



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

August 28, 2024  
5:30 p.m.

MEETING MINUTES

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

**ROLL CALL:**

Members Present:

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

Staff Present:

- Alex Ameri, Director of Public Works
- Amber Parras, Senior Secretary
- Colin Patterson, Associate Transportation Planner
- Hugh Louch, Deputy Director of Public Works – Transportation
- Fred Clay, Executive Fellow

**PUBLIC COMMENTS**

There were none.

**APPROVAL OF MINUTES**

**1. Approval of Minutes of the Council Infrastructure & Airport Committee (CIAC)  
Meeting Held on June 26, 2024.**

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

**REPORTS/ACTION ITEMS**

**2. Gading Road Complete Streets Project**

Deputy of Public Works Transportation Louch provided a synopsis of the staff report and presented a PowerPoint presentation.

**Public Comments**

Patrick Virgin, a resident of Hayward, discussed his changing views on bike lanes in his neighborhood, now supporting their current alignment while expressing concerns about traffic and cyclist safety. He proposed improving traffic signal timing at Huntwood Way and Gading Road to reduce congestion and suggested adding a controlled green left turn light for better traffic flow. He also advocated for maintaining Tennyson Road as a four-lane street and expressed hope for the prompt completion of ongoing paving projects.

Jess Gunn, a resident of Hayward, commended initiatives aimed at improving pedestrian and bike safety, highlighting the importance of consistent design to prevent abrupt changes. He raised concerns about driveway access and proposed limiting the height of parked vehicles to enhance visibility. He also pointed out a poorly maintained bus stop in the Schafer area, which poses challenges for wheelchair users, and called for repairs to broken sidewalk segments on Inglewood Street. He noted traffic delays at Harder Road and Gading Road due to left turns onto Huntwood, suggesting either extending the left turn lane or redesigning it for better traffic flow. He thanked City staff for their progressive efforts in developing complete streets that prioritize pathways.

Robert Prinz, Advocacy Director with Bike East Bay, expressed appreciation for the Gading Road project but voiced concerns regarding wide buffered bike lanes which encourage drivers to use them as passing or speeding lanes. He mentioned that some cities are implementing light separation within the buffer space to deter this behavior and increase cyclists' comfort while still allowing drivers to access legal parking spots. He advocated for removing double turn lanes to improve pedestrian safety, create additional space for better facilities, and reduce conflicts between pedestrians and drivers, urging the City to consider these modifications.

Alejandro Jasso, a Hayward resident, praised the City's efforts to improve connectivity between Tennyson and Harder Road but shared that poor conditions often force him to ride on the sidewalk. He also advocated for crosswalks at key intersections and physical barriers to improve cyclist and pedestrian safety.

Tyler Dragoni, a Hayward resident, supported the City's infrastructure improvements aimed at enhancing safety for students and commuters. He emphasized the need for more crosswalks and physical barriers to promote safer transportation options, noting that safety is a major obstacle to increasing biking as a viable mode of transport. He urged the City to prioritize safety in its planning, highlighting vehicular violence as a critical issue that requires attention.

Bruce, a Hayward resident, strongly supported the City's bike lanes, particularly the buffered design, and advocated for implementing light transitions for added effectiveness. While acknowledging issues with parking encroaching on bike lanes, he remained a proponent of any protection or separation for cyclists. He thanked the City for its efforts and suggested designing bulb-outs with a sharp radius and two pedestrian ramps to enhance safety and accessibility.

### **Committee Member Comments**

CM Andrews expressed gratitude to the staff for their presentation and inquired about the status of proposed warning measures for Gading Road, which could help address ongoing concerns. She also asked about potential improvements to street lighting beyond the existing options. She noted her previous request for infographics for notifications and acknowledged the effort to distribute 1,000 notifications but sought clarification on

whether those notifications were being shared on social media to keep the community informed. She expressed satisfaction with the inclusion of the Safe Routes for Seniors Project and asked for details on its implementation, particularly regarding the additional time allocated to slow down traffic.

CM Syrop thanked Staff for their presentation and efforts on various projects. He expressed strong support for light separation in bike lanes, suggesting that positioning them next to the curb would encourage more cyclists to use them rather than the sidewalks. He advocated for the effective implementation of protected bike lanes and endorsed the use of bulb-outs and grading plans to enhance pedestrian experiences in residential neighborhoods. He expressed his support for the project's direction, highlighting the positive impact of walkable communities on local businesses.

CM Andrews inquired about the regulations regarding the distance between crosswalks on a street. She asked if there are specific rules governing the number of crosswalks that can be installed before it becomes problematic, particularly in situations where a car stops at one crosswalk while another is nearby. CM Andrews mentioned participating in a Walk Audit in 2018 and inquired whether there were identifiers of crosswalks included in that report.

The item was moved by CM Andrews, and seconded by CM Syrop, along with the conditions that were previously discussed.

### **3. Proposed Plan for the D Street (East of 2nd Street) Traffic Calming Project**

Associate Transportation Planner Patterson provided a synopsis of the staff report and presented a PowerPoint presentation.

#### **Public Comments**

Tyler Dragoni, a resident of Hayward, expressed concerns about traffic safety on D Street, stressed the necessity of a stop sign at the intersection of 4th Street and D Street, given the high-speed traffic and limited visibility. He also mentioned increased traffic from a church down the hill, highlighting the urgency for a stop sign at this critical intersection that connects their neighborhood to other areas, including Trader Joe's on Grove Way. He urged Council to address the issue for the safety of residents.

Kira Miller, a Clay Street resident, expressed concerns about traffic safety on Clay Street, particularly at its intersection with D Street. She noted that drivers frequently speed down Clay Street, the lack of sidewalks exacerbates the issue, leaving children vulnerable while walking. She urged Council to prioritize the safety of residents on Clay Street and called for enhanced traffic safety measures to protect neighborhood children and create a safer environment for all.

Tiega Varlack, a Kings Court resident, raised safety concerns regarding Kings Court, located west of 7th Street. She noted that residents struggle with left turns from Kings Court, as vehicles often accelerate downhill from the nearby stop sign at 7th Street without stopping. She suggested installing a mirror on Kings Court to help drivers see oncoming traffic from the left before entering the street; and expressed concerns about potential traffic congestion if a stop sign were added at the nearby intersection of 4th Street.

Robert Prinz, Advocacy Director with Bike East Bay, expressed gratitude to staff for their efforts on the project, especially for considering an uphill climbing bike lane on D Street. He pointed out that the addition of the bike lane would narrow the shared travel lane for downhill traffic, potentially calming traffic by reducing lane width. He emphasized the importance of placing shared lane markings in the center of the lane, rather than closer to parking. He recommended using a one-piece preformed thermoplastic for lane markings instead of standard stencils; and encouraged staff to explore more durable alternatives for quick-build bulb-outs or sidewalk extensions that align with budget constraints while ensuring longevity.

Bruce Dougie, a Hayward resident, expressed strong support for the plan, particularly praising the inclusion of uphill on downhill direction bike lanes. He emphasized the need for frequent sharrow markings, suggesting they be placed every 50 to 75 ft to encourage cyclists to take the lane, ideally using green background markings for improved visibility. He advocated for implementing stop signs at key intersections and called for more marked crosswalks to clearly signal pedestrian presence. He commended the lane-narrowing strategy, noting the clever decision to create 10-ft lanes and the innovative choice to split lanes at 7.5 ft.

Erika Crawford, a D Street resident, expressed her excitement about the proposed plan but raised two main concerns regarding the stop signs at the intersection of 4th and D Street, noting that her car was totaled there in December 2022. Living between 7th Street and the City limits, she inquired about the possibility of installing feedback signs for speed or speed humps. She observed that vehicles coming down from Fairview often travel at or near highway speeds before entering the city area, raising safety concerns for residents.

Alejandro Jasso, a Hayward resident and member of the Local Bike Group, Bike East Bay, shared his insights on traffic concerns, particularly regarding speeding. He urged the City to consider traffic calming measures like those implemented on Fairview Avenue, which have proven effective, such as raised crosswalks and roundabouts that promote safer driving speeds and reduce accidents. He suggested that implementing similar measures, including roundabouts and raised intersections, could be beneficial at specific intersections in the area.

Esther Letteney, a D Street resident, expressed concerns about traffic safety in her neighborhood. She inquired about the potential addition of a stop sign at the intersection of D Street and 4th Street, seeking clarification on whether this was part of the proposed measures. She supported the implementation of a traffic circle at that intersection and acknowledged the concerns about fire truck access due to speed bumps, she urged the City to find solutions that enhance safety for residents exiting their driveways. She advocated for more crosswalks along D Street.

Cindy Clements, a resident of Hayward, expressed her strong support for traffic safety measures; the importance of installing a stop sign or a traffic circle at the intersection of 4th and D Street. She requested the installation of speed bumps between 7th and 4th Streets to address speeding concerns in the neighborhood.

Edith Bretado-Bahir, a D Street resident, urged for the installation of speed humps to slow down traffic and suggested adding more crosswalks to improve pedestrian safety. She emphasized the need for additional traffic calming measures to create a safer environment for residents and children playing in their front yards.

Hayes Morehouse, a 7<sup>th</sup> Street resident, appreciated the project and suggested practical improvements to enhance safety at the intersection of 7th and D Street. He proposed painting the curb red downhill to indicate danger and encourage drivers to slow down; he expressed support for the bike lane concept, hoping it would facilitate safer movement around downtown in the future. He also addressed the overall condition of 4th Street, highlighting its inadequacy and calling for improvements to make it safer for all road users.

Eric Ruelas, an 8<sup>th</sup> Street resident, shared his safety concerns about the area, emphasizing the challenges of turning left at the intersection. He noted that although there is a red curb in the area, large trucks still park there, obstructing visibility and adding to the danger. Echoing the concerns of others, he advocated for the installation of speed bumps and additional crosswalks to improve safety, particularly for families and children biking in the neighborhood.

Calvin Lin, a D Street resident, expressed his support for the project, particularly advocating for the installation of speed humps and stop signs to slow down traffic. He emphasized the urgency of addressing safety concerns in the area, noting that the current conditions have resulted in fatalities. He highlighted the historical context of the road's designation as a thoroughfare and stressed the need for traffic calming measures to protect residents and ensure safer conditions.

## **Committee Member Comments**

Chair Salinas acknowledged the safety issues at the intersection of 3rd and 4th Street, emphasizing that it is a significant concern. He noted that as the City plans renovations for the area. He affirmed that the observations shared by community members regarding the conditions on 4th Street from D Street to C Street were accurate and deserved attention.

CM Syrop expressed gratitude for the presentation and public comments regarding the project; he acknowledged the need for additional improvements, particularly advocating for more crosswalks along D Street to enhance pedestrian safety and assert their right of way. He supported the Chair's suggestion to explore traffic circles at key intersections, especially at 4th and Clay Street, to improve safety. Regarding traffic calming, he preferred physical measures over speed limit signs, arguing that modifying the environment would be more effective in slowing down drivers. He inquired about the proposed type of medians—whether they would be painted or concrete—and asked if vehicles exiting Beaver Drive would need to make right turns only due to the new median installations.

CM Andrews expressed appreciation for the presentation and raised a question regarding the proposed stop sign at the intersection of 4th and D Street, inquiring if alternative solutions could be considered if a stop sign is deemed incompatible. She encouraged the exploration of different ideas that could effectively address safety concerns at that intersection. CM Andrews brought up the activity at San Felipe Park, which is managed by H.A.R.D., and inquired if any conversations had been initiated to coordinate signage or other measures to slow down traffic and enhance safety in the area. She also referenced the public comment regarding Kings Court and asked if there were options that staff could explore to make that area safer, as it requires attention.

CM Syrop acknowledged the requests from residents for speed humps on the specific road in question and emphasized the need to consider exceptions to the existing guidelines. He questioned what steps would be necessary for Council to approve speed humps on this road, highlighting the unique circumstances that might warrant such a decision. He urged staff to explore potential avenues for addressing residents' safety concerns while navigating the limitations of the current guidelines.

Chair Salinas acknowledged the clear issue of speeding and emphasized the importance of implementing traffic-calming measures. He stressed that environmental changes could play a crucial role in slowing down traffic and improving safety. He highlighted the need to address safety concerns at the intersection of 4th and D Street and pointed out the heavy traffic and parked cars near the San Felipe Park area. He underscored the necessity of tackling these challenges to enhance overall safety in the neighborhood, emphasizing that the situation requires attention and action.

In response to a request from a resident, Chair Salinas reopened the Public Comment period.

Diane Riggs, a resident of Hayward, expressed concern about the dramatic increase in traffic over the years highlighting the difficulty and danger of exiting Beaver Drive due to the high speeds of vehicles coming down the hill. She urged the City to prioritize these issues in its efforts to enhance safety for residents and pedestrians.

**4. Vision Zero Update**

The item was rescheduled for a future date.

**ORAL REPORT**

**FUTURE AGENDA ITEMS**

**5. Proposed 2024 Planning Calendar: Review and Comment**

CM Syrop emphasized the growing concerns in the community about the Amtrak station. He suggested providing clear communication to address these concerns and alleviate worries. He recommended issuing a staff report or similar communication to clarify the project's timeline and what changes, if any, can be expected in the near future.

CM Andrews voiced concerns about the conditions of freeway exits, particularly regarding cleanliness and safety for nearby residents. She inquired whether the responsibility for maintaining these conditions falls under the City's infrastructure management or if it lies with Caltrans, given that the exits are situated on their property.

**COMMITTEE MEMBER/STAFF ANNOUNCEMENTS AND REFERRALS**

CM Syrop announced that the last Sunday of September will feature another South Hayward Market, which will take place at South Hayward BART from 11:00 AM to 4:00 PM. He encouraged community members to attend the event as it is free and will include food trucks, family activities, vendors, and various resources available.

**ADJOURNMENT**

Chair Salinas adjourned the meeting at 6:55 p.m.

**MEETINGS**

Attendance	Present 8/28/24 Meeting	Present to Date This Fiscal Year	Excused to Date This Fiscal Year	Absent to Date This Fiscal Year
Angela Andrews	✓	4	0	0
Mark Salinas	✓	4	0	0
George Syrop	✓	4	0	0