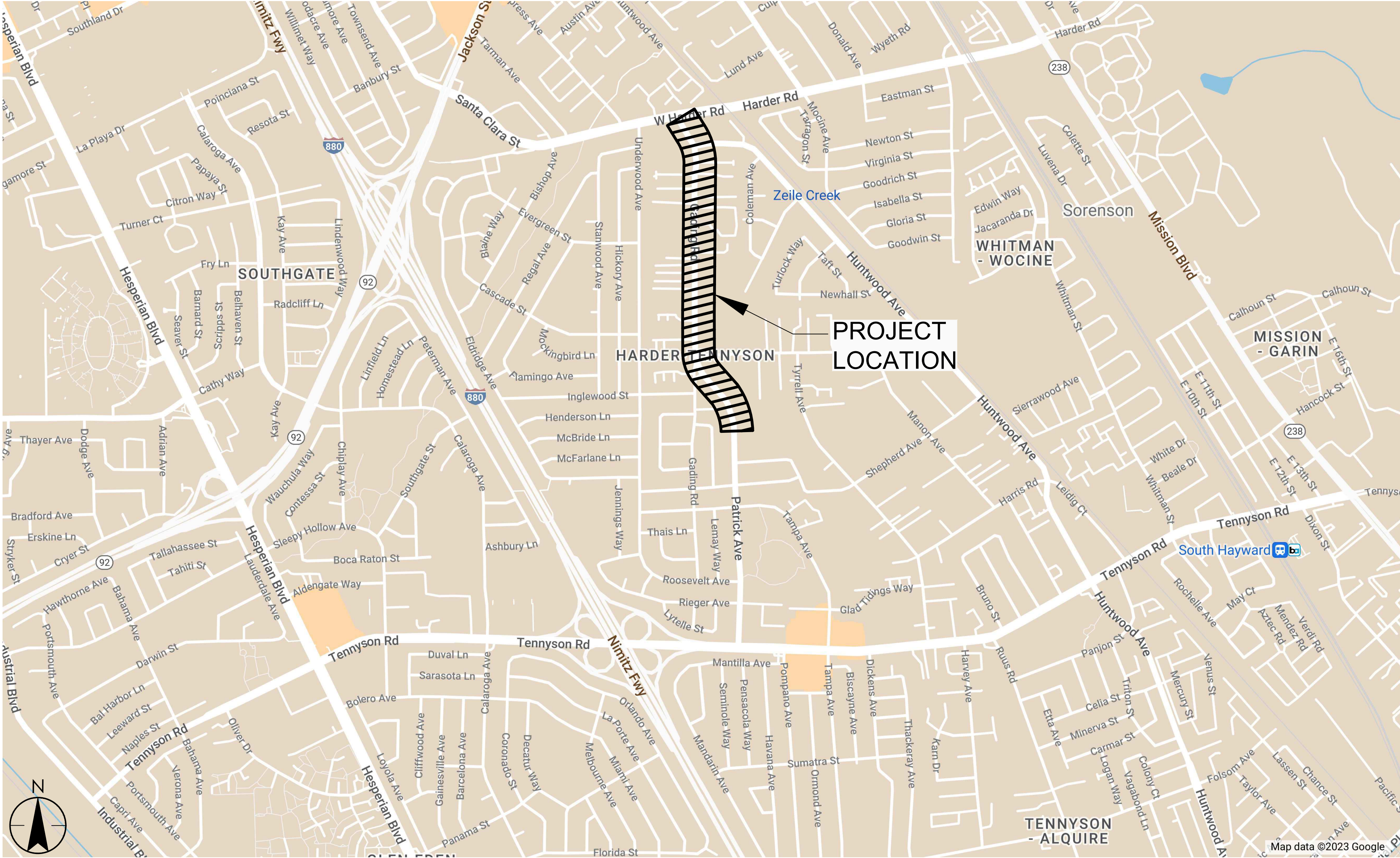
Patrick Avenue and Neighborhood Upgrades



GADING ROAD COMPLETE STREETS PROJECT

CITY OF HAYWARD, CALIFORNIA

CITY PROJECT NO. 05307



VICINITY MAP

INDEX OF SHEETS	
SHEET No.	DESCRIPTION
TL-1	TITLE SHEET & LOCATION MAP
SS-1	PROPOSED STRIPING PLAN
SS-2	PROPOSED STRIPING PLAN

SIGNING AND STRIPING NOTES

- 9

FURNISH AND INSTALL WHITE THERMOPLASTIC DETAIL 9 TRAFFIC STRIPE PER CALTRANS STANDARD PLAN SHEET A20A.
- 22

FURNISH AND INSTALL YELLOW THERMOPLASTIC DETAIL 22 TRAFFIC STRIPE PER CALTRANS STANDARD PLAN SHEET A20A.
- 32

FURNISH AND INSTALL YELLOW THERMOPLASTIC DETAIL 32 TRAFFIC STRIPE PER CALTRANS STANDARD PLAN SHEET A20B.
- 38

FURNISH AND INSTALL WHITE THERMOPLASTIC DETAIL 38 TRAFFIC STRIPE PER CALTRANS STANDARD SHEET A20D.
- 39

FURNISH AND INSTALL WHITE THERMOPLASTIC DETAIL 39 TRAFFIC STRIPE PER CALTRANS STANDARD PLAN SHEET A20D.
- 39A

FURNISH AND INSTALL WHITE THERMOPLASTIC DETAIL 39A TRAFFIC STRIPE PER CALTRANS STANDARD PLAN SHEET A20D.
- 1

FURNISH AND INSTALL WHITE BASIC CROSSWALK PER CALTRANS STANDARD PLAN SHEET A24F.
- 2

FURNISH AND INSTALL YELLOW OR WHITE CONTINENTAL CROSSWALK (2' YELLOW OR WHITE LINE BY 2' SPACING) PER CALTRANS STANDARD PLAN SHEET A24F.
- 3

FURNISH AND INSTALL WHITE HIGH VISIBILITY LADDER CROSSWALK (2' WHITE LINE BY 2' SPACING) PER CALTRANS STANDARD PLAN SHEET A24F.
- 4

FURNISH AND INSTALL NEW W9-1 SIGN AND POST.
- 5

FURNISH AND INSTALL NEW W4-2 SIGN AND POST.
- 6

FURNISH AND INSTALL NEW R81(CA) SIGN AND POST.
- 7

FURNISH AND INSTALL WHITE THERMOPLASTIC LIMIT LINE PER CALTRANS STANDARD PLAN SHEET A24G.

LEGENDS

- FURNISH AND INSTALL WHITE THERMOPLASTIC BIKE LANE ARROW (5') PER CALTRANS STANDARD PLAN SHEET A24A
- FURNISH AND INSTALL WHITE THERMOPLASTIC BIKE LANE SYMBOL WITH PERSON PER CALTRANS STANDARD PLAN SHEET A24C
- FURNISH AND INSTALL 5' WIDE GREEN THERMOPLASTIC BIKE LANE MARKING
- FURNISH AND INSTALL 4" WHITE THERMOPLASTIC BIKE LANE BUFFER STRIPING AT 12' O.C. SPACING
- FURNISH AND INSTALL WHITE THERMOPLASTIC TYPE II (24") THRU-LEFT ARROW PER CALTRANS STANDARD PLAN SHEET A24B
- FURNISH AND INSTALL WHITE BOLLARDS AT 12' O.C SPACING. BOLLARDS SHOULD NOT BE WITHIN 10' DRIVEWAYS.
- FURNISH AND INSTALL CONCRETE REFUGE

CITY OF HAYWARD
DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

DESIGNED BY: R. SABINIANO
DRAWN BY: R. SABINIANO
APPROVED BY: [Signature]
ACTING DEPUTY DIRECTOR
OF PUBLIC WORKS

CHECKED BY: S. YARI
APPROVAL REC'D: [Signature]
DATE: 05-10-2024

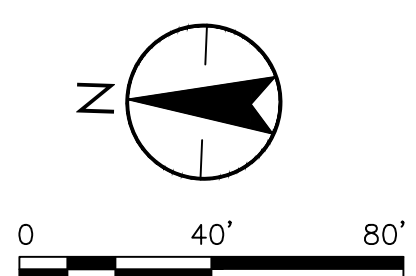
GADING RD COMPLETE STREETS PROJECT

TITLE SHEET & LOCATION MAP

TOTAL SHEETS: XXX
FILE No.: X-XXXX

SHEET No. TL-1

ADVANCED MOBILITY GROUP
3003 OAK ROAD, SUITE 100
WALNUT CREEK, CA 94597
WWW.AMOBILITY.COM





CITY OF HAYWARD

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

File #: ACT 24-058

DATE: August 28, 2024

TO: Council Infrastructure & Airport Committee

FROM: Director of Public Works

SUBJECT

Proposed Plan for the D Street (East of 2nd Street) Traffic Calming Project

RECOMMENDATION

That the Council Infrastructure & Airport Committee (CIAC) reviews and comments on the D Street (East of 2nd Street) Traffic Calming Project plans.

SUMMARY

In response to requests and concerns expressed by the community, Council directed staff to develop a traffic calming plan for D Street to improve pedestrian and bicyclist safety, as well as reduce excessive vehicle speeds. The plan addresses concerns brought to staff attention through Council Member referrals, Access Hayward requests, collision data, Alameda County Safe Routes to School Faith Ringgold Elementary School Safety Assessment recommendations. Staff is requesting feedback on the proposed traffic calming plans.

ATTACHMENTS

Attachment I Staff Report
Attachment II Concept Plan



DATE: August 28, 2024

TO: Council Infrastructure & Airport Committee

FROM: Director of Public Works

SUBJECT: Proposed Plan for the D Street (East of 2nd Street) Traffic Calming Project

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That the Council Infrastructure & Airport Committee (CIAC) reviews and comments on the D Street (East of 2nd Street) Traffic Calming Project plans.

SUMMARY

In response to requests and concerns expressed by the community, Council directed staff to develop a traffic calming plan for D Street to improve pedestrian and bicyclist safety, as well as reduce excessive vehicle speeds. The plan addresses concerns brought to staff attention through Council Member referrals, Access Hayward requests, collision data, Alameda County Safe Routes to School Faith Ringgold Elementary School Safety Assessment recommendations. Staff is requesting feedback on the proposed traffic calming plans.

BACKGROUND

In June 2018, Council directed staff to conduct the D Street Traffic Calming project as part of the Fiscal Year 2018-19 Capital Improvement Program (CIP). The project did not advance during a period of significantly reduced staffing for the Transportation Division, but was restarted in early 2024 after filling some vacant positions.

D Street is a minor arterial roadway located in the City of Hayward. The project corridor spans from 2nd Street to the eastern City limit and consists of one lane in each direction. The surrounding land use is primarily residential with a market, several religious facilities, and Faith Ringgold Elementary School along the corridor.

The project was initiated at the same time as the Neighborhood Traffic Calming Program to address speeding on collector and arterial streets. D Street connects Fairview to downtown Hayward for commute, bicycle, pedestrian, and transit traffic. Higher speeds along arterials such as D Street result in collisions that cause more property damage and severe injuries.

Concerns from residents collected through Access Hayward requests and email revealed issues with safety at multiple intersections along the corridor resulting from excessive speeds and minimal visibility. There have been 13 collisions along the corridor over the past five years including a fatal pedestrian collision in 2021. Traffic data collected confirmed the excessive speeding with the 85th percentile speed ranging from 33 mph to 41 mph along the corridor despite a posted speed limit of 25 mph. This project aims to address these concerns in tandem with the high pedestrian traffic due to schools and the slope of the street.

Mode split history from Alameda County Safe Routes to School's Faith Ringgold Elementary School profile reports that about 20 percent of students and families use active modes to get to school, confirming the need to improve pedestrian and bicyclist safety along the corridor. In 2017, Alameda County Safe Routes to School conducted the School Safety Assessment, resulting in recommendations for rectangular rapid flashing beacons (RRFB), red curbs, curb extensions, and speed feedback signs.

DISCUSSION

City staff developed the D Street Traffic Calming plans in response to the feedback received for safety and traffic calming improvements. The proposed concept plan (Attachment II) consists of:

- Speed management strategies – including narrowing the travel lanes and installing speed feedback signs.
- Pedestrian safety enhancements – including installing high-visibility crosswalks, curb extensions, and RRFBs.
- Bike safety enhancements – including installing a bike lane in the eastbound, uphill direction
- General safety enhancements – including a raised median at Valley Street to help address sight line issues and restriping the corridor to accommodate the new design and refreshing pavement markings.

The proposed traffic calming measures on D Street will help reduce the high speeds recorded along the corridor. Narrowing travel lanes and installing raised or painted medians will help reduce vehicle speeds and address potentially challenging turning movements by vehicles. Staff is also evaluating the timing of the signal at D St and 2nd St to address queueing on westbound D St in the morning peak.

Enhancing pedestrian safety is a key objective, particularly in front of Faith Ringgold Elementary School. The Safe Routes to School Safety Assessment recommended high-visibility crosswalks, RRFBs and curb extensions at 5th and 6th Street to help students and residents cross the street more safely. For cyclists, the introduction of a dedicated bike lane in the uphill eastbound direction provides separate space for bicyclists in the direction where vehicle and bicycle speeds differ the most. Speed feedback signs are recommended to consistently remind drivers of the speed limit. Collectively, these measures are designed to improve the safety and livability of D Street for all users.

ECONOMIC IMPACT

This item has no direct economic impact.

STRATEGIC ROADMAP

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

Project N1: Continue to implement major corridor traffic calming initiatives

FISCAL IMPACT

Council initially allocated \$120,000 for this, which, based on a revised cost estimate, was increased to \$320,000 for the Fiscal Year 2022-23 CIP. Funding for this project is drawn from Fund 212, Measure BB (Local Transportation) revenues, and will not impact the General Fund. Staff may seek supplementary funding for certain project elements, such as the proposed RRFB, from grants.

SUSTAINABILITY FEATURES

This project, when constructed, will include safety improvements for pedestrian and bicycle modes of travel, which may facilitate increased use of these modes of transportation.

PUBLIC CONTACT

Approximately 700 resident notification letters were mailed out for this project notifying residents about the Council Infrastructure & Airport Committee meeting scheduled for August 28, 2024.

NEXT STEPS

Staff will create detailed construction plans and specifications for the project based on community and CIAC member feedback. If needed, staff will conduct additional outreach and revise the plans accordingly. Staff anticipates requesting bids for construction in early 2025 after which staff will bring the contract award to City Council for approval.

Prepared by: Colin Patterson, Associate Transportation Planner
Hugh Louch, Deputy Director of Public Works - Transportation

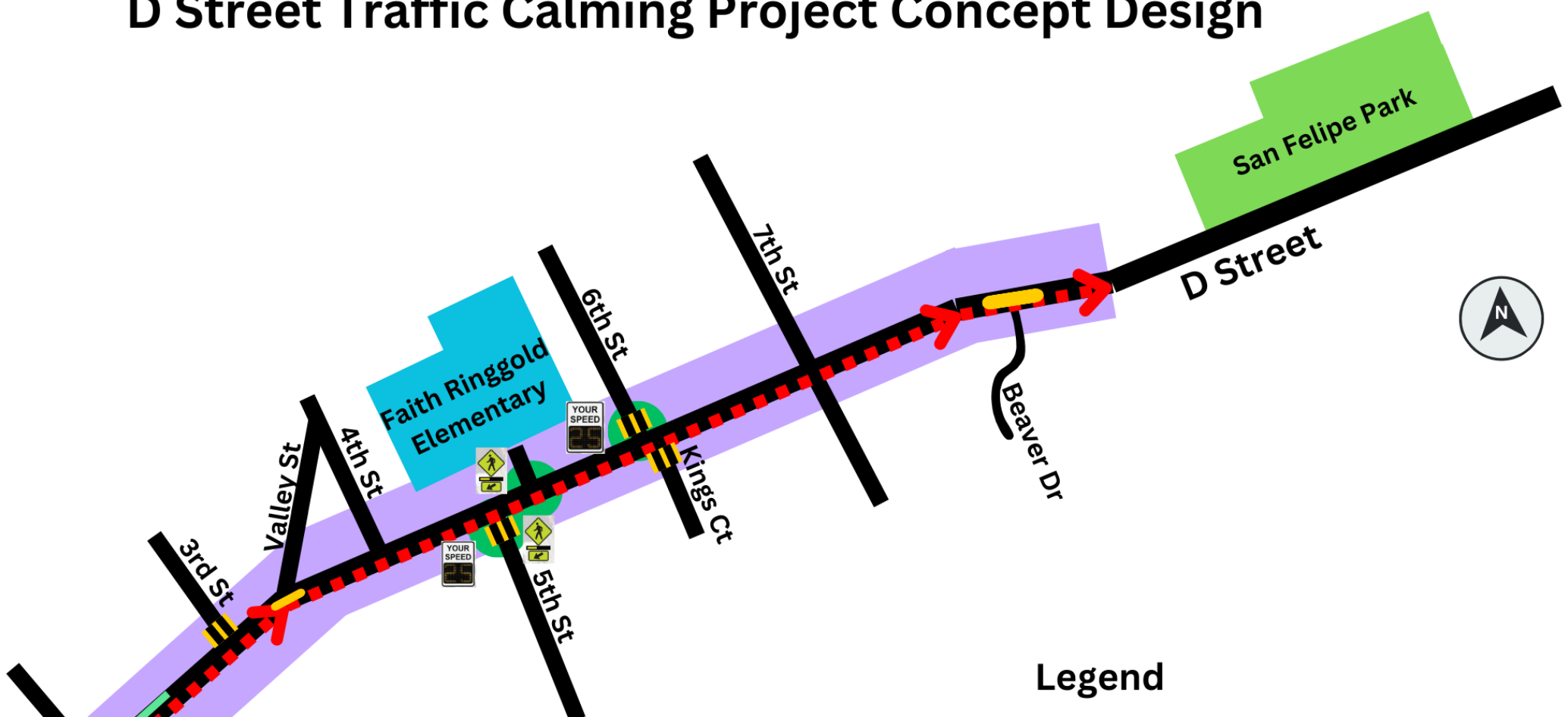
Recommended by: Alex Ameri, Director of Public Works

Approved by:





A handwritten signature in blue ink, appearing to be 'DC' or similar initials, written in a cursive style.

Dustin Claussen, Interim City Manager

D Street Traffic Calming Project Concept Design



Legend

	Uphill Bike Lane		New Lane Configuration
	Median		Speed Feedback Sign
	High-Vis Crosswalk		Project Limits
	Curb Extensions/Bulbouts		Rectangular Rapid Flashing Beacon



CITY OF HAYWARD

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

File #: RPT 24-063

DATE: August 28, 2024

TO: Council Infrastructure & Airport Committee

FROM: Director of Public Works

SUBJECT

Vision Zero Update

RECOMMENDATION

That the Council Infrastructure & Airport Committee (CIAC) receive an update on activities to implement the City's Vision Zero policy.

SUMMARY

On June 27, 2023, Council adopted Resolution 23-196 that establishes Vision Zero as City policy. Staff will provide an update on activities to implement this policy.

ATTACHMENTS

Attachment I Staff Report



DATE: August 28, 2024

TO: Council Infrastructure & Airport Committee

FROM: Director of Public Works

SUBJECT: Vision Zero Update

RECOMMENDATION

That the Council Infrastructure & Airport Committee (CIAC) receive an update on activities to implement the City's Vision Zero policy.

SUMMARY

On June 27, 2023¹, Council adopted Resolution 23-196 that establishes Vision Zero as City policy. Staff will provide an update on activities to implement this policy.

BACKGROUND

In 2023, the City completed development of a Local Road Safety Plan (LRSP) that included a detailed analysis of traffic collisions on City streets and identified actions that the City can take to help improve safety. As part of the adoption of that plan, Council adopted Resolution 23-196 that establishes Vision Zero as City policy, specifically to eliminate fatalities and serious injuries by 2050.

DISCUSSION

Staff will provide an update on ongoing and proposed Vision Zero activities at the meeting.

FISCAL IMPACT

This item has no impact on the General Fund.

¹ <https://hayward.legistar.com/LegislationDetail.aspx?ID=6271751&GUID=D83F21F7-16CB-46E5-A249-672EAD37C991&Options=&Search=>

STRATEGIC ROADMAP

Vision Zero is connected to many of the strategic priorities established by Council and is most directly supportive of the Strategic Priority of Invest in Infrastructure: Invest in Multimodal Transportation. Specifically, this item relates to the implementation of the following projects:

- Project N1: Continue to implement major corridor traffic calming initiatives
- Project N2: Develop a micro-mobility policy (eBikes, eScooters)
- Project N4: Implement Safe Routes for School, with a focus Cesar Chavez and Palma Ceia
- 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
- Project N7: Evaluate the alternatives to the Downtown Loop

SUSTAINABILITY FEATURES

Implementing Vision Zero will help reduce serious injuries and fatalities which have a significant cost to human life and infrastructure. Safer streets will make it more possible to travel by non-automobile modes, which will reduce greenhouse gas emissions.

PUBLIC CONTACT

Staff will be conducting additional outreach on Vision Zero through stakeholder

NEXT STEPS

After receiving feedback from CIAC, staff will continue to engage in Vision Zero implementation activities.

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

Recommended by: Alex Ameri, Director of Public Works

Approved by:



Dustin Claussen, Interim City Manager



CITY OF HAYWARD

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

File #: ACT 24-054

DATE: August 28, 2024

TO: Council Infrastructure & Airport Committee

FROM: Director of Public Works

SUBJECT

Proposed 2024 Planning Calendar: Review and Comment

RECOMMENDATION

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

SUMMARY

The proposed 2024 agenda planning calendar contains planned agenda topics for the Committee meetings for the CI&AC's consideration. This agenda item is included in every Council Infrastructure Committee agenda and reflects any modifications to the planning calendar, including additions, rescheduled items, and/or cancelled items.

ATTACHMENTS

Attachment I Staff Report



DATE: August 28, 2024

TO: Council Infrastructure & Airport Committee

FROM: Director of Public Works

SUBJECT: Proposed 2024 Agenda Planning Calendar: Review and Comment

RECOMMENDATION

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

SUMMARY

The proposed 2024 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 2024 agenda planning calendar contains planned agenda topics for several future Council Infrastructure & Airport Committee meetings for the Committee's consideration. This agenda item is included in every Council Infrastructure & Airport Committee agenda and reflects any modifications to the planning calendar, including additions, rescheduled items, and/or cancelled items.

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

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

FY 2024
October 23, 2024 – Meeting Location: Hayward Executive Airport
1. Approval of Minutes from August 28, 2024 Meeting
2. <u>Skywest Property Update</u>
3. <u>Update on Taxiways Zulu & A1 Project</u>
4. <u>Eastbay Greenway Project Update</u>
5. Review and Approve the 2024 Agenda Planning Calendar

December 25, 2024 ** Will need to poll for a meeting date
1. Approval of Minutes from October 23, 2024 Meeting
2. Review and Approve the 2024/2025 Agenda Planning Calendar
3. Santa Clara Street Traffic Calming Update
4. Hayward Blvd Traffic Calming Update
5. CIP Oral Update
6. Review and Approve the 2025 Agenda Planning Calendar
Unscheduled
1. Receive Update on New CIP Project: Corporation Yard and Potential Funding Options (PW&U/Finance)
2. Review & Comment on Long-Range Planning for the Sewer System Upgrades
3. Phase IV of Hangar Repair Project update

NEXT STEPS

Upon consideration and approval by CIAC, staff will schedule items accordingly for future meetings.

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

Recommended by: Alex Ameri, Director of Public Works

Approved by:



Dustin Claussen, Interim City Manager