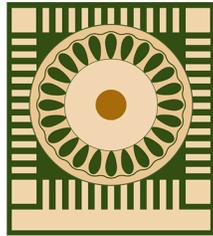


CITY OF HAYWARD

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



CITY OF
HAYWARD
HEART OF THE BAY

Agenda

Wednesday, July 22, 2020

4:00 PM

Remote Participation

Council Infrastructure Committee

This meeting is being conducted utilizing teleconferencing and electronic means consistent with State of California Executive Order No. 29-20 dated March 17, 2020, and Alameda County Health Officer Order No. 20-10 dated April 29, 2020, regarding the COVID-19 pandemic.

How to submit written Public Comment:

1. Send an email to kathy.garcia@hayward-ca.gov by 1 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 Committee and City staff, and published on the City's Meeting & Agenda Center under Documents Received After Published Agenda. <https://hayward.legistar.com/Calendar.aspx>

When submitting written comments, indicate in the email if you want your comment read into the record. Requests will be allowed provided the reading will not exceed three (3) minutes consistent with the time limit for speakers at Council Committee/Task Force meetings. Email comments will become part of the record of Council Committee/Task Force meetings. The Chair can limit the time for reading written comments.

CALL TO ORDER

PLEDGE OF ALLEGIENCE: Chair

ROLL CALL

PUBLIC COMMENTS:

(Limited Only to Items on the Agenda and Submitted in Writing Prior to the Meeting)

APPROVAL OF MINUTES

1. [MIN 20-080](#) Approval of Minutes of the Council Infrastructure Committee (CIC) Meeting held on January 22, 2020

Attachments: [Attachment I - Minutes from January 22, 2020](#)

REPORTS/ACTION ITEMS

2. [RPT 20-086](#) Receive Update on the La Vista Park Project No. 06914
- Attachments:** [Attachment I Staff Report](#)
 [Attachment II 2018 Site Plan](#)
 [Attachment III 2020 Site Plan](#)
 [Attachment IV 2020 Site Plan with Slide Repair Area](#)
3. [RPT 20-085](#) Main Street Complete Streets: Review Public Feedback from
 Community Meetings and Provide Direction on Design Concept
- Attachments:** [Attachment I Staff Report](#)
 [Attachment II Community Meeting Minutes from 6.22.20](#)
 [Attachment III Diagonal Parking Concept - Both Sides](#)
 [Attachment IV Concepts 1 and 2](#)
 [Attachment V Diagonal Parking Concept - Single Side](#)
4. [RPT 20-084](#) Receive an Update on the Results of Foothill Boulevard and D
 Street Intersection Safety Analysis and Improvements
- Attachments:** [Attachment I Staff Report](#)
 [Attachment II Proposed Phasing Diagram](#)
5. [RPT 20-082](#) Receive Update on the I-880/Winton Avenue/A Street
 Interchange Project
- Attachments:** [Attachment I Staff Report](#)
 [Attachment II Project Fact Sheet and Alternatives](#)
6. [RPT 20-083](#) Receive Update on the Safe Routes for Seniors (SR4S) Program
- Attachments:** [Attachment I Staff Report](#)
 [Attachment II Site Map](#)

FUTURE AGENDA ITEMS

7. [ACT 20-051](#) Review and Comment on the Proposed 5-Year Agenda Planning
 Calendar
- Attachments:** [Attachment I Staff Report](#)

COMMITTEE MEMBER/STAFF ANNOUNCEMENTS AND REFERRALS**ADJOURNMENT**



CITY OF HAYWARD

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

File #: MIN 20-080

DATE: July 22, 2020

TO: Council Infrastructure Committee

FROM: Director of Public Works

SUBJECT

Approval of Minutes of the Council Infrastructure Committee (CIC) Meeting held on January 22, 2020

RECOMMENDATION

That the Council Infrastructure Committee reviews and approves the January 22, 2020 Council Infrastructure Committee Minutes.

ATTACHMENTS

Attachment I January 22, 2020 Council Infrastructure Committee Meeting Minutes



COUNCIL INFRASTRUCTURE COMMITTEE MEETING
Hayward City Hall – Conference Room 2A
777 B Street, Hayward, CA 94541-5007

January 22, 2020
4:00 p.m.

MEETING MINUTES

CALL TO ORDER: Meeting called to order at 4:00 PM by Chair Elisa Márquez

PLEDGE OF ALLEGIANCE: Led by Chair Elisa Márquez

ROLL CALL:

Members Present:

- Elisa Márquez, Chair
- Al Mendall, City Council Member (Arrived at 4:02 PM)
- Mark Salinas, City Council Member

Staff Present:

- Maria Hurtado, Assistant City Manager
- Alex Ameri, Director of Public Works
- Alex Tat, Associate Civil Engineer
- Charmine Solla, Senior Transportation Engineer
- Dave Hung, Senior Civil Engineer
- Fred Kelley, Transportation Manager
- Kathy Garcia, Deputy Director of Public Works
- Yama Farouqi, Associate Civil Engineer
- Irene Perez, Senior Secretary (Recorder)

PUBLIC COMMENTS:

There were no public comments.

COMMITTEE COMMENTS:

There were no Committee comments.

1. I-880/Winton Avenue/A Street:

Transportation Manager Fred Kelley introduced the report and John Pulliam from Alameda CTC and Parag Mehta from Kimley Horn, presented the information.

Public Comments/Discussion

Resident Hamadeh of Eko Coffee Bar raised concern about the new Costco gas station that will open on A Street and its traffic impact to the area. Staff responded that the gas

station is outside the scope of the project and that Costco has already submitted its traffic impact analysis and it showed no significant impact to any additional trips to the area. Chair Márquez added that the Costco project would be discussed during the March 17, 2020 Planning Commission and welcomed residents to comment at that meeting or email if needed.

Council Member Mendall asked for clarification on which alternative presented is more costly. Staff advised that alternatives W-1 and A-1 would be significantly more expensive. Council Member Mendall commented that absent more information on cost he would lean towards A-2 but does not feel strongly about it. He suggested adding a third lane going from La Playa to Southbound I-880 in order to avoid having to go around the loop. He also asked staff what the long-term cost implication to the City would be having to make La Playa a public street. Staff responded that the main challenge is the multiple ownership for La Playa. He suggested that if direct access were not an option, the piece of land on the corner of La Playa and Southland Drive could potentially be utilized to improve movement of traffic onto the freeway as an alternative to W-2.

Council Member Salinas stated that W-1 is visually confusing and feels W-2 looks smoother and is leaning more toward W-2. He raised concern about durability with recent information provided by the Council Economic Development Committee of potential large industrial companies relocating to the area, creating additional traffic and wear. Staff advised that additional information would be presented to Council for further evaluation.

Chair Márquez raised concern with previous complaints from Longwood residents regarding traffic impacts during the holiday season. She believes this project will address these concerns; however, she is concerned with the longer-term impact to the Southgate neighborhood. She requested more information regarding the potential impact to these neighborhoods and asked staff do community outreach to neighborhoods on both sides of Winton Avenue, as well as residents on Arbor Avenue. Chair Marquez prefers alternative W-2 and A-2.

2. Main Street Complete Streets Design:

Alex Tat introduced the report and provided background.

Public Comments/Discussion

Susie Hufstader, Bike East Bay, strongly supports alternative C-1. She reiterated the community's concerns for pedestrian safety and urges staff to provide the first protected bikeway to downtown.

Frank Goulart commended staff for providing parking for Green Shutter. He prefers C-3 for its diagonal parking.

Vic Karlj, The Bistro, would like to see diagonal parking to provide easier access for residents to park and visit surrounding businesses.

Carl Gorringer requested a fourth concept for adding diagonal parking. He would like to keep sidewalks as they are, add diagonal parking and Class 2 bike lanes to this area that is not impacted by heavy traffic.

Alfredo Rodriguez is requesting diagonal parking. He mentioned that Main Street needs more lighting and trip hazards addressed. He also mentioned that it is not heavily trafficked by vehicles or bicyclists and would benefit from more parking and greenery.

Jianhan Wang is in support of C-1 and pedestrian safety. He would like an implementation for bike parking in addition to C-1.

Carolyn Leandro of St. Gabriel Catholic Books is in favor of diagonal parking. She recommended the addition of handicap parking on B Street as well as there is currently none.

Sid Hamadeh is in favor of diagonal parking to provide more parking for customers and for residents of Green Shutter.

Didacus Ramos shared information on studies of bike lane safety. He mentioned that the "Share the Road" signs on Grand Avenue in Oakland have shown effectiveness and lowered accident rates. He is in favor of diagonal parking and does not want sidewalks widened.

Council Member Salinas agrees that parking is needed and is in favor of diagonal parking. He is not in favor of C-3 and likes C-1 for its wider sidewalks. He added that staff should consider potential shut down of vehicle traffic to Main Street & B Street on weekends.

Council Member Mendall agrees with the desire for more parking, bike lanes, safer sidewalks, and lighting. He is not in favor of C-3 and would prefer C-1, C-2 or another diagonal parking option. He added that he wants to make sure businesses can expand and provide sidewalk seating which he feels C-2 would be best for that.

Chair Márquez commented on the current parking in downtown and the need for better signage. She would like staff to partner with business owners that can assist with getting information out to the public on current muni lot parking. She added that she is not in favor of C-3 because of the many risks with pedestrian crossing. She would like to see a variation of C-1 and C-2 and agrees with the comments on need for more lighting and bike parking. She asked staff to have another opportunity for outreach to downtown merchants and residents. Staff responded that they would meet and discuss outreach options.

3. Bicycle and Pedestrian Master Plan:

Senior Transportation Engineer Charmine Solla introduced the report and provided background.

Public Comments/Discussion

Susie Hufstader encourages Council to put more robust work to the Bike and Pedestrian program and provide more staffing and more support to implement this project.

Council Member Mendall is not in favor of hiring a dedicated staff person this year. He is also not in favor of having dedicated amount for bike and pedestrian improvements. He would like to see it incorporated into pavement and roadwork projects.

Council Member Salinas agrees that having bike and pedestrian improvements should be incorporated into other street improvement projects.

Chair Márquez believes the plan provided good information and appreciated the outreach to residents' homes. She is not in favor of adding a staff person this year and is open to it in the next 2 to 3 years. She recommends that staff have this project announced on Haystack newsletter and Hayward Leaf. Regarding Safe Bike to School, Chair Márquez asked staff to add to HLAC agenda.

4. FY 20 Pavement Improvement Project

Associate Civil Engineer Yama Farouqi introduced the report and provided background.

Public Comments/Discussion

Chair Márquez inquired whether Panjon Street was included as part of this project. Staff advised the Panjon Street is part of this project.

5. 5 Year Planning Calendar:

Future agenda items will be discussed during the regular meeting on April 22, 2022.

Chair Márquez requested that staff provide an update on the issues that occurred at Shenandoah Place. Director Ameri acknowledge the request and instructed staff to prepare an update to be added to a future agenda.

6. Committee Member/Staff Announcements and Referrals:

Council Member Salinas advised he will be attending the Land Use Law and Planning Conference in UCLA and would be there on January 23 and January 24.

7. Oral Updates:

Director Ameri provided the following project updates:

Plaza: The Plaza Project is moving slowly, and staff project completion sometime in the spring.

City Center Demo: Hazmat removal has started on the first three floors, as well as soft demolition. Hard demolition should be done by July 2020 and cleanup is expected to be completed by September 2020.

Mission Phase II: Roadway work has been completed. There is still some construction work related to the fence on west side, and landscaping work that will take some time to complete.

Fire Station 6 & Training Center: Staff has received critical approval from State Architect. Staff is waiting for FAA approval and expects approval in the next month or two.

Solar Project Phase II: Project is near commissioning. Staff is currently working with PG&E to make a final decision regarding connection.

21st Century Library: Carpentry work in the Story Time area will take some time to complete. Outside elevator remains under construction. Staff is currently working with State and OTIS and project completion in two months.

ADJOURNMENT: 6:01 PM



CITY OF HAYWARD

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

File #: RPT 20-086

DATE: July 22, 2020

TO: Council Infrastructure Committee

FROM: Director of Public Works

SUBJECT

Receive Update on the La Vista Park Project No. 06914

RECOMMENDATION

That the Council Infrastructure Committee (CIC) receives and provides feedback for the La Vista Park Project update.

SUMMARY

On March 26, 2019, Council approved an agreement with SurfaceDesign, Inc., (SDI) to prepare construction documents for the La Vista Park Project. The approval for the design of the project required that staff update the CEQA report for the project before SDI could proceed beyond the 30% construction documents. The 30% construction documents prepared by SDI and the final geotechnical report by Langan were completed in May 2020. An updated illustrative site plan is attached for reference (Attachment III). The CEQA update consists of additional scope of work to address the potential impacts from the 30% site and grading plans. Once the CEQA is updated and accepted, the construction documents will be completed. The completed design is anticipated in October 2020.

The project site is on City-owned property with an estimated total project cost of \$23.3M. A combination of revenues from various funding sources, including park in-lieu fees, Hayward Area Recreation and Park District (HARD) funds, and funds for the South Hayward Community Center totaling \$23.3M will fully fund the estimated total project cost.

Staff recommends the Committee receives and provides feedback from the La Vista Park project update.

ATTACHMENTS

- | | |
|----------------|---------------------------------------|
| Attachment I | Staff Report |
| Attachment II | 2018 Site Plan |
| Attachment III | 2020 Site Plan |
| Attachment IV | 2020 Site Plan with Slide Repair Area |



DATE: July 22, 2020
TO: Council Infrastructure Committee
FROM: Director of Public Works
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Staff recommends the Committee receives and provides feedback from the La Vista Park project update.

BACKGROUND

Since 2017, the City and HARD have worked towards a shared vision of constructing and operating La Vista Park, a new destination park in South Hayward, east of the intersection of Mission Boulevard and Tennyson Road. The addition of a destination park will create a much-needed amenity and attraction for the entire City. The HARD Board approved the conceptual park design on April 9, 2018, and, in October 2019 the City released two Request for Proposals

¹ <https://hayward.legistar.com/LegislationDetail.aspx?ID=3897638&GUID=AD716AFF-467D-4E35-8C07-0F39495BAE26&Options=&Search=>

(RFP); one for final design services and preparation of construction documents for bidding purposes, and another for a design-level geotechnical investigation and report.

Refer to the link² provided for additional background information provided in a March 26, 2019 staff report for La Vista Park.

DISCUSSION

One of the challenges with the project is balancing the aesthetics and function of the park while considering cost impacts from removing dirt from the project site. The grading design from April 2018 (Attachment II) has recently been revised to minimize the amount of dirt to be removed from the site. The revised grading plan (Attachment III) has resulted in an estimated savings of \$1M. During this meeting, SDI will present an overall summary of the proposed park amenities, site revisions and refined details of the play areas, picnic areas, plaza area and parking.

Due to the close proximity to the Hayward Fault and the existence of a landslide area, extensive geotechnical field work and analysis were performed to provide recommendations for slide repair and mitigation. The recommended landslide repair will impact an area which encroaches into the Caltrans Group 3 parcel. This area is part of the park expansion from 30 acres to 50 acres. The development of this parcel is critical to the La Vista Park project. The parcel is currently optioned to the City but any construction work on the parcel would trigger the transfer of funds for the agreed purchase price of the parcel to Caltrans. Until the parcel is ready to develop and a development agreement is established, construction of the park cannot commence. A private developer has submitted development plans for this parcel and a development agreement could be available around June 2021.

Staff recommends Council to receive update from the La Vista Park project and provide feedback.

FISCAL IMPACT

The La Vista Park design concept conducted by SDI is estimated to cost \$23.3M to construct. This estimate includes contingencies and the landslide repair costs. The estimated \$23.3M project costs will be funded by HARD F1 bonds and park-in-lieu fees. This project has no impact on the General Fund.

For additional fiscal impact information, please reference the staff report presented during the March 26, 2019 Council meeting for La Vista Park.

STRATEGIC ROADMAP

This agenda item supports the Strategic Priority of Support Quality of Life. Specifically, this item relates to the implementation of the following project(s):

² <https://hayward.legistar.com/LegislationDetail.aspx?ID=3897638&GUID=AD716AFF-467D-4E35-8C07-0F39495BAE26&Options=&Search=>

SUSTAINABILITY FEATURES

The La Vista Park will be designed to be the most sustainable park within the City. As part of the design, park areas will require less irrigation and native grasses and plants will be used throughout the park. Park structures will be constructed from natural materials versus traditional, more costly fabricated structures.

PUBLIC CONTACT

Listed below are previous public meetings or public outreach efforts performed by the City, HARD, and SDI related to the final draft La Vista Park plan:

- On Friday, October 20, 2017, Staff and the team from SDI met with representatives from Fairway Park to present and gain feedback regarding the La Vista Park plans.
- On Thursday, October 26, 2017, a public outreach meeting was conducted at Matt Jimenez Community Center, soliciting input from the Hayward community at large. Staff, HARD staff and the SDI team conducted a presentation and received input from participants regarding draft Park plans.
- On Monday, October 30, 2017, Council hosted a joint work session with the HARD Board of Directors where Staff, HARD staff, and the SDI team presented the design for La Vista Park.
- On Monday, April 9, 2018, the HARD Board of Directors approved the final design for La Vista Park and the funding plan for the project.
- On Tuesday, May 15, 2018³, Council approved a resolution accepting the La Vista Park Master Plan prepared by SDI and adopted a resolution appropriating \$1.5 M held for development of the South Hayward Community Center towards construction of La Vista Park.
- On Tuesday, March 26, 2019, Council approved a resolution awarding a Professional Services Agreement with SurfaceDesign Inc., and Langan.

NEXT STEPS

Council feedback will be considered when moving forward with the completion of the construction documents.

Prepared by: Alex Tat, Associate Civil Engineer

³ <https://hayward.legistar.com/LegislationDetail.aspx?ID=3502647&GUID=6ADA3B99-04CB-4359-831E-B905CE94AFAF&Options=&Search=>

Recommended by: Alex Ameri, Director of Public Works

Approved by:

A handwritten signature in black ink, appearing to read 'K. McAdoo', written in a cursive style.

Kelly McAdoo, City Manager



April 2018 - Site Plan



July 2020 - Site Plan

LA VISTA PARK - Hayward, CA



PROPOSED
SLIDE REPAIR
AREA

July 2020 - Site Plan

LA VISTA PARK - Hayward, CA





CITY OF HAYWARD

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

File #: RPT 20-085

DATE: July 22, 2020

TO: Mayor and City Council

FROM: Director of Public Works

SUBJECT

Main Street Complete Streets: Review Public Feedback from Community Meetings and Provide Direction on Design Concept

RECOMMENDATION

That the Council Infrastructure Committee (CIC) reviews public feedback from the community meeting held on June 22, 2020 and provides direction for which design concept to move forward with for construction documents.

SUMMARY

Over the years, Council has taken several actions to develop a policy that ensures the City builds streets that are safe, convenient for travel regardless of age or ability, and accommodate motorists, pedestrians, bicyclists, and users of public transportation. On March 19, 2013, Council adopted Resolution No. 13-027, for a city-wide Complete Streets Policy to support the design and development of a comprehensive, integrated transportation network to allow for safe, convenient travel along and across streets for all users.

Council has prioritized Main Street as one of the key streets that requires improvement due to its location in the core downtown area, which offers a wide-range of housing choices (existing and planned future), including affordable housing options, retail stores, services in close proximity to BART and other public transit services.

Staff recommends that the Committee review the public's feedback from the community meeting and provide direction for which design concept to move forward with for construction documents.

ATTACHMENTS

- Attachment I Staff Report
- Attachment II Community Meeting Minutes from 6/22/20
- Attachment III Diagonal Parking Concept - Both Sides
- Attachment IV Concepts 1 and 2
- Attachment V Diagonal Parking Concept - Single Side

File #: RPT 20-085



DATE: July 22, 2020

TO: Council Infrastructure Committee

FROM: Director of Public Works

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Council has prioritized Main Street as one of the key streets that requires improvement due to its location in the core downtown area, which offers a wide-range of housing choices (existing and planned future), including affordable housing options, retail stores, services in close proximity to BART and other public transit services.

Staff recommends that the Committee review the public's feedback from the community meeting and provide direction for which design concept to move forward with for construction documents.

BACKGROUND

On January 22, 2020¹, staff presented three proposed design alternatives for the Main Street Complete Streets Project to the CIC for their consideration. After reviewing the concepts, the Committee was in favor of Concepts 1 and 2 which included protecting bike lanes and parallel parking. Several local businesses owners asked that more parking

¹ <https://hayward.legistar.com/LegislationDetail.aspx?ID=4310995&GUID=957AD8FE-3EE0-4510-80A3-3D76CC284F53&Options=&Search=>

spaces be installed along Main Street and diagonal parking stalls adjacent to the sidewalk be considered. Per the minutes from the January 22, 2020 CIC meeting (Attachment II), the Committee instructed staff to obtain additional public feedback from businesses along Main Street and the surrounding area for further consideration.

Staff scheduled a community meeting in March of 2020; however, due to the spread of COVID-19 virus, the meeting was postponed. On June 22, 2020, a virtual community meeting was held with residents, businesses and interested parties such as Bike East Bay, and staff presented Concepts 1 and 2 for public comment and discussion. Concept 3, which depicted diagonal parking was removed from consideration based on the Committee's feedback from the January 22, 2020 CIC meeting. Staff reviewed the potential for diagonal parking on both sides of the street, however, with this configuration there is insufficient space for bike lanes (Attachment V). One member of the public asked if the possibility of diagonal parking on just one side of the street was feasible. Staff reviewed this scenario and found the bike lane would have to be directly behind the diagonal parking stalls, increasing danger for bicyclist. In addition, the sidewalk would need to remain at 10ft wide, reducing the potential for outdoor seating (Attachment VI). AC Transit has also provided feedback that diagonal parking increases poor visibility between motorists backing out of spaces and passing vehicles increasing the probability of collisions with buses and other traffic. Most comments received were in favor of Concept 1. Concept 1 separates the bicyclist from vehicular traffic with a 2ft buffer while providing a 15ft wide sidewalk for potential outdoor seating. The full record of public comments and discussion are in the attached meeting minutes (Attachment III).

At the request of the Downtown Hayward Improvement Association (DHIA), on July 15 staff met with DHIA's Land Use Committee to present the project and receive feedback. The Committee provided constructive and valuable comments regarding various aspects of the project including bus access, street trees and the protection of existing trees, provision of EV charging stations, and improving street lighting with attention to the design of the of light poles to allow future support for hanging decorative light strings during the holidays. The Committee stated that they preferred Concept 2 because they were concerned about the future maintenance of the two-foot wide separation area between the bike lane and parking concept.

DISCUSSION

The Main Street Complete Streets Project, from McKeever Avenue to D Street, will improve pedestrian facilities and add bicycle lanes to create a safe, friendly environment for multimodal travel in the Downtown Hayward Priority Development Area.

The proposed project will reduce the roadway from four to two lanes, add bulb-outs (curb extensions) at intersections, add bike lanes, improve Americans with Disabilities Act (ADA) access with new curb ramps, widen sidewalks, create on-street parking opportunities that provide door zone protection for bicyclists, resurface and restripe roadways, explore green infrastructure opportunities and create an attractive, sustainable landscaping buffer along sidewalks.

Concept Plan 1

This plan reduces the travel lanes from two lanes to one lane in each direction to accommodate bike and pedestrian facilities. Key features include:

- 15ft² sidewalks on the east and west side
- 5ft protected bike lanes with 2ft buffer
- 7ft parallel parking
- 11ft travel lanes
- Bulbouts at intersections to reduce pedestrian crossing distances

This concept plan improves safety for bicyclists by placing bike lanes between parked cars and the sidewalk. The bike lane runs curbside between the sidewalk and parked cars with a buffer in between and adequate width for door zone protection.

Concept Plan 2

This plan also reduces the travel lanes from two lanes to one lane in each direction to accommodate bike and pedestrian facilities. Concept 2 includes conventional bike lanes next to parking, adjacent to the vehicle travel lane and wider sidewalks. The bike lane buffer is eliminated, and the additional width is added to the sidewalks. Key features include:

- 17ft³ sidewalks on the east and west side
- 7ft parallel parking
- 5ft bike lanes
- 11ft travel lanes
- Bulbouts at intersections to reduce pedestrian crossing distances

Bike East Bay is in strong favor of Concept Plan 1. While both Concept Plan 1 and 2 can work, Staff is inclined to give an edge to Concept Plan 1. Concept Plan 1 offers additional safety by separating bicyclist from vehicular traffic and providing a buffer from car doors. Furthermore, Concept 1 satisfies the recommendation from the 2020 Draft Bicycle and Pedestrian Master Plan for Class IV Separated Bike Lanes on Main Street from D Street to McKeever Avenue.

ECONOMIC IMPACT

The proposed Main Street Complete Street project improvements will help revitalize the core downtown area, which offers a wide range of housing choices (existing and planned future), including affordable housing options, retail stores, and services in close proximity to BART and other public transit services.

² After the January 22, 2020 CIC meeting the City's consultant obtained new information that increased the sidewalk width.

³ After the January 22, 2020 CIC meeting, the City's consultant obtained new information that increased the sidewalk width.

FISCAL IMPACT

This project is partially funded by the One Bay Area Grant (OBAG) program from the Metropolitan Transportation Commission. The OBAG program supports regional transportation priorities including local street, bicycle, and pedestrian improvements. Due to the competitive nature of this grant, the City contributed a 25% match (\$550,000) to the overall cost of the project which was estimated to be \$2,250,000 in 2017. The \$550,000 City match was allocated (\$175,000 in FY18 and \$375,000 in FY19) in the Adopted FY18 Capital Improvement Program (CIP) for the design and construction phases.

Due to the delay from the grant agency, rising cost of construction, and design concept revisions, staff anticipates an increase to project costs. After selection of the design firm, an updated construction cost estimate utilizing the CIC approved conceptual design will be prepared and presented to City Council for review and appropriation of funds.

STRATEGIC ROADMAP

This agenda item supports the Strategic Priority of Improve Infrastructure. Specifically, this item relates to the implementation of the following project(s):

Project 1: Improve access and mobility in downtown Hayward
Project 5: Maintain and improvement pavement

SUSTAINABILITY FEATURES

The Main Street Complete Streets project increases pedestrian and bicycle transportation options which, among other benefits, will lead to a reduction in greenhouse gas emissions related to single occupancy vehicle use and will address green infrastructure and storm water treatment technology through street design.

Green Infrastructure (GI) refers to a sustainable system that slows runoff by dispersing it to vegetated areas, harvests and uses runoff, promotes infiltration and evapotranspiration, and use bioretention and other low impact development practices to clean stormwater runoff. This project will explore the potential for incorporating green infrastructure improvements as part of the City's GI plan.

PUBLIC CONTACT

Existing businesses and residents along the impacted street have been notified of this meeting through informational flyers and social media outreach.

NEXT STEPS

Staff is in the evaluation, interview, and selection process to select and recommend a qualified design firm for the preparation of construction documents. An estimate of the total project costs will be presented to Committee after completion of the construction estimate at a future

meeting. Final design plans will be presented to the Committee in the Fall of 2021 after which a construction bid will be released. Construction is estimated to start in early 2022. This project is federally funded so the above schedule includes time for Caltrans review of the design consultant contract, construction bid documents and recommendation for award of construction contract.

Prepared by: Alex Tat, Associate Civil Engineer
Kathy Garcia, Deputy Director of Public Works

Recommended by: Alex Ameri, Director of Public Works

Approved by:

A handwritten signature in black ink, appearing to read 'K. McAdoo', is written over a horizontal line.

Kelly McAdoo, City Manager



MAIN STREET COMPLETE STREET COMMUNITY MEETING

Virtual Zoom Meeting

June 22, 2020

4:00 p.m.

MEETING MINUTES

ROLL CALL:

Staff Present:

- Alex Ameri, Director of Public Works
- Alex Tat, Associate Civil Engineer
- Kathy Garcia, Deputy Director of Public Works
- Irene Perez, Senior Secretary

1. Main Street Complete Street Community Meeting:

Director of Public Works Alex Ameri introduced the report, and Associate Civil Engineer Alex Tat presented the information.

Public Comments/Discussion

Vilda Gogh, resident on Campus Drive, raised concern about her street and inquired whether the Main Street Complete Street project would extend into other streets with traffic calming issues. Director Ameri provided her with information regarding the Traffic Calming Program which will investigate speeding conditions of different streets in Hayward.

Kim Huggett inquired whether there are plans for additional bike lanes to connect to the B Street and C Street existing bike lanes. Director Ameri mentioned the City is in process to approve the Bike & Ped Master Plan which will go to Council for review in Fall of 2020. He explained this plan includes all bike lanes and sidewalk improvements throughout the City of Hayward.

Bruce Duggi voiced his support for protected bike lanes as he believes this is critical to having more cyclists on the road. He also added that 5' bike lanes are adequate without the 2' buffer.

Steven Dunbar from Bike East Bay is in support of C-1 as it provides all the protections for cyclists. He believes it also works with future parklets and future wider sidewalks.

Colin questioned if there was a significant cost difference between C-1 and C-2. Director Ameri stated the cost estimates have not been done yet, however, he does not believe there will be a significant cost different between both concepts.

Carl Gorringer lives in Downtown Hayward and cycles through Hayward often. He wanted to voice his support for C-1 to add the 2' buffer between the driver side door and bike lane. He questioned why diagonal parking was not seen in any concept after

being brought up by several residents in the previous Council Infrastructure Meeting (CIC) on January 22, 2020. He would like re-consideration of diagonal parking by considering reducing sidewalk to 10', adding diagonal parking one side of the road and extending sidewalk in certain areas instead of the entire length of the road.

Rino Sanchez is in support of C-1 and believes the buffer is a better approach for cyclists. Rino also brought up the San Leandro Creekway project being underway and inquired whether City would install signs to direct pedestrian to the trail. Director Ameri agreed it was a good idea and advised that City would investigate that.

Juan Alvarado questioned if existing business owners on Main Street asked for additional sidewalk space for potential outdoor seating use. Director Ameri advised there have been public meetings and discussions with City Council about wider sidewalks for public usage. He added that he is not aware if business owners have reached out to Council or City themselves as this is not something that City generally undertakes. However, he mentioned that the opportunity has now presented itself after Council approved the policy in 2013 related to complete streets and implementation of the concepts that Council have been pursuing. Alex Tat added that he has discussed with owner of Acqua E' Farina on Main Street and they showed interest in outdoor seating.

Nicolas Yu asked if there is a possibility to add a new concept and what the deadline is to do so. Director Ameri responded that there is opportunity to add a concept with merit and asked Nicolas to share that concept with staff between now and the next CIC meeting in July.

Jenny Rawson asked if the concepts presented would affect the Fire Department on C Street and Main Street as she believes it may limit passing through of emergency vehicles. She also asked if the traffic signals would become 3-way signals for turning. Lastly, she expressed interest in diagonal parking and asked the City to consider adding more parking to downtown. Director Ameri assured that City has been in contact with Fire Department and will not pursue any option that does not have the full support of the Fire Department to not hamper their movement. He responded that there is a concept for diagonal parking in the middle of the street, however, it did not substantially add to the number of spaces compared to the concepts being presented now. City felt this concept was not safe for pedestrians as they would have to jaywalk to cross over. Lastly, he added that a 3-way signal has not been looked at yet but will be noted and investigated. Alex Tat added that the Transportation Division has done a traffic analysis of all intersections in the project boundary. The results concluded that this project is not expected to cause significant impacts to existing traffic operations.

Georgette Muñoz mentioned that an ADA ramp was installed in front of the bank building for access to the ATM in front of 22777 Main Street. She asked that if sidewalks are being widened if the ADA ramps would be part of the plan. Director Ameri responded that part of this project is to improve ADA access and if there is an existing ADA improvement it will either be set back or improved.

Diane Laine mentioned that she has worked on Main Street for the past 10 years and has noticed that since the loop was implemented traffic has increased. She also questioned how City will address future traffic impacts caused by delivery trucks that are blocking the lanes on Main Street. Director Ameri advised that City will investigate and discuss with the Fire Department to receive more input regarding different aspects of the final design for this project.

Jianhan Wang is a resident of Hayward and frequently bikes and walks on Main Street. He is not in favor of C-2 as he feels it is very dangerous for bicyclists due to lack of buffer and prefers C-1. He feels that the opening of vehicle doors can be very dangerous and potentially fatal to bicyclists coming through. He asked why bike parking was not included in any of the concepts presented. Director Ameri stated that the bike parking comment has been made before and will be taken into consideration.

Diane Shaw commented that she prefers to have the buffer to protect the bike lane.

Lawrence Danos asked if the sidewalks are being widened for the sole purpose of outdoor dining. He also asked if the bike lane has a safe connection to get from the East Side of Foothill Boulevard to West Side and crossing Mission Boulevard. Alex Tat advised that the idea of widening the sidewalks is to provide potential outdoor seating and to allow pedestrians more room to get around safely. He also mentioned that the proposed bike lanes in this plan is for Main Street only.

Tom Bridge asked why the bike lane seemed to veer at the crosswalk and whether that was due to an obstruction. He also expressed support for C-2 due to its wider sidewalks. Alex Tat pointed out on C-1 that the veering he refers to is due to bulb outs that are used to shorten the crosswalk distance and make it safer for pedestrians to cross.

Dominic Li Mandri, District Manager for Downtown Hayward Improvement Association (DHIA), inquired whether there was opportunity for City's outreach team to give a presentation to DHIA's Land Use Committee so property owners can provide feedback and ask questions regarding this plan. Director Ameri advised that there will be a similar presentation in the CIC meeting on July 22nd, 2020 at 4:30 P.M. however, if DHIA would benefit from a separate zoom meeting that could be coordinated.

Didacus Ramos feels it is important to include the downtown businesses and not solely landowners in this discussion. Mr. Ramos is looking for a coordinated accessible connected plan that connects all of Hayward's bike lanes. He mentioned that in his experience cycling through Hayward he has noticed that bike lanes typically stop with no safety connection. Lastly, he expressed interest in bright colored bollards instead of the buffer. He added that he does not believe 15' is necessary for most sidewalks as the current 10' to 12' sidewalks provide plenty of room for pedestrians to pass each other and keep separated.

Nicolas Yu commented that there is a big homeless population loitering on Main Street and questioned if widening the sidewalks would potentially cause more homeless to loiter on the new sidewalks. Director Ameri noted his comment.

Georgette Munoz questioned what the estimated date of completion for this project is. Kathy Garcia anticipates the project to start in Spring of 2022 and would take 8 or 9 months to construct. Director Ameri added that we are in the beginning of the design stage which will take several months to completely design.

Bruce commented he is in favor of C-1's protected bike lanes with a buffer on passenger side rather than protected bike lanes buffer on the driver's side.

Juan Alvarado thanked staff for hosting this meeting and answering residents' questions.

Carl Gorringer stated that his concept for diagonal parking is along the side of the street and agrees that having it on the center of the road is not a good idea.

Michael Williams works for H.A.R.D and mentioned they are having a community meeting regarding the San Lorenzo Creekway project and suggests that residents interested in pedestrian and bicycle facilities attend this meeting as the project would tie into Hayward. Director Ameri thanked him for his comment and stated that he is interested gathering more information about the project and its benefit to Hayward and working with him on this matter.

Jonathan Scranton commented that the buffer in C-1 is essential to cyclist safety and the traffic calming benefits of the buffers will increase safety for pedestrians in the area. Director Ameri advised that City will reach out to everyone in this meeting and publicize the implementation of the bike and ped master plan later this year.

Lacey Emodi expressed support of the design with the bike lane buffer.

Juan Alvarado commented that he is in favor of C-1.

Colin Tormodo commented that he is in favor of C-1.

Bruce commented that he does not believe bulb outs are necessary for pedestrian crossing bike lanes since there is less risk in crossing bike lanes. He believes the bulb outs will create an obstacle for bicyclists by making them ride around the bulb outs.

Steven Dunbar commented it is possible to make the bike lanes straight at the crosswalk and have a waiting area in between. He added that there can be changes in the intersection to mark the bike lane area. Director Ameri advised he will look into the bulb out comments and see which concept has more merit in terms of straight bike lanes or having bike lanes follow the bulb outs. He added that these comments would be addressed in the final design.

Didacus Ramos voiced support for diagonal parking along the west side of the street across the street from the Green Shutter. He mentioned his measurements showed that diagonal parking can double the number of vehicles parked. He also added that downtown should have another parking structure along Main Street corridor. He requested that bike parking units be functional and accommodate more than 1 or 2 bikes safely. Lastly, he added that San Francisco designates specific delivery times for drivers, and he believes this may be a solution regarding delivery drivers blocking lanes.

Jianhan Wang requested that the door zones' 4 feet opening be dynamically marked for the parts of the bike lanes they can affect so cyclists can avoid them. He also requested that intersections detect bike presence.

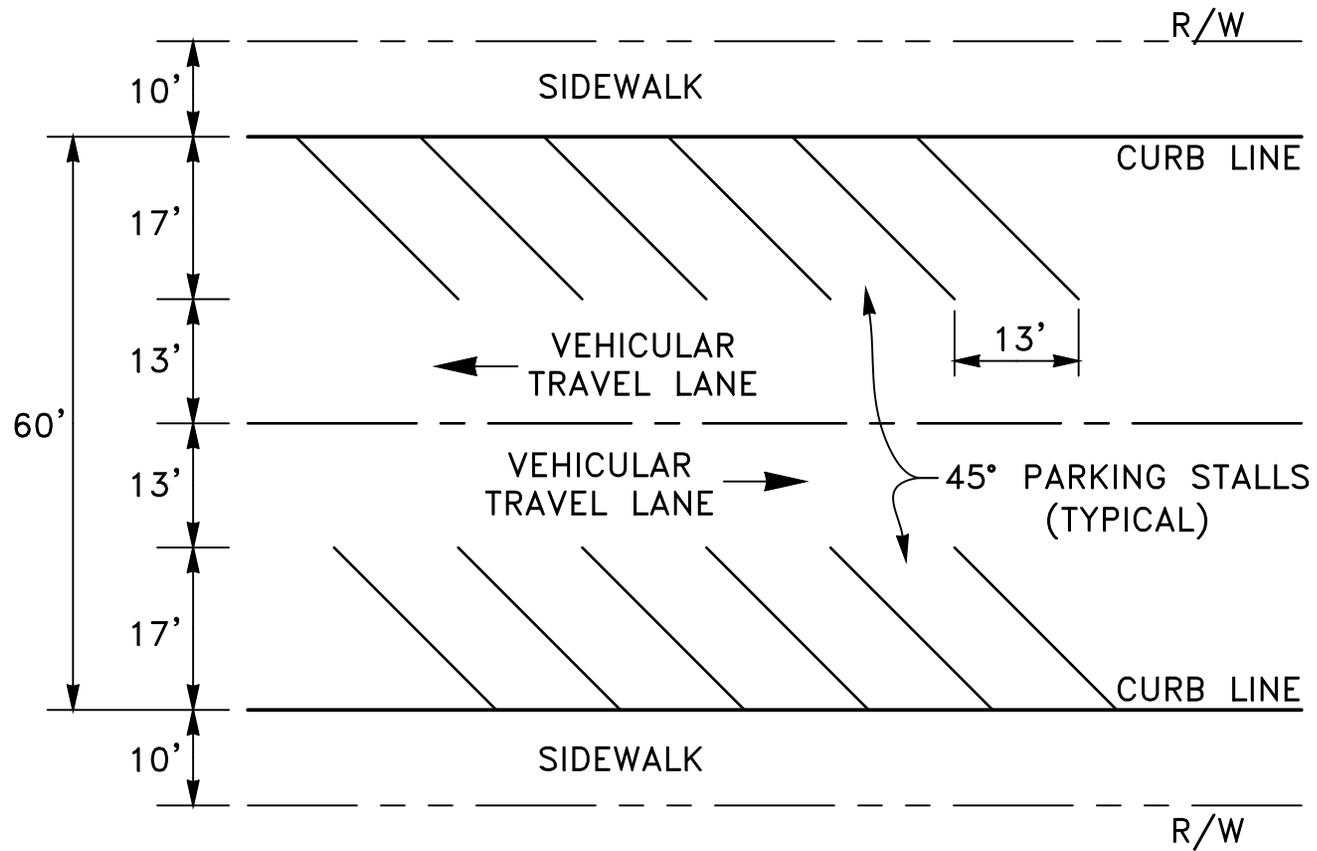
Carl Gorringer believes 15' to 17' sidewalks will not be enough space for outdoor seating. He prefers bulb outs but believes that may cause more weaving for C-1. He would like to see diagonal parking with bulb outs for outdoor seating such as that of D Street.

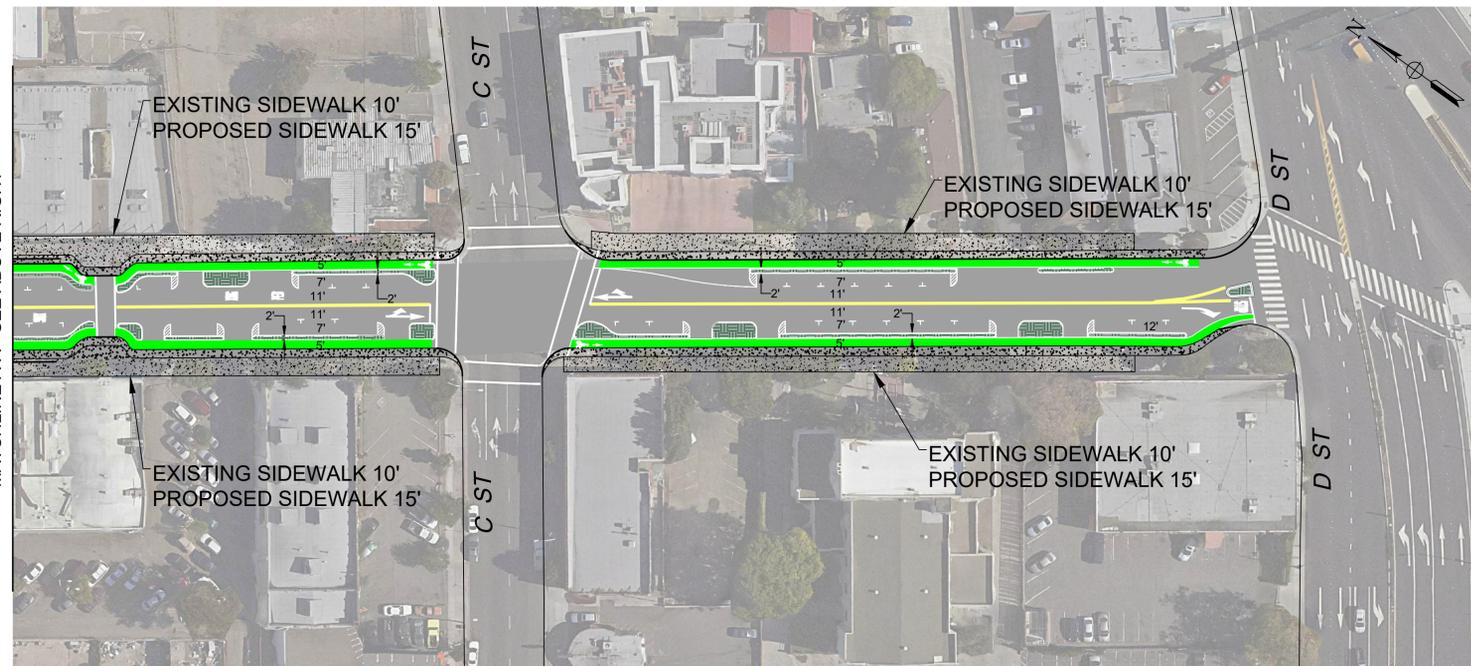
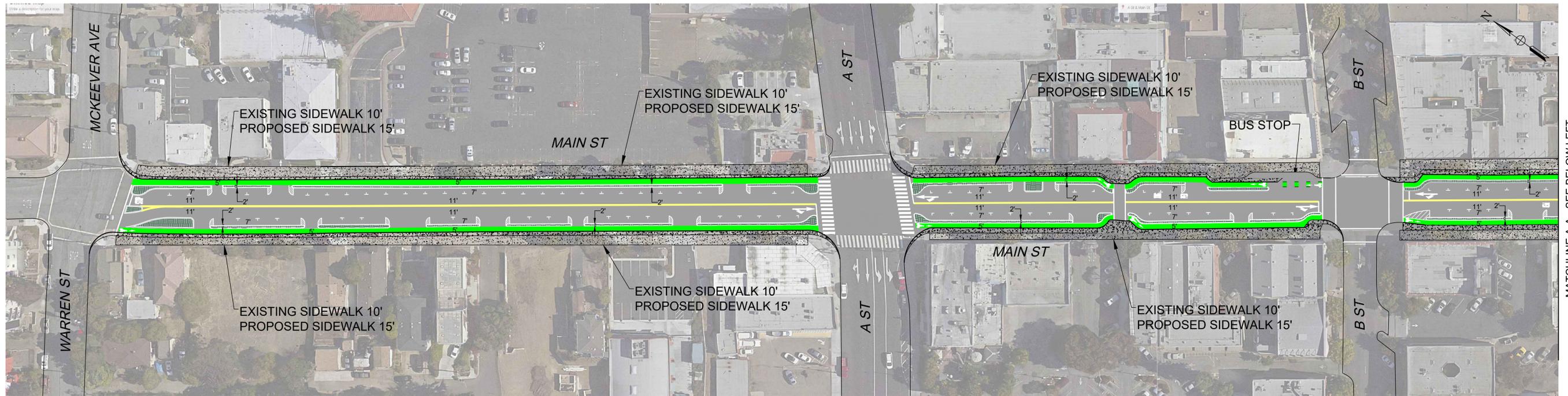
Nicolas Yu, manager Sapporo Restaurant, is concerned for other merchants on Main Street. He states that since Shelter-in-place was in order he has seen an increase in food delivery drivers and adds that with bars re-opening he feels there will be an increase in ride sharing drivers. He believes that with single lanes and parallel parking it will cause a lot of traffic to the area. Lastly, he added that he is in support of diagonal parking.

Alex Ameri concluded the meeting by thanking everyone for their participation and constructive comments. He noted these comments will be taken into consideration as the concepts are developed and as he receives more feedback at the Council Infrastructure Committee meeting on July 22, 2020 at 4:30 P.M.

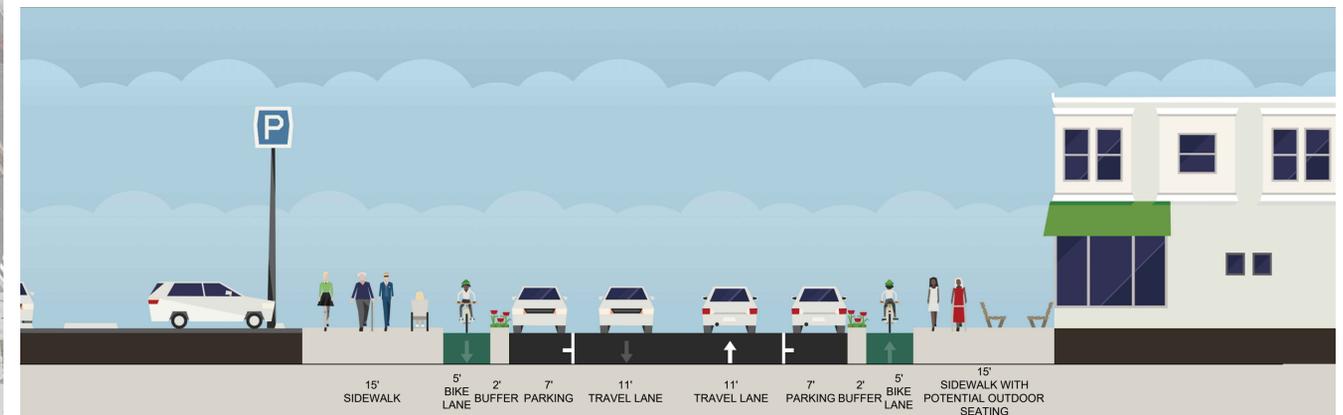
ADJOURNMENT: 5:15 PM

Main Street Complete Street Diagonal Parking Concept

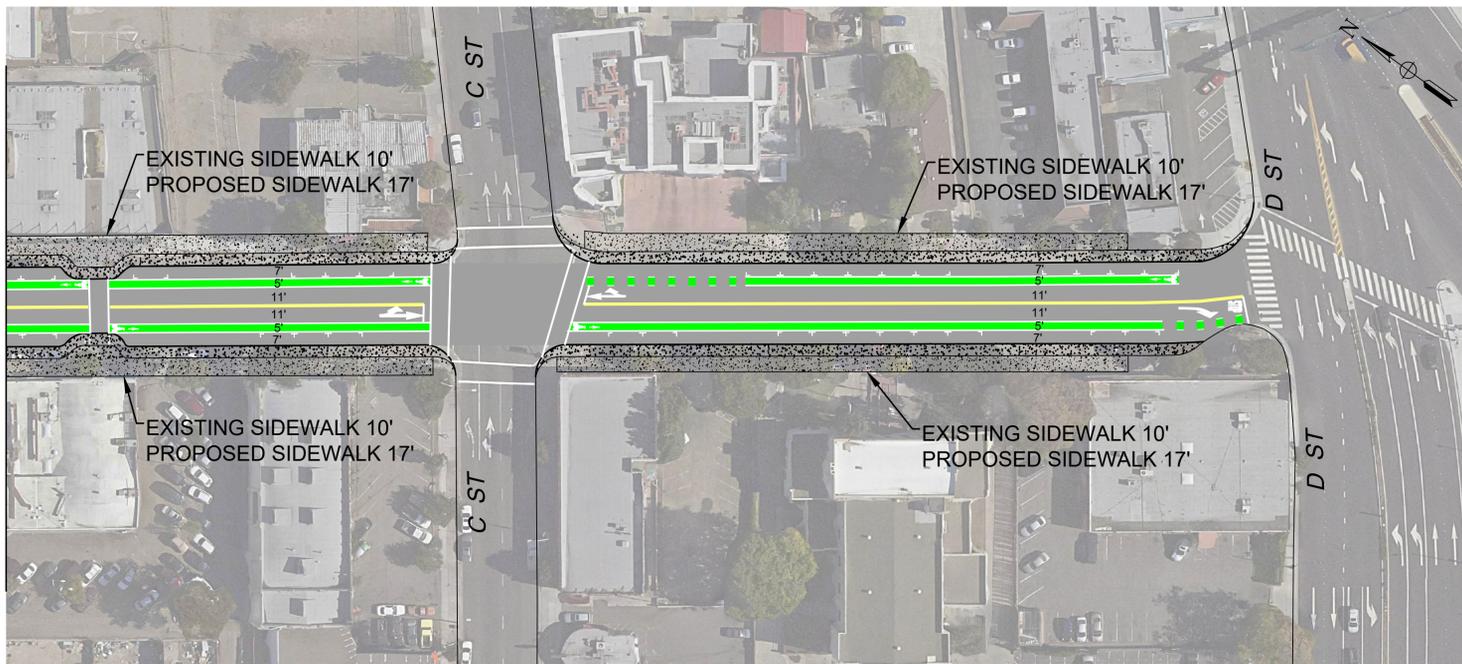
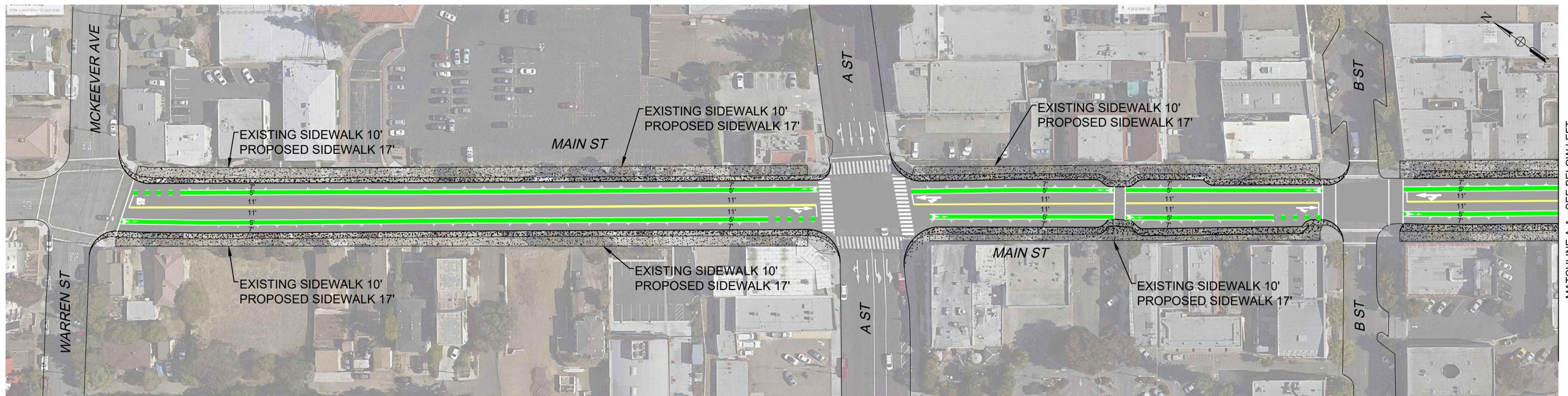




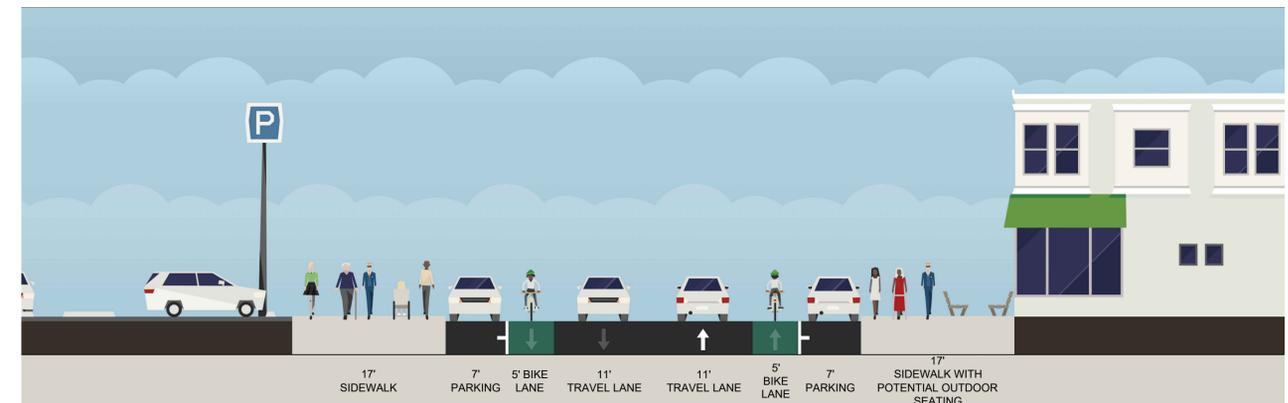
PROPOSED CROSS SECTION



NOTE: CROSS SECTION IS BETWEEN A STREET AND B STREET.

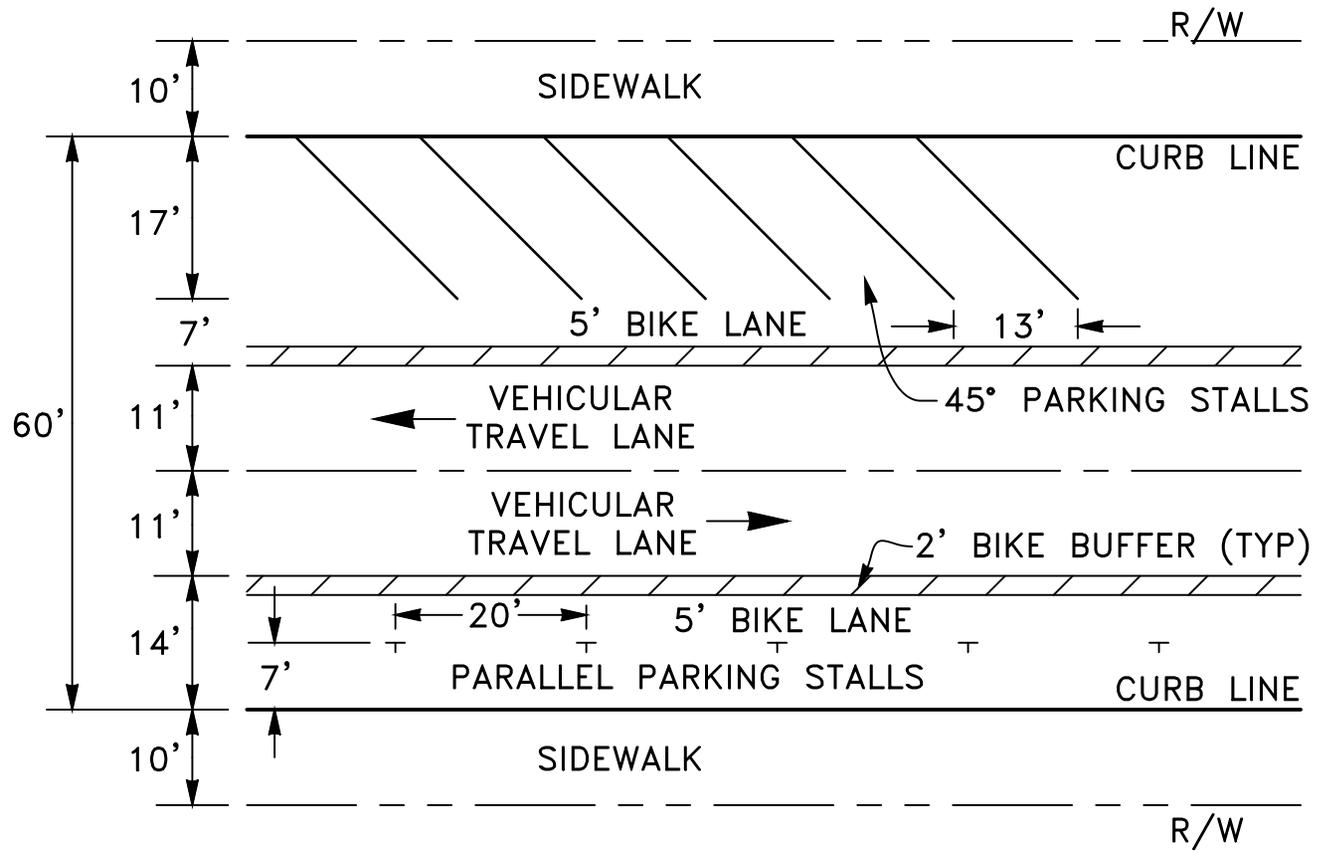


PROPOSED CROSS SECTION



NOTE: CROSS SECTION IS BETWEEN A STREET AND B STREET.

Main Street Complete Street Diagonal Parking Concept (One Side Only)





CITY OF HAYWARD

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

File #: RPT 20-084

DATE: July 22, 2020

TO: Council Infrastructure Committee

FROM: Director of Public Works

SUBJECT

Receive an Update on the Results of Foothill Boulevard and D Street Intersection Safety Analysis and Improvements

RECOMMENDATION

That the Council Infrastructure Committee (CIC) receives this update on the Safety Analysis conducted and alternatives for the Foothill Blvd and D Street Intersection Safety Improvements.

SUMMARY

The Foothill Blvd and D Street intersection Analysis was initiated following concerns received from Council and the public at various community meetings, public hearings, via e-mail, and Access Hayward. The analysis identifies and addresses key safety deficiencies while simultaneously minimizing operational impacts. The report provides two low cost improvements for the intersection. The first improvement is to convert the shared through and right-turn lane on northbound Foothill Boulevard to an exclusive right-turn only lane upstream of the Foothill Boulevard and A Street intersection. The second improvement is new signal phasing and timing for the Foothill Boulevard and D Street intersection. At this intersection, the northbound movement at Foothill Boulevard will be split phase to serve the Jackson Street and Mission Boulevard approach separately instead of concurrently to reduce weaving issues.

This item was first presented to Council as an Informational Item on June 2, 2020. At today's meeting, staff will present an overview of the analysis methodology as well as the steps taken to implement the project in mid-July. Staff will also present early findings from the project implementation and the plan developed to provide on-going monitoring of the project corridor.

ATTACHMENTS

- Attachment I Staff Report
- Attachment II Proposed Phasing Diagram



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TO: Council Infrastructure Committee

FROM: Director of Public Works

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¹ <https://hayward.legistar.com/LegislationDetail.aspx?ID=4548861&GUID=E18499CC-2BC2-4AF5-8C75-3A622962CF7E&Options=&Search=>

BACKGROUND

The current configuration of the Foothill Blvd and D Street intersection was a byproduct of the comprehensive Route 238 Corridor Improvement Project (Route 238 Project), a regional transportation improvement project intended to alleviate crippling congestion through the City's main arterials and to facilitate regional traffic.

The existing one-way pair concept was developed following then Council's desire to find a compromise between reducing regional congestion, so that the project would remain eligible for Alameda County's Measure B funding, and containing the improvements within the existing right-of-way to minimize costs and disruption in the downtown. While the downtown one-way pair concept raised some concerns from the community, it was the only solution available that addressed future traffic congestion, without costly and disruptive grade separations, and without dramatically altering the profile of downtown by taking significant amounts of right-of-way (ROW).

The Final Environmental Impact Report for the Route 238 Project states that the project goal is "to improve traffic conditions along Foothill Boulevard and Mission Boulevard, between Interstate 580 (I-580) and Industrial Parkway." The primary City objectives were listed as:

- Reducing traffic congestion in downtown and on Foothill Blvd/Mission Blvd
- Improving traffic operations at the Mission Blvd/Foothill Blvd/Jackson Street intersection
- Constructing a facility that will accommodate current and future traffic demands as permitted by funding constraints
- Improving access to the Cal State University campus in Hayward

The final design was chosen considering the total construction costs and potential impacts to the businesses during construction. The project was completed in 2014.

DISCUSSION

The intersection of Foothill Blvd and D Street has been a pain point among drivers since the completion of the Phase 1 segment (A Street to Industrial Pkwy) of the Mission Blvd Improvement Project. In this unique design configuration, three lanes of traffic from Jackson Street and three lanes of traffic from Mission Boulevard converge at the intersection of Foothill Blvd and D Street. All six lanes are then served simultaneously resulting in six lanes of through traffic entering the segment of Foothill Boulevard between D Street and C Street. In this extremely short segment of Foothill Blvd (approximately 400 ft.) drivers jockey for position in an effort to make upcoming turns at either C Street (right turns) or B Street (left turns), competing with through traffic for physical spacing.

This jockeying for position or weaving creates an uncomfortable environment for drivers who have voiced their concerns regarding potential safety implications. The difficulties navigating this segment of the corridor many times resulted in vehicles blocking the intersection prohibiting traffic from D Street from entering the intersection once they receive their “green time”. This lane configuration results in substantial merging and weaving issues. Consequently, heavy traffic congestion along the study corridor, especially during peak commute periods.

Various alternatives or fixes have been proposed over time, to address this matter. Staff was cognizant that any proposed adjustment could result in unintended consequences, thus creating an equal or more significant problem upstream or downstream of the Foothill Blvd and D Street intersection. Staff was also aware that any proposed improvement had to be cost effective. The challenge was to find an alternative that improved traffic operations at the target intersection, was cost effective, did not create significant unintended consequences, and did not require additional rights of way.

Staff began work along with its consultant team to flesh out a series of alternatives. The work began by conducting extensive field evaluations and having discussions with the Traffic Bureau at the Hayward Police Department (HPD). Given the size and complexity of the intersection and the intersections both upstream and downstream, City staff utilized drone technology to film overhead peak hour traffic operations within the corridor to gain a better understanding of overall traffic patterns.

Analysis Results

This study identified two feasible low-cost improvements that can potentially reduce the safety concerns with the existing weaving and merging issues congestion along this stretch of Mission Blvd.

1. Spot Treatment at Foothill Blvd and A Street

Based on the existing intersection turning movement counts and field review, the intersection of Foothill Blvd/A Street experienced heavy northbound right-turn traffic (approximately 900 vehicles per hour) during the a.m. and p.m. peak periods. The existing northbound Foothill Blvd lane geometry included an exclusive left-turn lane, three through-lanes, and a shared through and right turn lane. The shared through and right turn lane acted as a de facto right-turn lane under existing conditions due to heavy demand and queueing. Due to this, staff proposed to convert the shared through and right-turn lane into an exclusive right-turn trap lane as shown in Figure 1.

The results of the analysis show that converting the northbound shared through and right-turn lane has no significant impact to Level of Service (LOS) and delay at the intersection but reduces vehicle queues by approximately 200 feet during the a.m. peak period.

Figure 1. Spot Treatment at Foothill Blvd/A St intersection



2. Signal Phasing and Timing Improvement at Foothill Blvd and D Street

Under existing conditions, the intersection of Foothill Blvd/D Street operated with split phasing for all movements, essentially meaning that all movements in each direction are served simultaneously as shown in Attachment II, Figure 2. Three lanes from Jackson Street and three lanes from Mission Blvd converge at the intersection of Foothill Blvd/D Street and are served simultaneously resulting in six lanes of through traffic entering the same segment and causing excessive weaving issues. It is recommended to split the northbound movements at Foothill Blvd to serve the Jackson Street approach and the Mission Blvd approach separately instead of concurrently. This will result in three lanes of traffic entering northbound Foothill Blvd instead of six lanes, reducing the weaving issues currently experienced.

Additionally, this change would convert the existing split operation on D Street (all movements in one direction are served concurrently) to protected left turn phasing. This changes the current operation of each leg of the intersection being served separately to the westbound and eastbound left turns being served before the westbound and eastbound through lanes are served as shown in Attachment II, Figure 3.

Moreover, traffic signal cycle lengths are proposed to increase at all study intersections with an estimated 140 and 150 second cycle length for the a.m. and p.m. peak periods, respectively. The change in the signal timing splits between existing and proposed for the a.m. and p.m. peak is depicted in Figure 4 and Figure 5. For the a.m. peak, the total existing cycle length is 122.4 seconds, whereas, the total proposed cycle length is 140 seconds. For the p.m. peak, the total existing cycle length is 122.4 seconds, whereas, the total proposed cycle length is 150 seconds. Cycle lengths increased to mitigate any loss in green time due to the addition of the new phase. In summary, there is nearly no change in green time for each direction. Theoretically, an increase in the cycle length means that each direction would wait slightly longer for their own green. In this case, since confusion and weaving segments are mitigated, the resulting throughput per green cycle is increased. Basically, the trade-off of a slightly longer wait is improved safety and increased throughput per cycle.

Figure 4. Existing versus Proposed Signal Timing Splits (AM Peak)

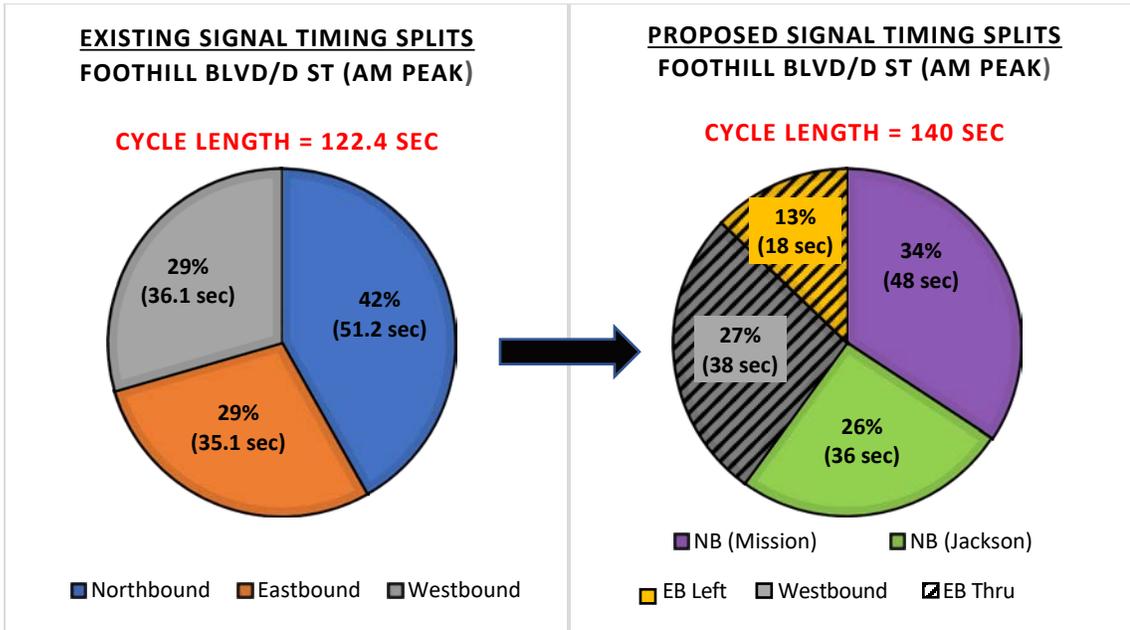
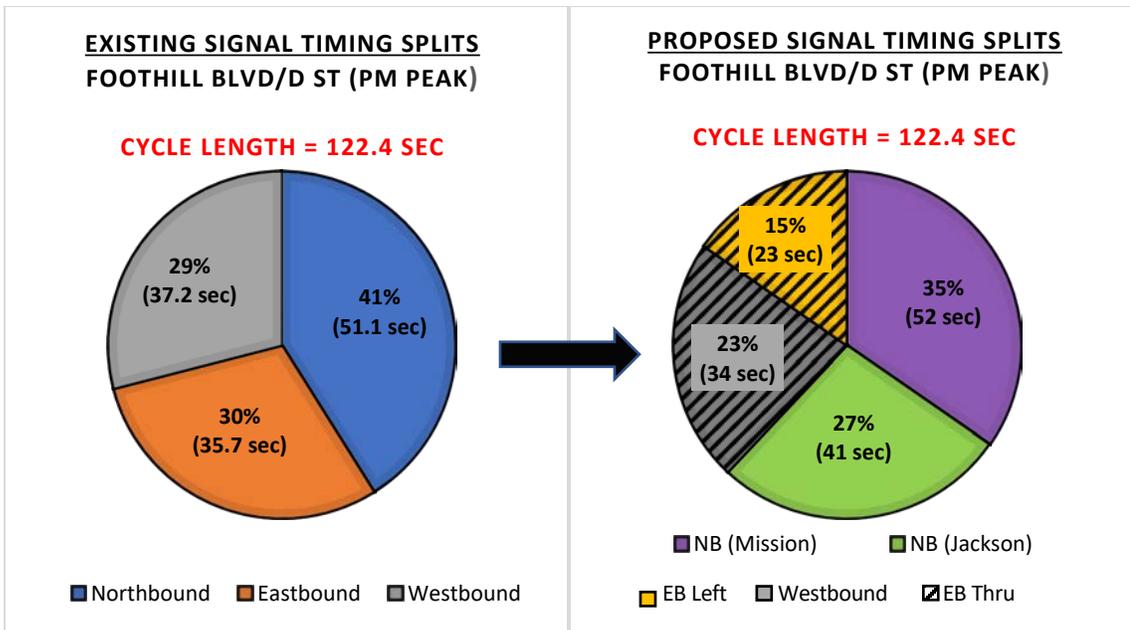


Figure 5. Existing versus Proposed Signal Timing Splits (PM Peak)



Implementation

On July 8, 2020, City staff separated the wires for the phases inside signal cabinet and verified the location of the spliced wires. The wires were spliced inside the traffic signal bridge in the middle of the Foothill Boulevard and D Street intersection. During this work, the traffic signals were on flashing red and Hayward Police Department (HPD) helped with managing the traffic control of the intersection. HPD detoured the eastbound and westbound traffic on D Street to reduce the vehicular traffic at the intersection. On July 15, 2020, staff installed louvers on the signal heads for the Mission Boulevard and Jackson Street approach to block the view of the signals from each other. This will help avoid confusion when the two approaches on Foothill Boulevard become split phased. With the help of the HPD to provide temporary traffic control during installation, staff segregated the old traffic signal wires that were spliced together inside the signal bridge and reprogrammed the new split phase personality onto the traffic signal controller. In the next couple of weeks, staff will also convert the striping on Foothill Boulevard from a shared through and right-turn lane to an exclusive right-turn trap lane south of the Foothill Boulevard and A Street intersection.

Following implementation, staff will monitor the traffic operations as a result of the changes that were implemented. Staff will continue to use field observation to monitor the peak hour traffic operations. The purpose of the monitoring is to insure there are no adverse unexpected consequences such as increased traffic delays or significant queuing as a result of the changes.

ECONOMIC IMPACT

The proposed recommendations mitigate a pain point for drivers in the corridor and will help encourage visitors to the Downtown, who may have previously avoided this segment of the Phase 1 project. This safety and operational improvement will help increase access to regional transit, schools, downtown area, merchants, and restaurants. This will improve and help transform the City into a more multimodal-friendly community, thus creating positive economic and health benefits for the Hayward community and help in reduction of greenhouse gas emissions.

FISCAL IMPACT

The goal of this project from inception was to develop low-cost, impactful recommendations that could be implemented in the short-term. The costs for the signing, striping and signal modifications are anticipated to be less than \$65,000 in its entirety.

STRATEGIC ROADMAP

This agenda item supports the Strategic Priority of Improve Infrastructure. Specifically, this item relates to the implementation of the following project(s):

Project 1: Improve Access and Mobility in Downtown Hayward

SUSTAINABILITY FEATURES

The project will reduce congestion and overall Greenhouse Gas (GHG) emissions within the corridor through improved traffic conditions. These improvements will enhance operations and safety for all modes of transportation. This will align improvements consistent with the City's 2040 General Plan, Complete Streets Strategic Initiative, Pedestrian and Bicycle Master Plan, Neighborhood Traffic Calming Program, and major regional improvements.

PUBLIC CONTACT

The project was initiated in response to comments received from the public at various community meetings, public hearings, via e-mail, and Access Hayward portals.

NEXT STEPS

The project is continuously monitoring the traffic operation to analyze the safety and operational benefits that were the outcome of the proposed improvements.

Prepared by: Shabnam Yari, Associate Transportation Engineer
Fred Kelley, Transportation Division Manager

Recommended by: Alex Ameri, Director of Public Works

Approved by:



Kelly McAdoo, City Manager

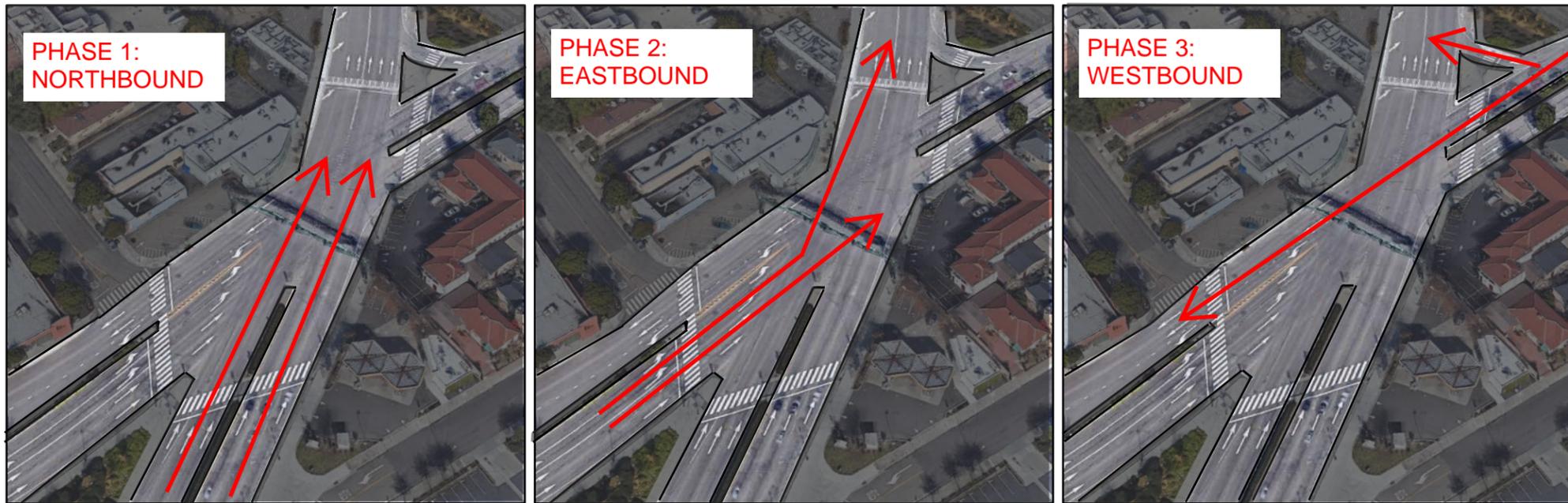


Figure 2. Existing Phasing Diagram at Foothill Blvd & D St intersection



Figure 3. Proposed Phasing Diagram at Foothill Blvd & D St Intersection



File #: RPT 20-082

DATE: July 22, 2020

TO: Council Infrastructure Committee

FROM: Director of Public Works

SUBJECT

Receive Update on the I-880/Winton Avenue/A Street Interchange Project

RECOMMENDATION

That the Council Infrastructure Committee (CIC) reviews this report and receives a project update on the conceptual project alternatives and technical studies.

SUMMARY

The Winton Avenue and A Street interchanges along the Interstate 880 (I-880) corridor were constructed in 1968 and 1952 respectively and have seen no significant operational and multi-modal access improvements over the years. Since their construction, the City experienced significant growth, and as a result, both interchanges experience traffic operational issues and access issues. In addition, the lack of auxiliary lanes between the closely spaced Winton Avenue and A Street interchanges along I-880, result in mainline back-up due to merge/weave issues. The lack of complete street features across I-880, on both streets, creates a barrier for the safe movement of cyclists and pedestrians.

The City, in partnership with the Alameda County Transportation Commission (ACTC), who is the implementing agency, and Caltrans who owns and operates I-880, propose to provide interchange improvements at the Winton Avenue and A Street interchanges along the I-880 corridor. The I-880 Interchange Improvements (Winton Avenue and A Street) Project (Project) would include:

- Reconfiguring the I-880 interchanges at Winton Avenue and A Street to enhance access to the surrounding residential, retail, and commercial land uses
- Improving pedestrian and bicycle facilities at both interchanges
- Providing northbound and southbound auxiliary lanes along the main line between the A Street interchange and the Winton Avenue interchange
- Providing new signalized intersections at Winton Avenue ramp terminals and modifying ramp terminal intersections at A Street to improve traffic flow, reduce congestion, and make intersections accessible and safer for pedestrians and cyclists

File #: RPT 20-082

ATTACHMENTS

Attachment I Staff Report

Attachment II Project Fact Sheet and Alternatives



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BACKGROUND

The project team developed a Project Study Report-Project Development Support (PSR-PDS) document, which was approved by Caltrans in October 2019. The PSR-PDS document established the purpose and need of the project and developed several conceptual design alternatives for further evaluation during the Project Approval & Environmental Document (PA&ED) phase. As part of this phase of work, Staff and ACTC are soliciting feedback alternatives under consideration to establish a set of preferred alternatives from the PSR-PDS document. These preferred alternatives will be taken forward through the completion of the technical studies and completion of the PA&ED phase.

The City was a part of the project development and was consulted during the preparation of the PSR-PDS document to ensure that Context Sensitive Solutions have been developed and proposed design solutions are consistent with local community values, character, and contextual setting as envisioned by the City. Multiple stakeholder outreach meetings have been held since the project's inception with local advocacy groups, business owners, and local residents. Furthermore, the Project is consistent with the City's 2040 General Plan. At this meeting City staff will be providing an update on the status of the project and will also be providing answers to questions that Council members posed at the last CIC meeting.

Winton Avenue

The existing Winton Avenue interchange (Attachment II) has a four-quadrant cloverleaf interchange configuration with freeway ramps running freely without intersection controls onto Winton Avenue. The interchange was constructed in 1968 and has seen no significant operational and multi-modal improvements over the past 51 years. The four quadrant configuration experiences merge-weave operational issues for vehicular traffic while the free-running ramps create uncomfortable conditions for bicycle and pedestrian traffic.

The land use at the southwestern quadrant of the interchange is comprised of retail and office commercial while the remaining quadrants are mostly residential. The interchange provides access to major retail centers (Southland Mall and Winton Shopping Center), Chabot College, the Hayward Executive Airport (HEA), office and industrial parks to the west, City and County services and facilities, the Hayward Unified School District (HUSD) Office, and HUSD schools to the east.

Winton Avenue is an existing four-lane minor arterial currently designated as a Class III bike route with a raised median. The existing roadway within the project limits, and immediately beyond, has 4-foot sidewalks with 6-foot landscape areas separating pedestrians from the vehicular traffic. The existing Winton Avenue roadway section between the I-880 ramps is a median-separated six-lane facility with no shoulders and 7-foot sidewalks on both sides.

The short weaving distance for traffic entering Southland Drive from southbound off-ramp and westbound Winton Avenue causes congestion along westbound Winton Avenue, resulting in queuing along the southbound off-ramp which in turn affects freeway operations. The City periodically implements the use of barricades on Winton Avenue to minimize this short weave and the resulting congestion.

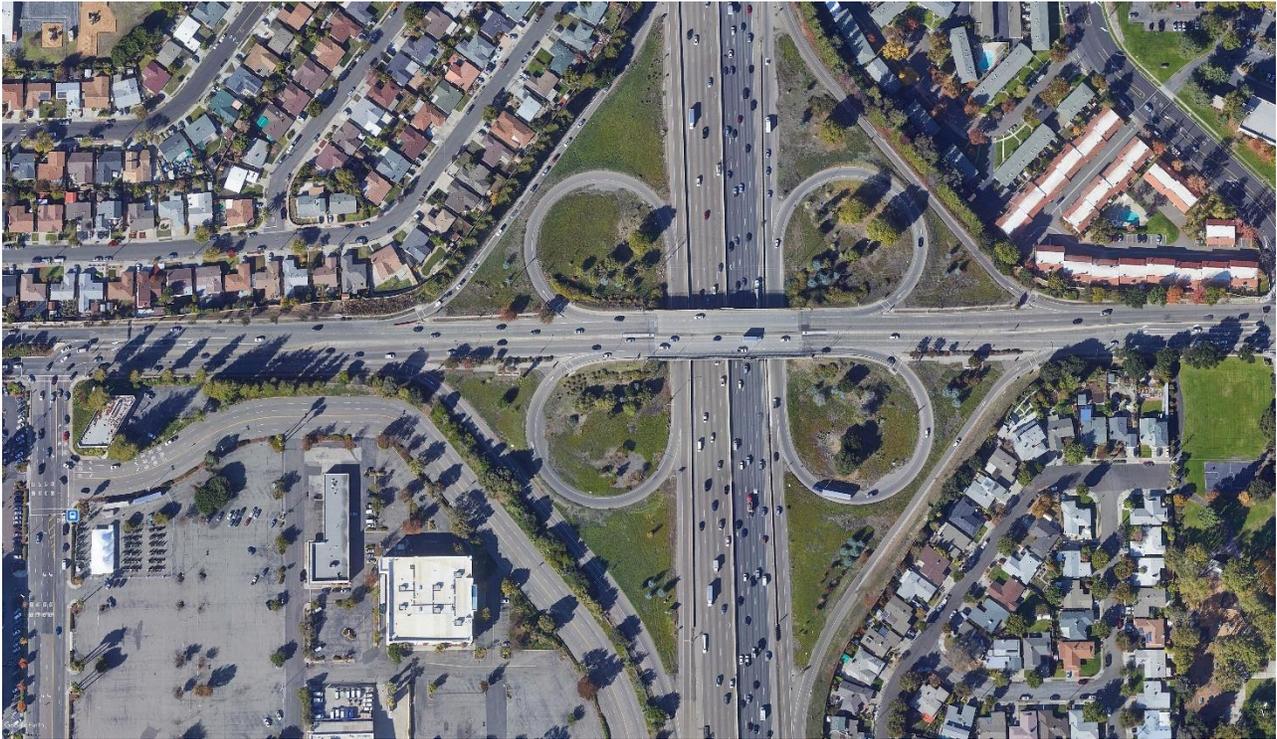


Figure 1: Existing Winton Avenue Interchange

A Street

The existing A Street interchange is a Compact Diamond configuration with two closely spaced signalized intersections at the crossing of the I-880 ramp terminals. The interchange was constructed in 1952 and the undercrossing bridge structure was widened in 1991, to accommodate widening of I-880. The interchange provides access to the Hayward Executive Airport, office and industrial parks to the west, City and County services and facilities, businesses, residences, and a school to the east. The interchange is surrounded by a mix of land uses including parcels designated as general commercial and residential. A Street currently is a four-lane principal arterial with narrow lane widths and no shoulders and has Class II bike lanes outside of the I- 880 ramp intersections. A Street between the I- 880 ramp intersections lacks a bike lane and shoulders. Within the project limits, A Street has a 5-foot sidewalk on both sides of the road.

The ramp intersections along A Street are closely spaced with Arbor Avenue and Happyland Avenue intersections to the east and the South Garden intersection to the west.

The A Street interchange currently experiences high traffic volumes with heavy truck movements. These high volumes combined with tightly spaced ramp intersections and the Arbor Avenue, Happyland Avenue, and South Garden Avenue intersections cause congestion during peak periods in both directions. Vehicular queues in the two adjacent left turn lanes (one in each direction) between the ramp intersections cause operational issues due to lack of storage.

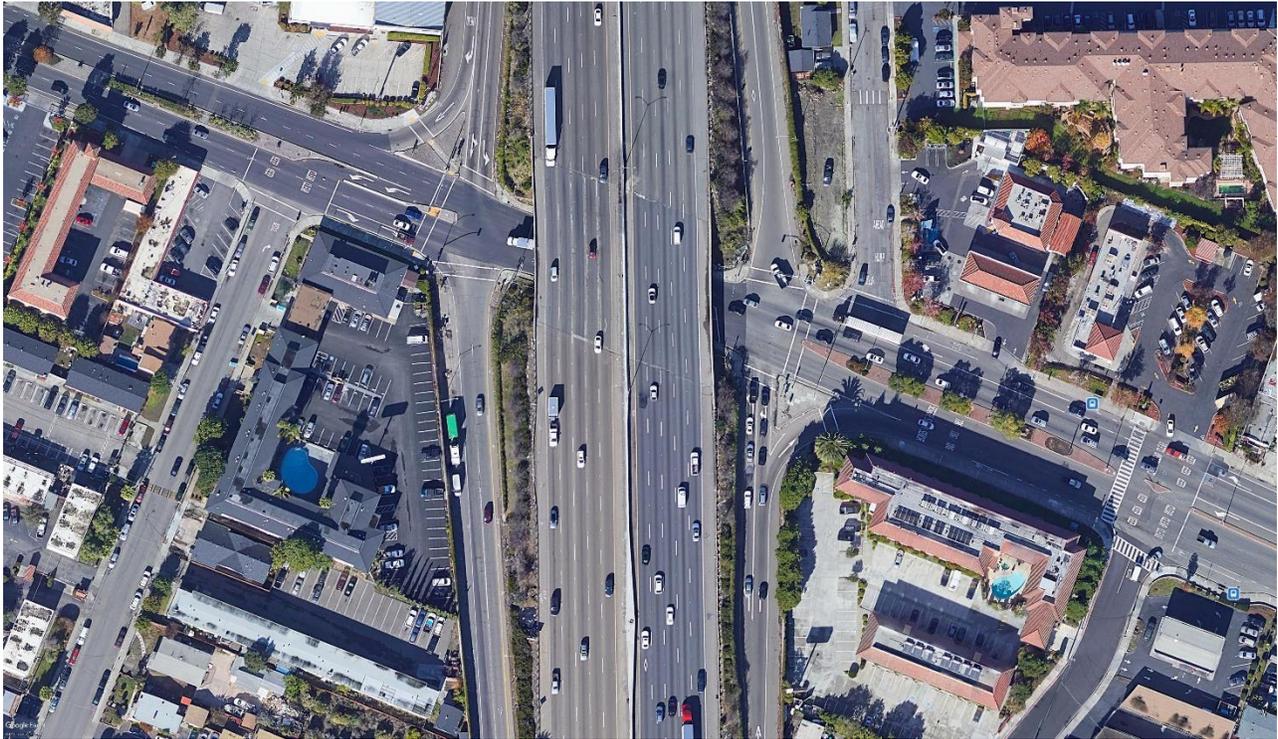


Figure 2: Existing A Street Interchange

I-880 Mainline

I-880, within the project limits, is currently a ten-lane freeway with four general purpose lanes and one High Occupancy Vehicle (HOV) lane in each direction. The I-880 Express Lanes project is currently in construction and converts the HOV lane into an express lane. The configuration of I-880 within the project limits after completion of the Express Lanes project includes 4-foot inside shoulders, an 11- to 12-foot express lane, a 4- to 8-foot striped buffer, four general purpose lanes with 11- to 12-foot lane widths, and 18 feet wide outside shoulders. The Winton Avenue and A Street interchanges are spaced about 0.8 miles apart along I-880 and do not have auxiliary lanes between the on and off-ramps, resulting in merge- weave issues in this section.

The Central Alameda County Local Alternative Transportation Improvement Program (LATIP) was approved by the California Transportation Commission in May 2010. The subject Project is included in LATIP as “Project M: I-880 /West A Street Interchange, Project N: I-880/West Winton Avenue Interchange” and “Project D: I-880 Auxiliary lanes between Paseo Grande to Winton Avenue”. The Project is also recognized in ACTC’s 2014 Transportation Expenditure Plan under I-880 Local Access and Safety program. ACTC initiated project scoping and environmental clearance for the project to enable the project to pursue funding for subsequent phases as part of the project delivery.

Transit Routes

Currently, there are five Alameda County Transit routes that utilize Winton Avenue and A Street within the Project limits. Routes numbered 60, 86, and M currently run on Winton Avenue; however, there are no existing stops within the project limits. There are two AC

Transit routes currently running along A Street. Route number 83 has three stops within the Project limits as listed below:

1. Westbound side of A Street between Arbor Avenue and Happyland Avenue;
2. Eastbound side of A Street between Happyland Avenue and Fuller Avenue; and
3. Southeast corner of Victory Drive/A Street intersection.

Route number 93 has no existing stops within the project limits. The proposed improvements under all viable alternatives would maintain the existing transit facilities. The proposed pedestrian and bicycle facilities would provide improved accessibility and connectivity to the AC Transit routes currently operating within the project limits.

DISCUSSION

The conceptual alternatives under consideration in the PA&ED phase are presented below. These alternatives were first presented to the Council Infrastructure Committee on January 22, 2020. There are two alternatives at the I-880/Winton Avenue interchange, two alternatives at the I-880/A Street interchange, and one mainline auxiliary lanes alternative along I-880 between the Winton Ave and A Street interchanges under consideration. Plans for the conceptual alternatives are attached to this report (Attachment III) and described as follows:

I-880/Winton Avenue:

- 1) **Direct Access to La Playa Drive:** Converts full cloverleaf interchange to partial cloverleaf interchange; constructs two traffic signals at the I-880 ramp intersections; provides direct access to La Playa Drive from Winton Avenue; reconstructs sidewalks and bridge railing; and provides buffered Class IV bikeways within the project area. This alternative would require conversion of La Playa drive to a public street from Southland Drive to Hesperian Boulevard. This alternative has two major challenges:
 - The need for FHWA approval of the direct access from the ramp terminal into the Southland Mall property. This is not a typical design and Caltrans has noted as very low probability of approval.
 - The need to convert La Playa Drive into a public street if FHWA approval of the direct access is awarded.
- 2) **Double Left to Southland Drive:** Converts full cloverleaf interchange to partial cloverleaf interchange; constructs two traffic signals at the I-880 ramp intersections; provides two left turn lanes at Southland Drive; reconstructs sidewalks and bridge railing; and provides buffered Class IV bikeways within the project area.

I-880/A Street:

- 1) **A Street-Roundabouts:** Converts intersection control from traffic signals to two-lane double roundabouts at the I-880 ramp intersections. Outside bays of the existing undercrossing structure convert into a combined bicycle and pedestrian facility.

This alternative requires the closure of Arbor Avenue and the conversion of Garden

Avenue to right-in/right-out movement.

- 2) Six Lanes Under Existing Bridge Structure: Eliminates free right turning movements, updates traffic signals and reconstructs A Street under the existing bridge structure to accommodate three lanes in each direction; provides additional left-turn storage to I-880 on-ramps; and converts the outside bays of the existing undercrossing structure into a combined bicycle and pedestrian facility. This alternative proposes the closure of Arbor Avenue and requires the conversion of Garden Avenue to right-in/right-out.

I-880 Mainline:

- 1) Auxiliary Lanes on I-880: Construct one auxiliary lane each in northbound and southbound directions, between the on-ramps and off-ramps of the A Street and Winton Avenue interchanges to improve weaving operations.

The preferred alternative at the I-880/Winton Avenue interchange will be paired with the preferred one from the I-880/A Street interchange, and together with the mainline auxiliary lanes, will be approved as a single project. It may be determined that the I-880/Winton Avenue interchange improvements and the I-880/A Street interchange improvements be separated into standalone projects depending on funding availability and timing.

ECONOMIC IMPACT

Both interchanges serve vital commercial and retail areas of the City. The Project(s) would improve access and reduce congestion-related delays both on I-880 and local streets, and address on-going concerns related to access to Southland Mall. By improving access and reducing delay, the Project is expected to have positive impacts on local businesses and retail areas.

FISCAL IMPACT

The Project is its initial stage and cost estimates are preliminary. The Project is currently not expected to have a direct fiscal impact on the City. The project utilizes Measure BB funding through ACTC's Transportation Expenditure Plan.

Preliminary cost estimates for the project as a whole are as follows:

1) Planning/Scoping	\$1.808 million
2) Preliminary Engineering/Environmental	\$3.5 million
3) Final Design	\$11 million
4) Right of Way	\$8 million
5) Construction	\$90 million

Total Project Cost **\$114,308 million**

The ACTC's Transportation Expenditure Plan shows in Measure BB funding as a line item for these projects. Approximately \$5.308 million in Measure BB funds were allocated for the pre- scoping, Project Initiation Document (PID), Project Approval, and the Environmental Document (PA&ED) phase. Depending on the preferred alternative(s), there may be a

shortfall in funding. Funding sources to cover the shortfall have not been identified and will need to be determined before starting the detailed design and right-of-way acquisition process. At this meeting, City staff will be presenting options and costs associated with the acquisition of La Playa Drive for the Council's consideration.

STRATEGIC ROADMAP

This agenda item supports the Strategic Priority of Improve Infrastructure. Specifically, this item relates to the implementation of the following projects(s):

Project 5, Part 5a: Maintain and Improve Pavement; Maintain Pavement Condition Index (PCI) at 70

Project 8, Part 8a: Implement the Bike & Ped Master Plan; Add 2 miles of sidewalks per year

Project 8, Part 8b: Implement the Bike & Ped Master Plan; Add 10 miles of bike lanes per year

SUSTAINABILITY FEATURES

The Project will reduce regional traffic diversions to City streets, and therefore reduce carbon and greenhouse gas emissions and vehicle miles travelled within the City. The Project will also improve bicycle and pedestrian facilities and connections through both interchanges and is consistent with the City's 2019 Bicycle Master Plan.

The City is currently in the process of updating its Bicycle and Pedestrian Master Plan (BPMP). A primary goal of the update is to close gaps in the existing bicycle and pedestrian network.

Due to the lack of bike lanes and incomplete sidewalks, gaps currently exist along both Winton Avenue and A Street at I-880. The project will fill these gaps by improving bicycle facilities and sidewalks along both sides of the freeway at both interchanges and connect them to existing bicycle and pedestrian facilities. These improvements will be consistent with the goals and objectives of the BPMP update, including any design guidelines that are developed as part of the update process.

PUBLIC CONTACT

The ACTC and City staff have held multiple stakeholder meetings comprised of business owners, Southland Mall management, residents, interested community members, and bicycle advocates throughout the year-long process of developing the PSR-PDS document.

The ACTC and City staff have met with Southland Mall representatives and are currently coordinating virtual outreach activities with the community regarding the closure of Arbor Avenue and conversion of Gardner Avenue to right-in right-out only, expected to occur in August.

NEXT STEPS

The Project is currently in the Project Approval & Environmental Document (PA&ED) phase. The Traffic Operations and Analysis Report is being finalized for submission to and review by Caltrans as the first step towards completing the Environmental and Engineering Technical Studies. ACTC is continuously soliciting feedback on the project alternatives from stakeholders, including the City, as well as conducting technical studies. The Project Report & Environmental Document will be developed once preferred alternatives are selected and technical studies completed. The tentative project schedule is as follows:

Final PSR-PDS (Approved)	October 2019
Council Infrastructure Committee Presentation	January 2020
Traffic Operations Analysis Report	October 2020
Environmental Technical Studies	October 2020
Engineering Technical Studies	October 2020
Draft Project Report	March 2021
Draft Environmental Document	March 2021
Final Environmental Document & Project Report	November 2021

Once the final environmental document and project report are approved, the steps to follow include: i) Final Design development and Right-of-Way negotiation and acquisition anticipated to take place between Summer 2022 and Late 2024; and ii) Construction commencing during the Summer of 2025 and anticipated to end in the Fall of 2027.

Prepared by: Jorge Simbaqueba, Senior Transportation Engineer
Fred Kelley, Transportation Manager

Recommended by: Alex Ameri, Director of Public Works

Approved by:



Kelly McAdoo, City Manager



Interstate 880 Interchange Improvements (Winton Avenue/A Street)

ATTACHMENT II

JANUARY 2020

PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC), in cooperation with the California Department of Transportation (Caltrans) and the City of Hayward, will implement improvements at the Winton Avenue and A Street interchanges along the Interstate 880 (I-880) corridor.

Alameda CTC intends to initiate project scoping and environmental clearance for the interchanges concurrently to enable the project to pursue funding for subsequent phases as part of the project delivery. Project development for the subsequent phases and viable project phasing options will be determined based on the traffic analysis conducted during the environmental phase and potential future funding availability.

Proposed improvements include reconfiguring the I-880 interchange at Winton Avenue to enhance access to the Southland Mall and implement Complete Streets features, and reconstructing the I-880/A Street interchange to widen A Street from five to six lanes and provide additional lane capacity for potential future freeway widening. Improvements will also involve modifying signals and reconfiguring intersections to improve truck turning maneuvers.

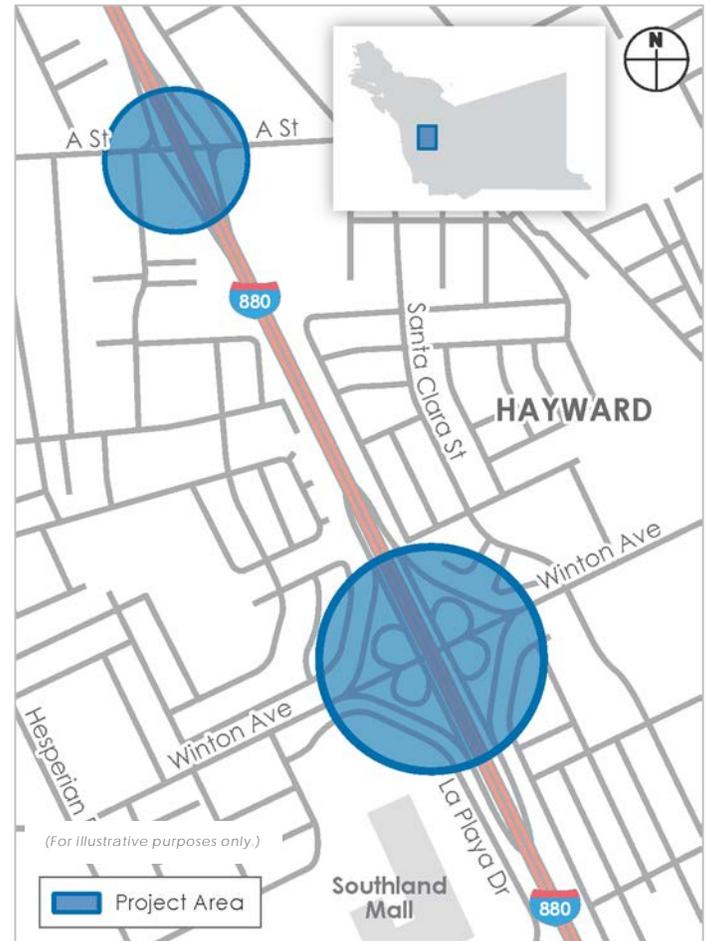
PROJECT NEED

I-880/Winton Avenue Interchange

- The interchange has a four-quadrant cloverleaf configuration with ramps running freely onto Winton Avenue without intersection control.
- Pedestrians and bicyclists must cautiously look for vehicles approaching at high speeds when crossing the uncontrolled ramps along Winton Avenue.
- Through traffic and vehicles heading to Southland Mall via the westbound Winton left-turn lane creates congestion and queues along Winton Avenue, Southland Drive and the I-880 southbound off-ramp.

I-880/A Street Interchange

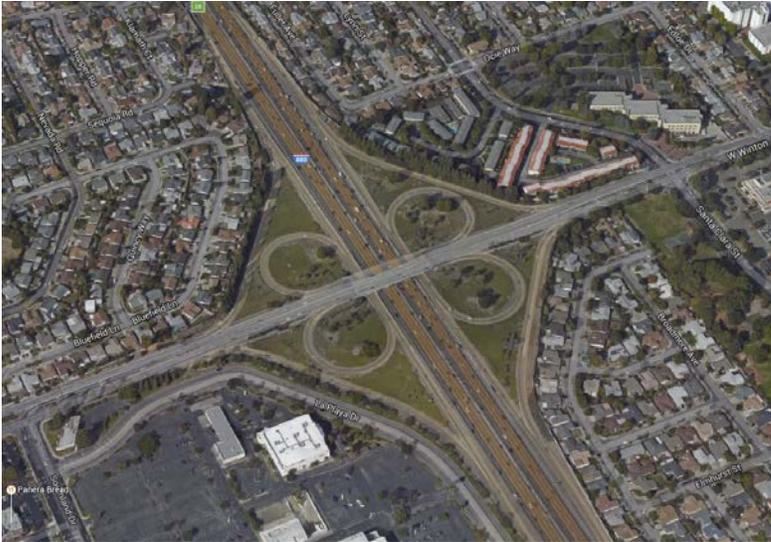
- Congestion during peak periods affects both directions.
- Vehicular queues in the two adjacent left-turn lanes cause operational and safety issues.
- The existing underpass provides non-standard design features and lacks bicycle lanes.



PROJECT BENEFITS

- Relieves freeway and interchange congestion
- Improves truck turning maneuvers
- Improves bicycle and pedestrian facilities
- Enhances safety

INTERSTATE 880 INTERCHANGE IMPROVEMENTS (WINTON AVENUE/A STREET)



Current interchange at I-880/Winton Avenue.



Preliminary interchange geometric at the I-880/Winton Avenue interchange.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Environmental

- [Feasibility Study](#) for the I-880/Winton Avenue interchange was completed in May 2016.

PARTNERS AND STAKEHOLDERS

Caltrans, Alameda CTC and the City of Hayward

Note: Information on this fact sheet is subject to periodic updates.

COST ESTIMATE BY PHASE (\$ X 1,000)

Planning/Scoping	\$1,808
PE/Environmental	\$3,500
Final Design (PS&E)	\$11,000
Right-of-Way	\$8,000
Construction	\$90,000
Total Cost Estimate	\$114,308

Note: Cost estimates for the subsequent work will be determined during the PE/Environmental phase.

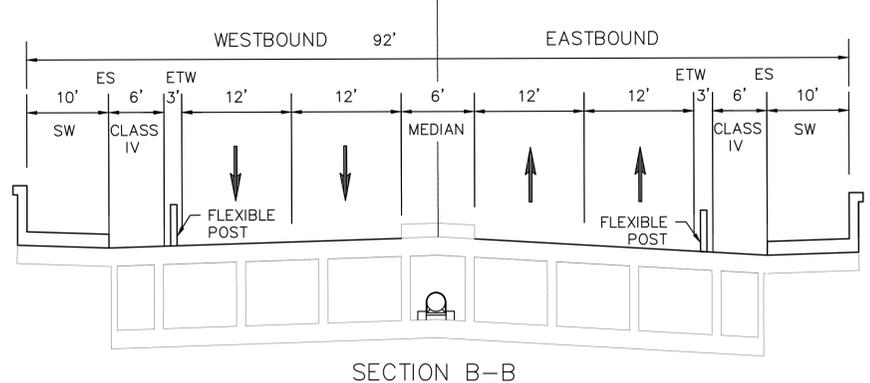
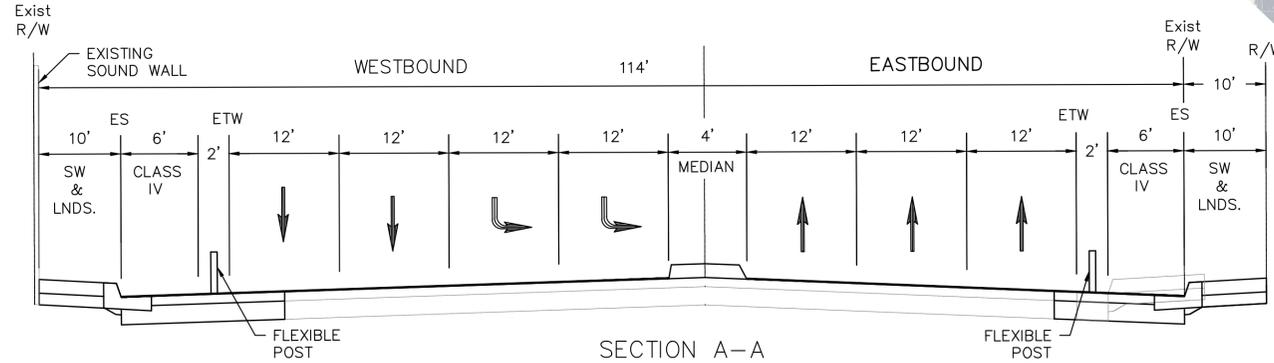
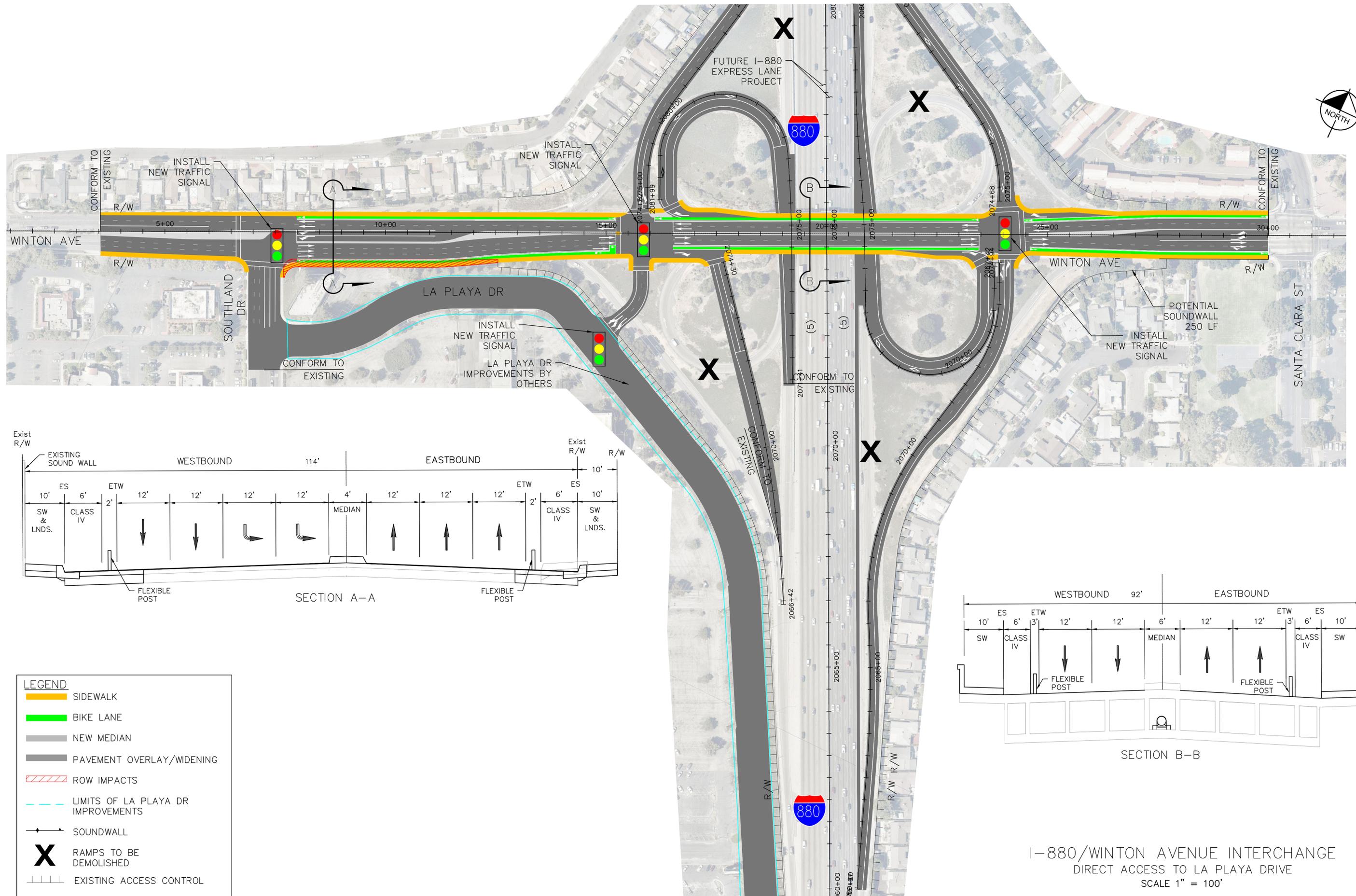
FUNDING SOURCES (\$ X 1,000)

Measure BB	\$5,308
Federal	TBD
State	TBD
Local	TBD
TBD	\$109,000
Total Revenues	\$114,308

SCHEDULE BY PHASE¹

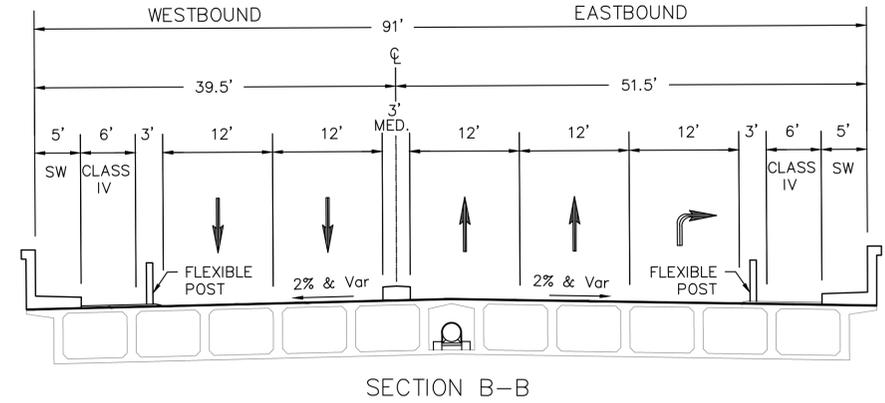
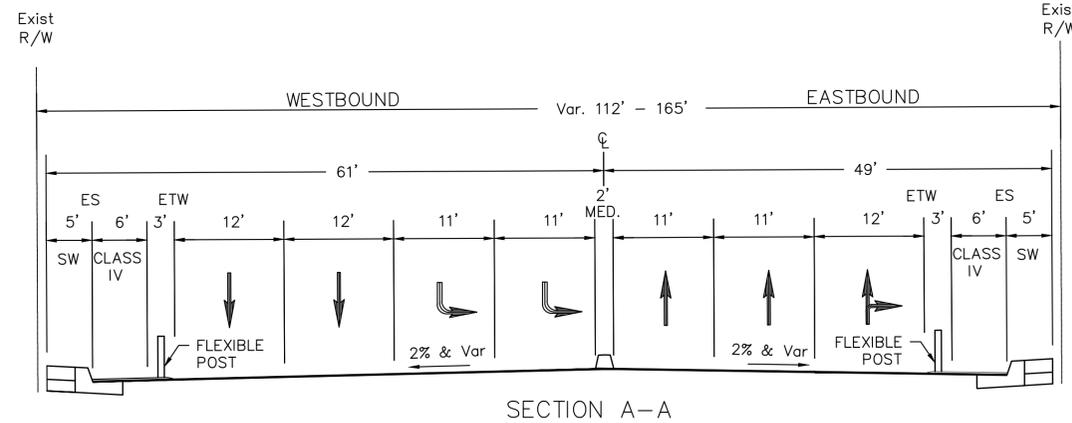
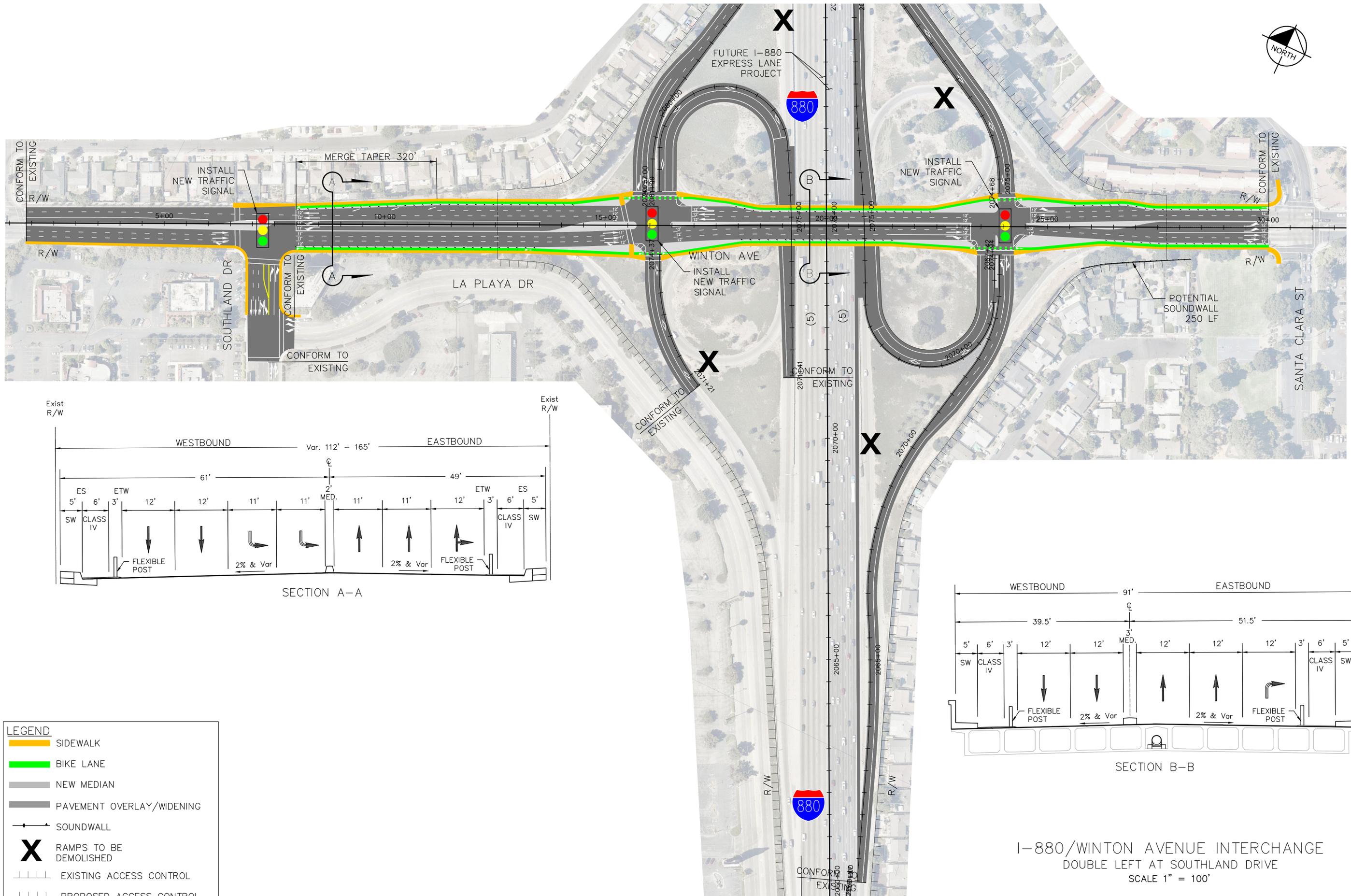
	Begin	End
Planning/Scoping	Fall 2018	Fall 2019
Preliminary Engineering/ Environmental	Fall 2019	Late 2021
Final Design	Summer 2022	Late 2024
Right-of-Way	Summer 2022	Late 2024
Construction	Summer 2025	Fall 2027

¹Schedule subject to funding availability.



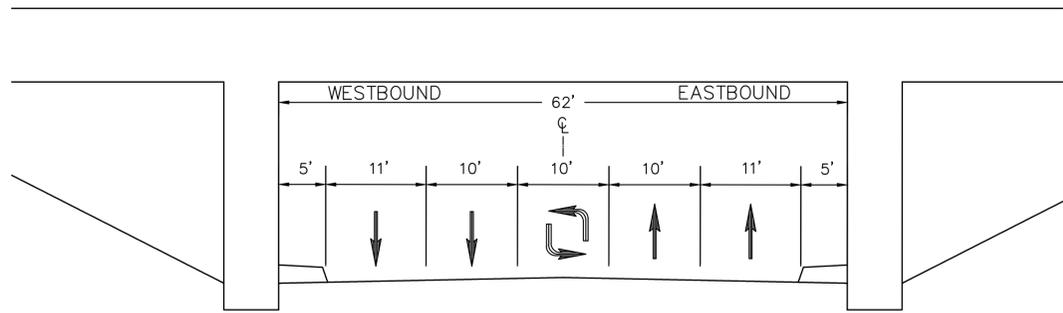
- LEGEND**
- SIDEWALK
 - BIKE LANE
 - NEW MEDIAN
 - PAVEMENT OVERLAY/WIDENING
 - ROW IMPACTS
 - LIMITS OF LA PLAYA DR IMPROVEMENTS
 - SOUNDWALL
 - RAMPS TO BE DEMOLISHED
 - EXISTING ACCESS CONTROL
 - PROPOSED ACCESS CONTROL

I-880/WINTON AVENUE INTERCHANGE
DIRECT ACCESS TO LA PLAYA DRIVE
SCALE 1" = 100'

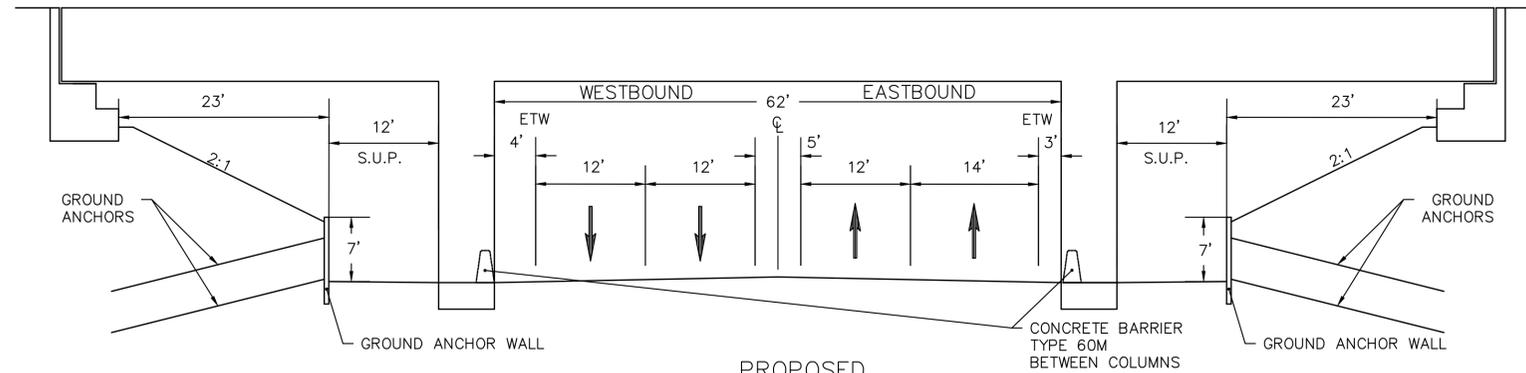


- LEGEND**
- SIDEWALK
 - BIKE LANE
 - NEW MEDIAN
 - PAVEMENT OVERLAY/WIDENING
 - SOUNDWALL
 - RAMPS TO BE DEMOLISHED
 - EXISTING ACCESS CONTROL
 - PROPOSED ACCESS CONTROL

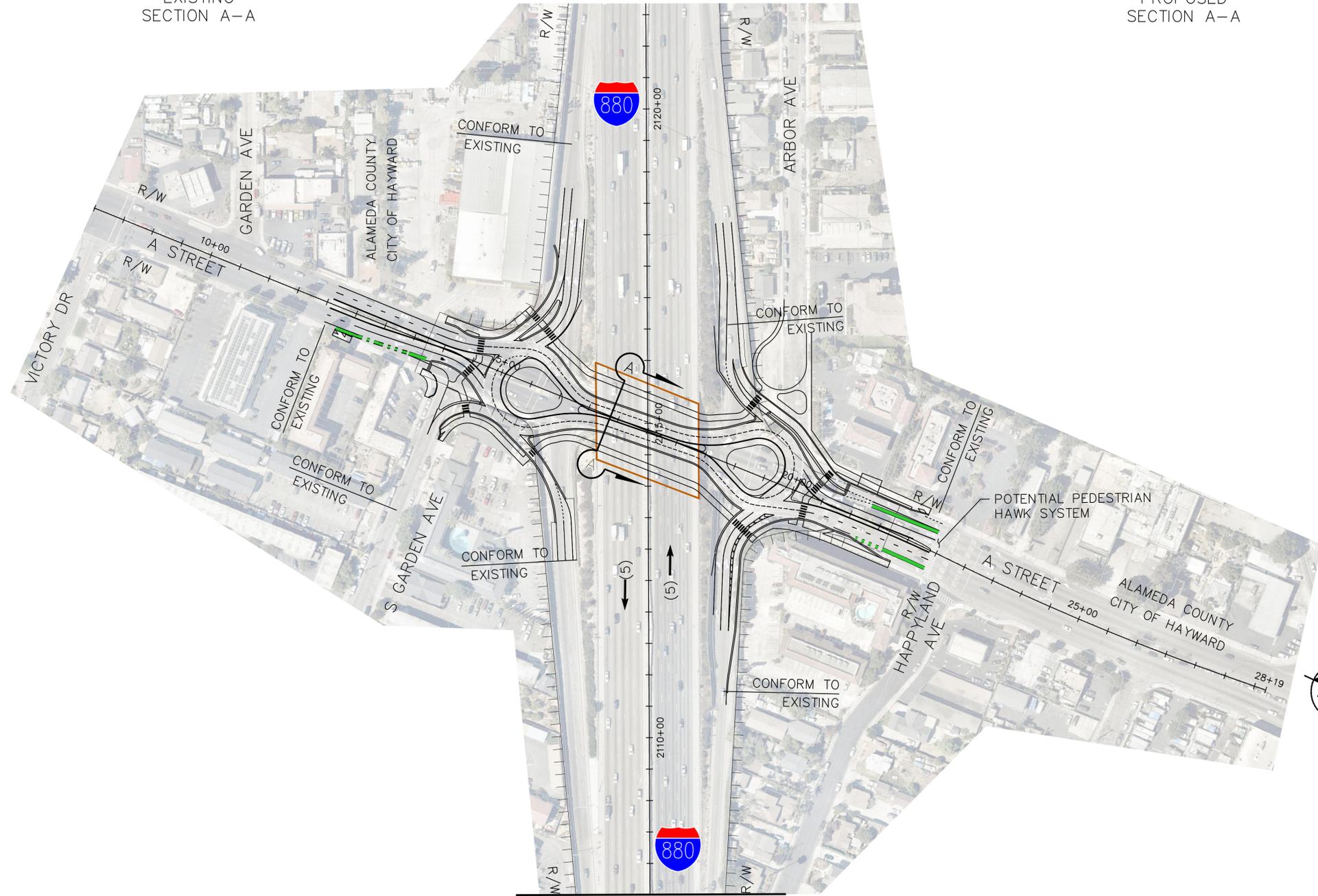
I-880/WINTON AVENUE INTERCHANGE
 DOUBLE LEFT AT SOUTHLAND DRIVE
 SCALE 1" = 100'



EXISTING SECTION A-A

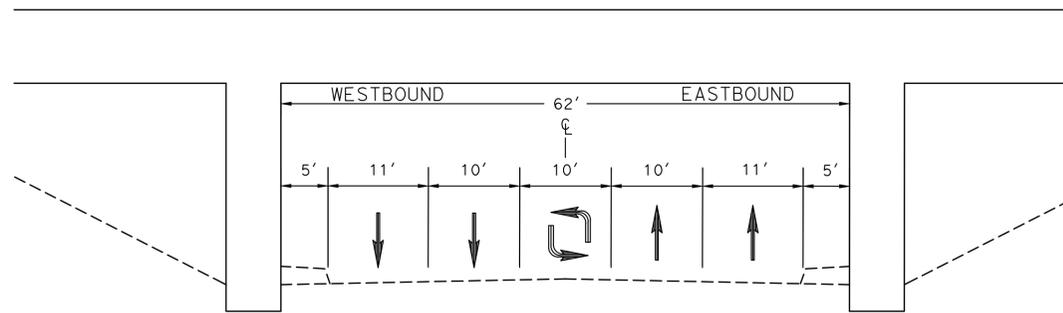


PROPOSED SECTION A-A

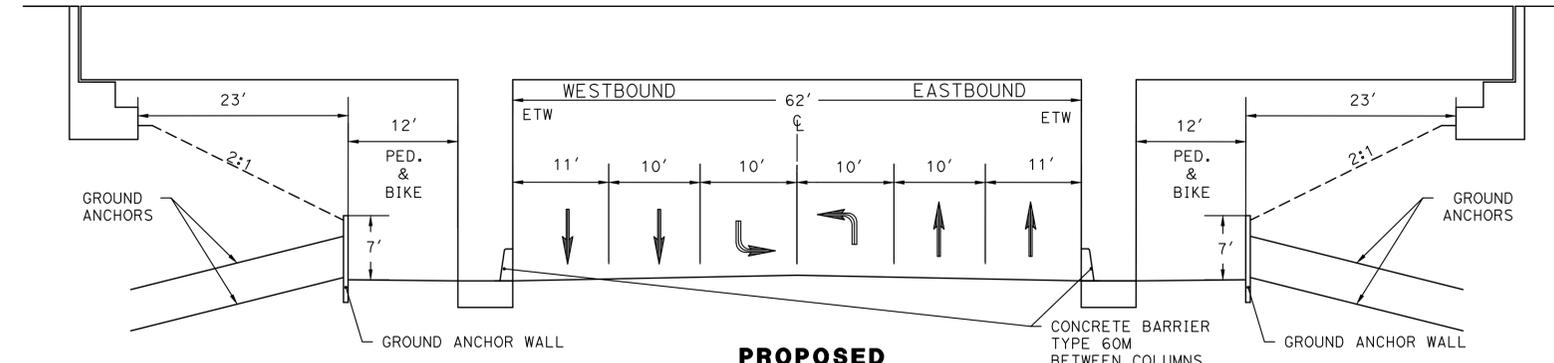


MATCH LINE SEE MAINLINE IMPROVEMENT SHEET

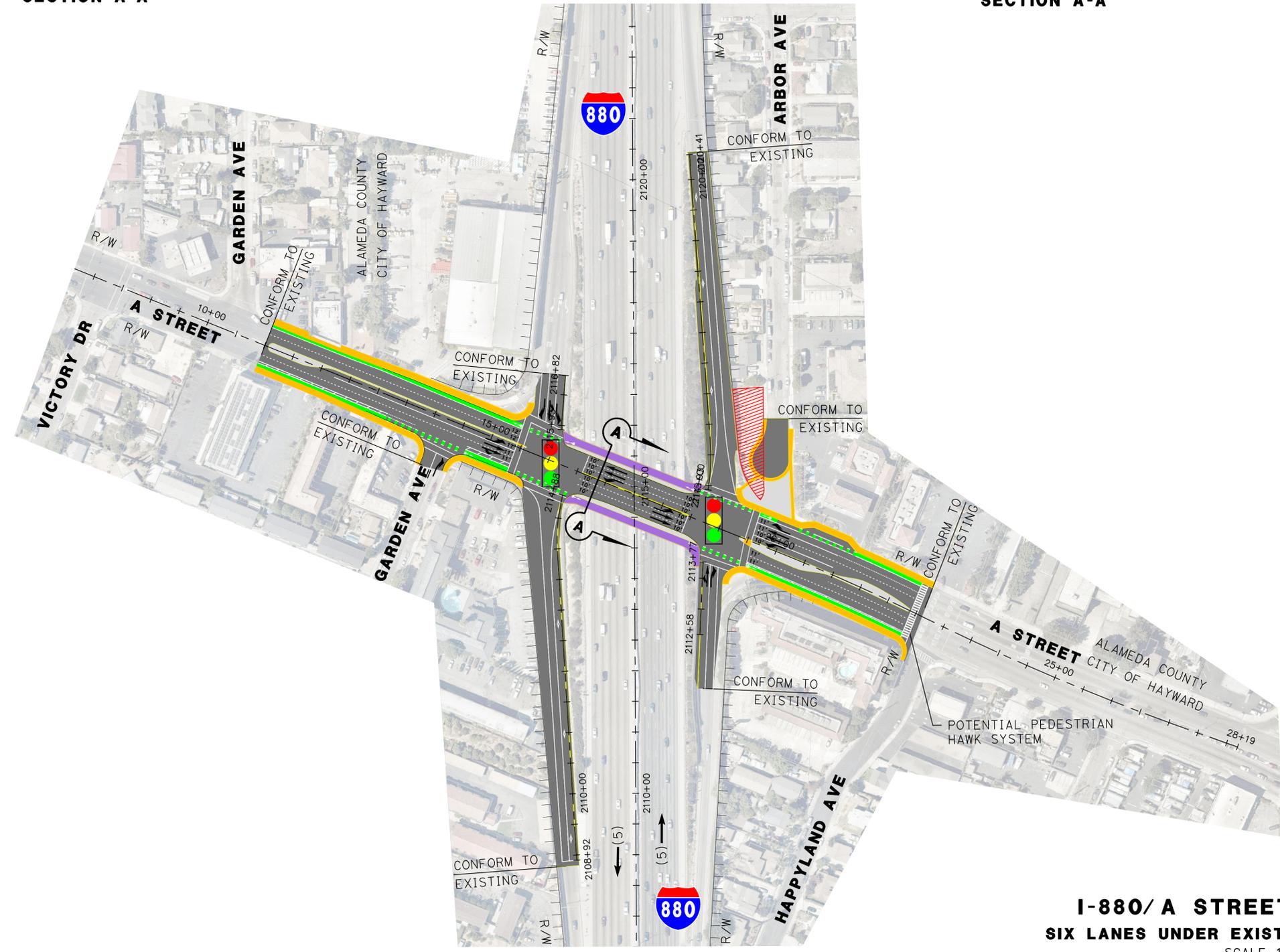
I-880/A STREET INTERCHANGE
 ROUNDABOUT
 SCALE 1" = 100'



EXISTING SECTION A-A



PROPOSED SECTION A-A

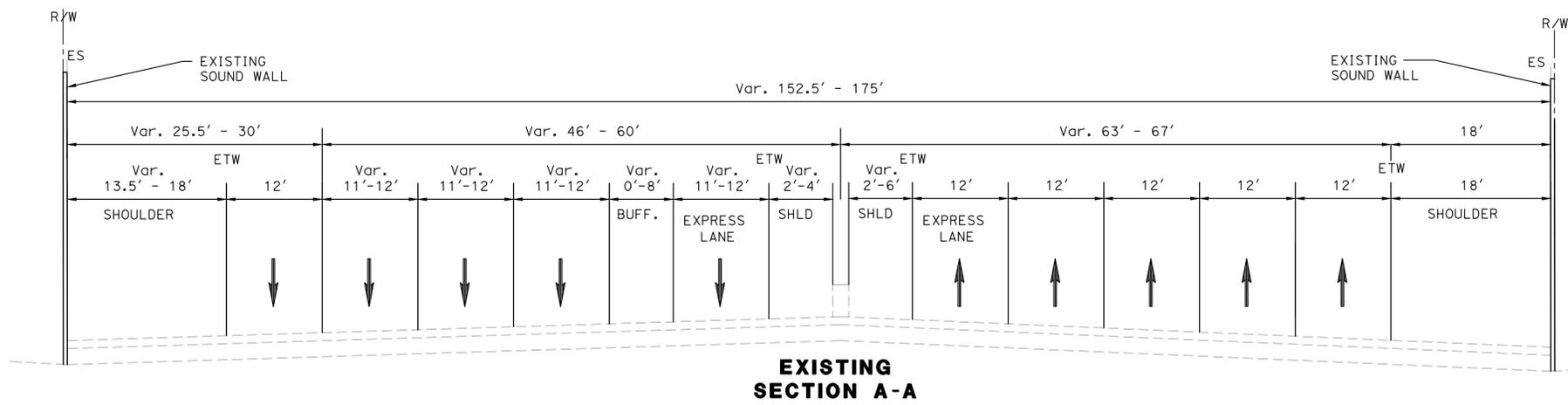


LEGEND

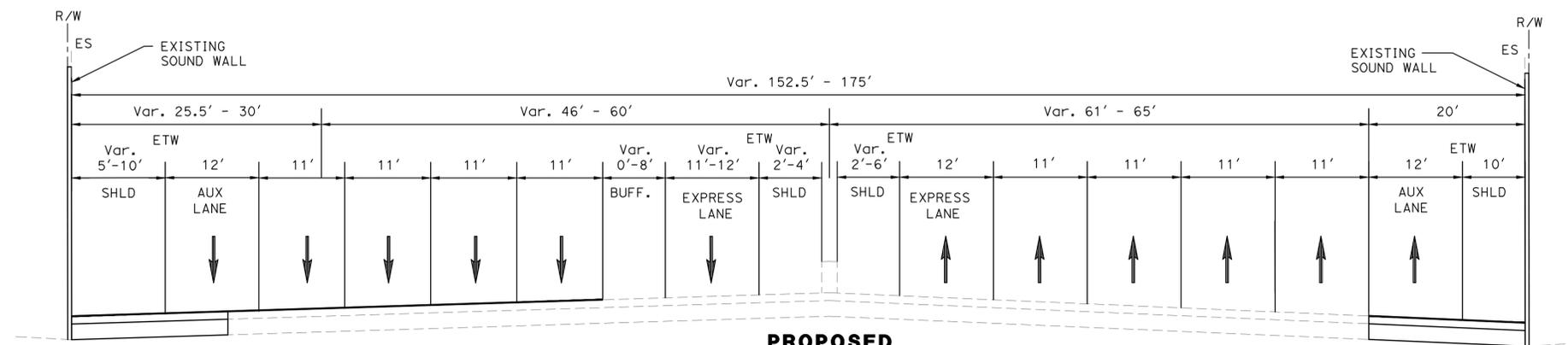
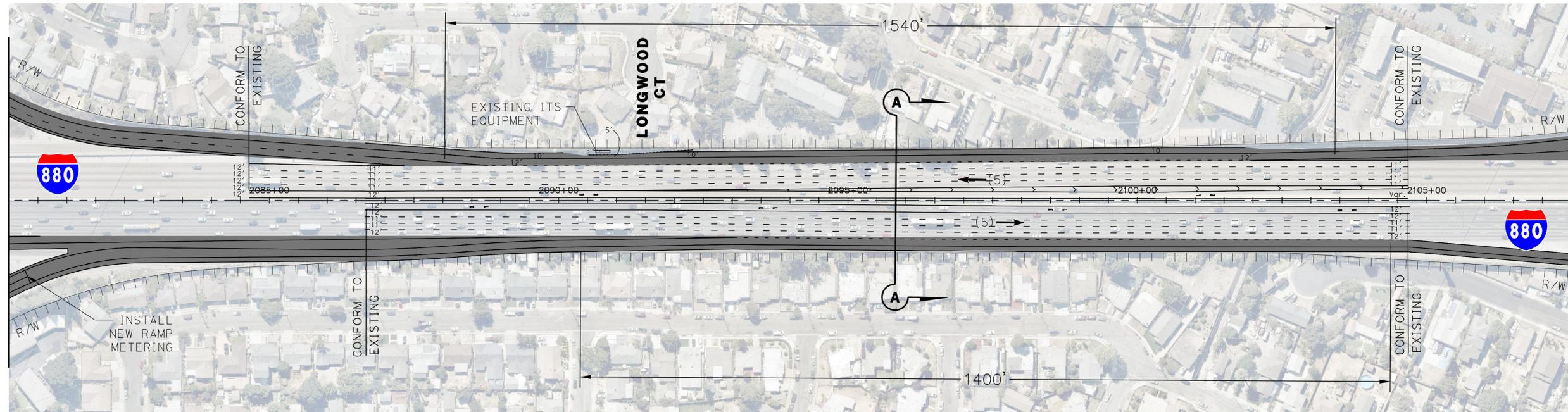
- SIDEWALK
- BIKE LANE
- NEW MEDIAN
- PAVEMENT OVERLAY/WIDENING
- ROW IMPACTS
- SHARED PED/BIKE FACILITY
- X RAMPS TO BE DEMOLISHED
- EXISTING ACCESS CONTROL
- PROPOSED ACCESS CONTROL

HAWK: HIGH INTENSITY ACTIVATED CROSSWALK

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



EXISTING SECTION A-A



PROPOSED SECTION A-A

LEGEND

	PAVEMENT OVERLAY/WIDENING
	EXISTING ACCESS CONTROL
	PROPOSED ACCESS CONTROL



CITY OF HAYWARD

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

File #: RPT 20-083

DATE: July 22, 2020

TO: Council Infrastructure Committee

FROM: Director of Public Works

SUBJECT

Receive Update on the Safe Routes for Seniors (SR4S) Program

RECOMMENDATION

That the Council Infrastructure Committee (CIC) reviews this report and receives an update on the project status.

SUMMARY

The proposed Safe Routes for Seniors (SRS) program fits within Hayward Walks' mission to make walking in Hayward safe, pleasant, and accessible for all. This is an on-going program that is first targeted in the downtown area due to the highest concentration of senior facilities in the City. However, the program will equitably address accessibility for seniors throughout the Hayward community. In collaboration with local senior housing facilities, senior centers, and community-based organizations, staff met with seniors in the downtown area to identify obstacles to accessibility. Staff then developed a set of design solutions to address these concerns, related to accessibility and safety. Enabled by a re-allocation of \$1.9 million dollars of Measure B/BB funds, this program will implement construction projects based on the recommended walkability and accessibility improvements to benefit seniors in the downtown core.

ATTACHMENTS

- Attachment I Staff Report
- Attachment II Site Map



DATE: July 22, 2020
TO: Council Infrastructure Committee
FROM: Director of Public Works
SUBJECT: Receive Update on the Safe Routes for Seniors (SR4S) Program

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BACKGROUND

In November 2000, Alameda County voters approved Measure B, a continuation of the county's half-cent transportation sales tax through the year 2022. In 2014, the voters approved Measure BB, which in effect authorized an extension and augmentation of the existing Measure B. Measure BB is projected to generate approximately \$8 billion in revenues from April 2015 to March 2045 for transportation improvements in Alameda County. One of the regional priorities for Measures B and BB is to expand special transportation services and improve accessibility for seniors and individuals with disabilities.

Walking is a key element in the quality of life for seniors. The simple act of walking can help improve seniors physical and mental well-being. After receiving approval by the Alameda County Transportation Commission (ACTC), the City's Community Services Division and Public

Works & Utilities Department are working together to utilize \$1.9 million of its Direct Local Distribution (DLD) funds from Measure BB for the SR4S program to improve walkability. Implementation of the SR4S program will improve accessibility for senior citizens primarily in the Downtown. However, the on-going program will equitably address accessibility for seniors throughout the Hayward community.

While the current pattern of travel indicates that most trips taken by older adults are by automobile (as driver or passenger), the second most frequent mode of travel for seniors is walking. The purpose of SR4S program is to improve the pedestrian environment in the Downtown as a means of increasing pedestrian safety and removing the existing physical barriers and challenges for seniors.

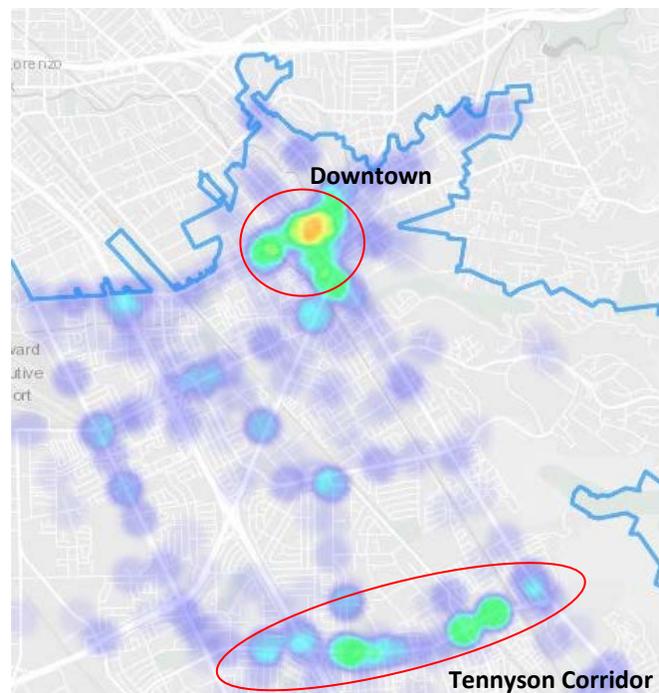
Increased physical activity, travel independence, and social connection are but a few of the benefits of walking for seniors; however, older adults are disproportionately represented in pedestrian injuries and fatalities both nationally and in California. The American Walks Institute states that the basic reasons among seniors for not walking as often include:

- Tripping on uneven pavement or other obstacles.
- Inability to cross the street during the walk cycle.
- Vehicles not yielding to seniors in the crosswalk.

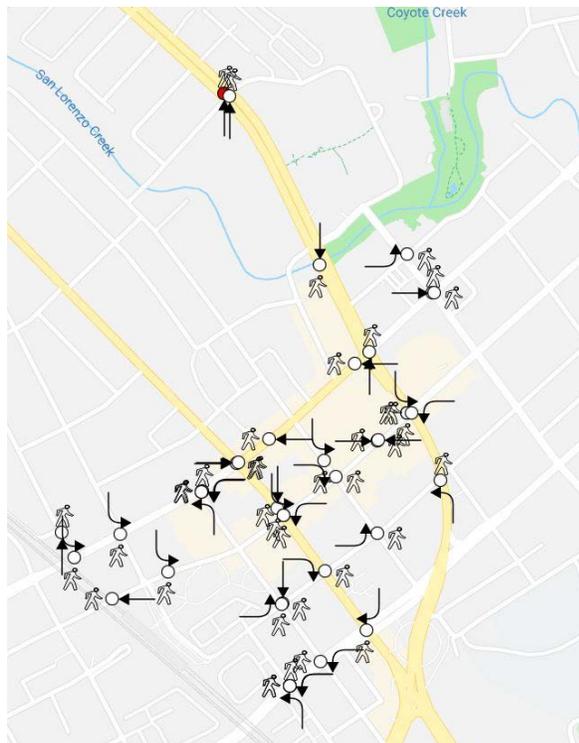
According to the 2017 California Health Interview Survey, two primary factors behind high rates of older adult pedestrian injuries and fatalities are:

- 1) Increased susceptibility to injury and risk of death when collisions occur; and
- 2) Poorly designed transportation infrastructure for pedestrians.

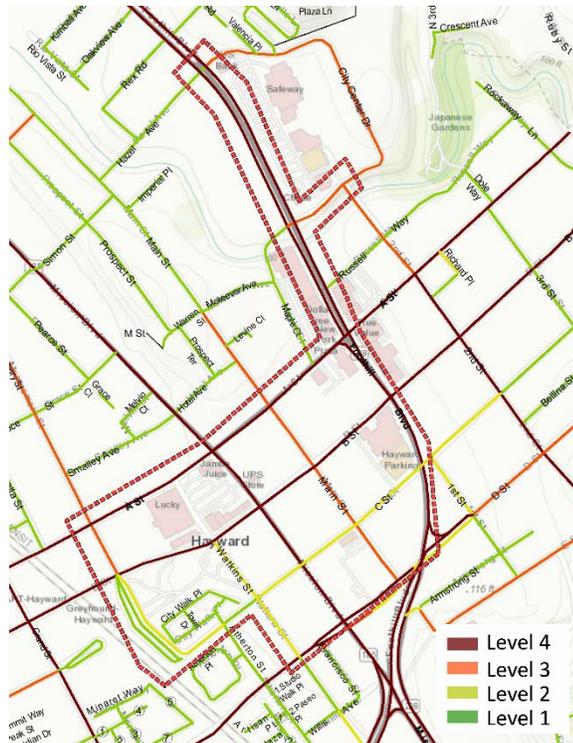
Crash and fatality data indicate that the Downtown and Tennyson Road corridor are areas in the City with the highest number of pedestrian collisions. Of the 150 collisions from 2013 to 2017 in Downtown Hayward, collision data shows that 30% were pedestrian collisions. From the total of pedestrian collisions, 16.6% of the victims were seniors (over 60 years old). The Tennyson Road corridor will be the next target area to improve senior and pedestrian safety via this on-going program.



Pedestrian Collision Heat Map (2012-2017)



Pedestrian Collision Diagram (2012-2017)



**Level of Traffic Stress (LTS) (2012-2017)
(Level 4 highest)**

The primary goal of the SR4S program is to improve pedestrian safety, so that seniors may benefit from safe and walkable neighborhoods; improve public health outcomes, economic competitiveness, and environmental protection. The program will impact thousands of seniors within the half mile radius of the downtown area. Conversely, many more senior who routinely visit the downtown for entertainment and cultural purposes will also benefit from the proposed accessibility improvements.

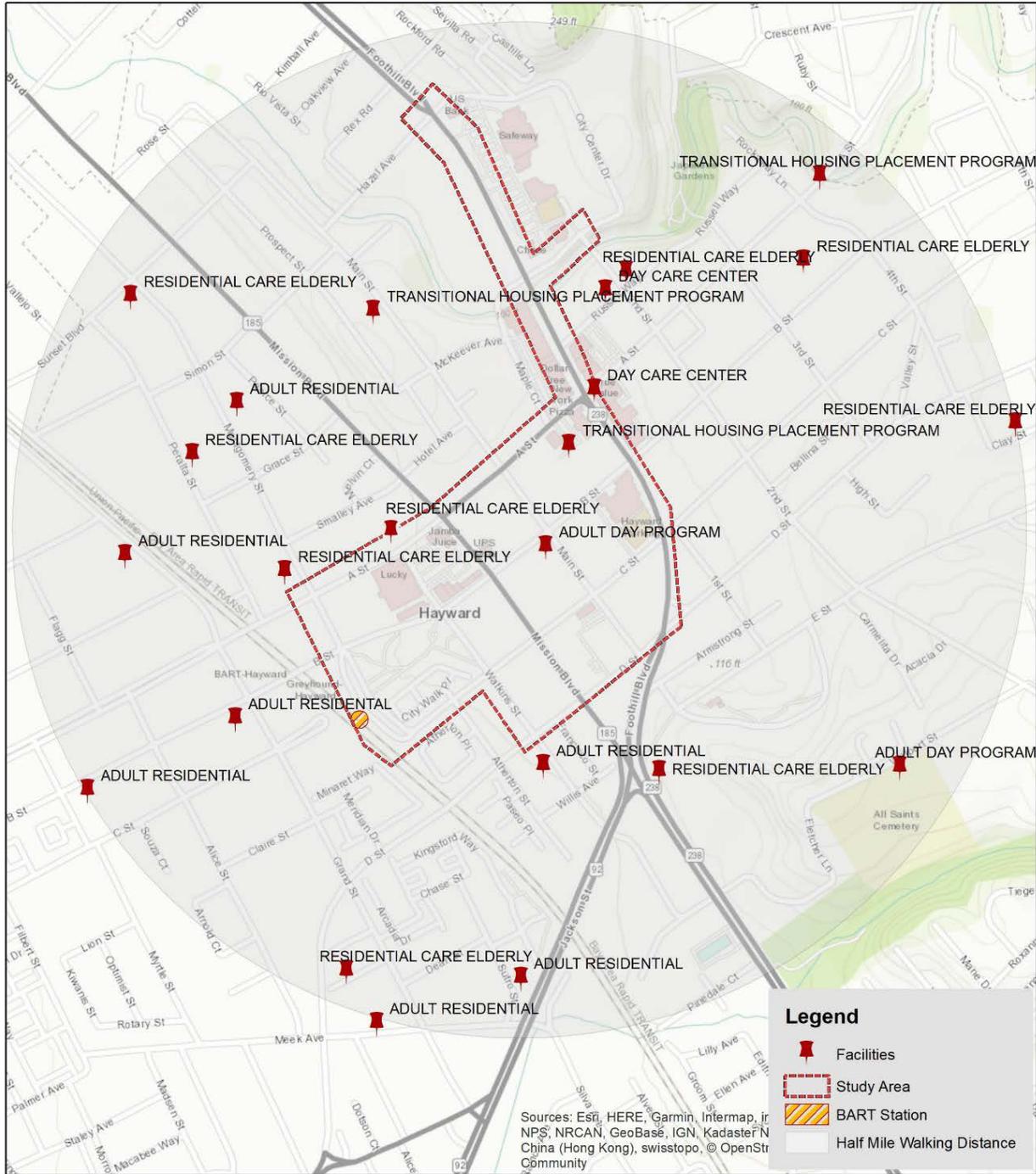
SR4S program objectives include:

- 1) Continue working with senior community to identify obstacles to walking.
- 2) Developing design solutions that would improve walkability for seniors.
- 3) Implementing physical improvements to the infrastructure.

DISCUSSION

The study area is in Downtown Hayward between A street, D street, Foothill Blvd, and the BART train tracks. The Downtown was chosen as the initial project implementation site because it has the highest concentration of senior facilities in the City. There are twenty-three senior facilities in the Downtown area within a half-mile radius of the project limit: eight adult residential facilities, three adult day programs, and twelve residential care elderly houses. These areas face high pedestrian level of traffic stress. Initially, the study consisted of evaluating eighteen signalized and three unsignalized intersections around Downtown

Hayward. City Staff collaborated with local senior housing facilities, senior centers, and community-based organizations and continued to meet with senior residents to identify obstacles to walking, develop a set of design solutions to improve walkability and safety for senior residents, and advocate for physical changes on the street and sidewalks.



Senior Facilities in Half-Mile Radius Distance from Study Area

After analyzing results from community meetings and collision data, staff narrowed down the scope to five intersections that are of high priority.

- 1) A St. and Foothill Blvd.
- 2) A St. and Mission Blvd.
- 3) B St. and Montgomery Ave.
- 4) C St. and Main St.
- 5) Hazel Ave./City Center Dr. and Foothill Blvd

The locations of these five intersections within the study area are shown in Attachment II – Site Map. These intersections are of concern due to the high number of pedestrian collisions concerning left-turn movements and multiple complaints from the senior community on the safety of pedestrians crossing these intersections. The project will implement design elements that control vehicle speed and minimize vehicle-pedestrian conflict points at crossings such that the intersections are safe, vibrant, and accessible public spaces for seniors. This project will develop a suite of recommendations for intersection improvements that would make streets safer for seniors and will be implemented as funding for design and construction becomes available. The potential improvements at the intersections include but not limited to:

- Shorten pedestrian crossing distance with curb extensions
- Provide ADA compliant curb ramps
- Improve pedestrian visibility with adequate lighting and providing Leading Pedestrian Intervals (LPI)
- Improve pedestrian safety with vertical delineators and bollards
- Left-turn traffic calming measures
- Improve crosswalk visibility with textured paving, high visibility pavement markings, and/or raised crosswalks
- Reduce vehicle speeds by eliminating free right turns (pork-chop islands) at intersections

The project objective is to implement improvements that are tailored to the needs and concerns of seniors, create a safer walking environment, and encourages walking as a transportation option.

Staff will continue to work very closely with the senior community and with individual implementation project consultants to make design recommendations and advocate for physical changes on the street to make intersections easier for seniors to cross and walk on sidewalks. These changes will impact all residents in the half-mile radius walking distance from the study area.

ECONOMIC IMPACT

The SR4S program improves walkability which fosters economic vitality by creating dynamic, connected communities with a high quality of life that helps support small business development, decreases transportation and healthcare costs, and increases property values. A safe and walkable environment can result in a reduction of single lane occupancy vehicles, congestion, and costs related to automobile-related infrastructure maintenance. It also helps to make the overall transportation system more efficient.

FISCAL IMPACT

The current implementation project is in the initial stages and cost estimates are preliminary. The project will not have a direct fiscal impact on the general fund. It utilizes Measure BB funding through the ACTC's Transportation Expenditure Plan. The total current budget is \$1.9 million. Moving forward, we anticipate an annual allocation of \$750,000 to \$800,000 per year for the SR4S program.

STRATEGIC ROADMAP

This agenda item supports the Strategic Priority of Improve Infrastructure. Specifically, this item relates to the implementation of the following project(s):

- Project 1: Improve Access and Mobility in Downtown Hayward
- Project 8, Part 8e: Implement the Bike & Ped Master Plan; Assess Safe Routes for Seniors in the downtown area
- Project 8, Part 8f: Implement the Bike & Ped Master Plan; Implement Safe Routes for Seniors in the downtown area

SUSTAINABILITY FEATURES

The plan will be a comprehensive effort to improve connectivity, public health, physical activity, and recreational opportunities. By applying best practices, the program will increase transportation options, reduce environmental impacts of the transportation system, and enhance the overall quality of life for residents. The goal of the program is to make walking in Hayward safe, pleasant, and accessible for all while prioritizing senior community residents. The resulting reduction in single occupancy vehicles will reduce vehicle miles traveled and greenhouse gases.

PUBLIC CONTACT

City Staff held two community meetings in 2019 where staff collaborated with local senior housing facilities, senior centers, and community-based organizations to develop a set of design solutions to improve walkability and safety for senior residents. The Request for Proposal (RFP) for Engineering Design Services for the SR4S in Downtown Hayward was released to the public on June 26, 2020. A virtual pre-proposal meeting was held on July 7, 2020 to provide an overview of the RFP and answer any questions the consultants who are planning on proposing

may have. The public will have opportunities to review and comment on proposed recommendations and design solutions at future Council meetings, Council Infrastructure Committee meetings, or other appropriate standing Council Committee meetings.

NEXT STEPS/SCHEDULE

Award Engineering Design Services contract	September 2020
Conceptual Design Phase	Fall 2020
Public Open House Meeting	Fall 2020
City Council and/or Council Infrastructure Committee presentation	Fall 2020
Final Design Phase	Winter 2020
Publish and Award Construction Contract RFP	Winter 2020
Construction	Spring 2021

Prepared by: Shabnam Yari, Associate Transportation Engineer
Jorge Simbaqueba, Senior Transportation Engineer
Fred Kelley, Transportation Division Manager

Recommended by: Alex Ameri, Director of Public Works

Approved by:



Kelly McAdoo, City Manager

Safe Routes for Seniors

Site Map





CITY OF HAYWARD

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

File #: ACT 20-051

DATE: July 22, 2020

TO: Council Infrastructure Committee

FROM: Director of Public Works

SUBJECT

Review and Comment on the Proposed 5-Year Agenda Planning Calendar

RECOMMENDATION

That the Council Infrastructure Committee reviews the 5-Year Agenda Planning Calendar and provides comments.

ATTACHMENTS

Attachment I Staff Report



DATE: July 22, 2020

TO: Council Infrastructure Committee

FROM: Director of Public Works

SUBJECT: Review and Comment on the Proposed 5-Year Agenda Planning Calendar

RECOMMENDATION

That the Council Infrastructure Committee reviews the 5-Year Agenda Planning Calendar and provides comments.

DISCUSSION

For the Council Infrastructure Committee (CIC) consideration, staff has revised the proposed 5-Year Agenda Planning Calendar with Agenda topics and dates listed below. This calendar will be agendized at each CIC meeting for review and to ensure any updates are incorporated.

UNDERLINED – Added
~~TEXT~~ – Rescheduled or removed

Council Infrastructure Committee 5-Year Agenda Planning Calendar	
FY 2021	
October 28, 2020	
1.	Review and Approve the Meeting Minutes from July 22, 2020
2.	Review and Comment on the FY 2021 Pavement Rehabilitation Project (PW)
3.	<u>Receive Final Report on the Library Construction Project (PW/LS)</u>
4.	<u>Review and Comment on Citywide Multi-Modal Study (2 of 2) (PW)</u>
5.	<u>Review and Comment on Hayward Blvd. Feasibility Study (PW)</u>
6.	Review and Approve the 5-Year Agenda Planning Calendar
8.	Review and Comment on the Scarcity of On-Street Parking Resulting from the 7/22/20 Council Infrastructure Committee Work Session Discussion

**Council Infrastructure Committee
5-Year Agenda Planning Calendar**

- 7. Work Session: Policy Discussion Regarding Bicycle and Pedestrian Infrastructure Improvements (PW)
- 8. Review and Comment on the Long-Range Planning for the Sewer System Upgrades 2020 – 2030 (1 of 4) (U&ES)
- 9. Review and Comment on the FY 2021 Pavement Rehabilitation Project
- 10. Review and Comment on the Ten-Year Plan for Transportation, Water, and Sewer (U&ES)
- 11. CIP Oral Update

January 27, 2021

- 1. Review and Approve the Meeting Minutes from October 28, 2020
- 2. Review and Comment on the Ten-Year Plan for Transportation, Water, and Sewer (U&ES)
- 3. Review and Comment on the Long-Range Planning for the Sewer System Upgrades 2020 – 2030 (1 of 4) (U&ES)
- 4. Review and Approve the 5-Year Agenda Planning Calendar
- 5. Review and Comment on Bicycle and Pedestrian Infrastructure Improvements from the 10/28/20 Work Session Discussion
- 6. Work Session: Policy Discussion Regarding the Implementation of Solar Projects (PW)
- 7. Work Session: Policy Discussion Regarding Scarcity of On-Street Parking
- 8. Review and Comment on the Funding Mechanisms for Transportation (PW)
- 8. CIP Oral Update

April 28, 2021

- 1. Review and Approve the Meeting Minutes from January 27, 2021
- 2. Work Session: Policy Discussion Regarding Bicycle and Pedestrian Infrastructure Improvements
- 3. Review and Comment on the Long-Range Planning for the Sewer System Upgrades 2020 – 2030 (2 of 4) (PW)
- 4. Review and Comment on the FY 2022 Pavement Rehabilitation Project (PW)
- 5. Review and Comment on the Funding Mechanisms for Transportation (PW)
- 6. Review and Approve the 5-Year Agenda Planning Calendar
- 7. Review and Comment on the Scarcity of On-Street Parking Resulting from the 1/27/21 CIC Work Session Discussion
- 8. CIP Oral Update

July 28, 2021

- 1. Review and Approve the Meeting Minutes from April 28, 2021
- 2. Review and Approve the 5-Year Agenda Planning Calendar
- 3. Review and Comment on Bicycle and Pedestrian Infrastructure Improvements from the 4/28/21 Work Session Discussion
- 4. Work Session: Policy Discussion Regarding the Implementation of Solar Projects (PW)
- 5. Review and Comment on the Long-Range Planning for the Sewer System Upgrades 2020 – 2030 (3 of 4) (PW)

**Council Infrastructure Committee
5-Year Agenda Planning Calendar**

- 6. Review and Comment on the Funding Mechanisms for Sidewalks (PW)
- 7. Receive Final Report on the completed Mission Blvd. Phase 3 Project (PW)
- 8. CIP Oral Update

FY 2022

October 27, 2021

- 1. Review and Approve the Meeting Minutes from July 28, 2021
- 2. Review and Approve the 5-Year Agenda Planning Calendar
- 3. Review and Comment on the Implementation of Solar Projects Resulting from the 7/28/21 CIC Work Session Discussion (PW)
- 4. Work Session: Policy Discussion Regarding the Planned Implementation for Equity
- 5. Review and Comment on the Long-Range Planning for the Sewer System Upgrades 2020 - 2030 (4 of 4) (PW)
- 6. CIP Oral Update

January 26, 2022

- 1. Review and Approve the Meeting Minutes from October 27, 2021
- 2. Review and Approve the 5-Year Agenda Planning Calendar
- 3. Review and Comment on the Planned Implementation for Equity from the 10/27/21 CIC Work Session Discussion (PW)
- 4. Receive the Final Report on the Completed Fire Station 6 & Training Center Construction Project (PW/Fire)
- 5. Receive Update on the I-880 Winton/A Street Interchange Project (PW)
- 6. CIP Oral Update

April 27, 2022

- 1. Review and Approve the Meeting Minutes from January 26, 2022
- 2. Review and Approve the 5-Year Agenda Planning Calendar
- 3. Review and Comment on the FY 2023 Pavement Rehabilitation Project (PW)
- 4. CIP Oral Update

July 27, 2022

- 1. Review and Approve the Meeting Minutes from April 27, 2022
- 2. Review and Approve the 5-Year Agenda Planning Calendar
- 3. Receive Update on the Whipple/Industrial Interchange Project (PW)
- 4. CIP Oral Update

FY 2023

October 26, 2022

- 1. Review and Approve the Meeting Minutes from July 27, 2022
- 2. Review and Approve the 5-Year Agenda Planning Calendar
- 3. CIP Oral Update

January 25, 2023

- 1. Review and Approve the Meeting Minutes from October 26, 2022
- 2. Review and Approve the 5-Year Agenda Planning Calendar
- 3. CIP Oral Update

**Council Infrastructure Committee
5-Year Agenda Planning Calendar**

April 26, 2023

1. Review and Approve the Meeting Minutes from January 25, 2023
2. Review and Approve the 5-Year Agenda Planning Calendar
3. Receive Update on the Clawiter/92 Interchange Project (PW)
4. Receive Update on the Winton/A Street Interchange Project (PW)
5. CIP Oral Update

Unscheduled and/or Future Topics

OHHA Street Improvement Plan

Receive Update on New CIP Project: Corporation Yard and Potential Funding Options (PW/FIN)

NEXT STEPS

Upon consideration and approval by Council Infrastructure Committee, staff will schedule items accordingly for future CIC meeting.

Prepared by: Kathy Garcia, Deputy Director of Public Works

Recommended by: Alex Ameri, Director of Public Works

Approved by:



Kelly McAdoo, City Manager