East Bay Greenway Multimodal (EBGWMM) Project: Hayward Segment

Phase 3 Outreach Summary

September 2025

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Introduction and Executive Summary

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

Purpose and Approach Overview

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

Overview of Results

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

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

Key themes of community and stakeholder feedback included:

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

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

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

Outreach Approach

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

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

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

Materials

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

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

Flyering and Door-to-Door Outreach Effort

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

Table 1. Staff effort and flyers delivered by day.

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

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

Outreach to Organizations

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

Table 2. Organizations reached through flyer distribution.

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

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

Title VI Compliance Efforts

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

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

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

Outreach Results

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

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

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

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

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

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

Online feedback (feedback form)

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

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

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

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

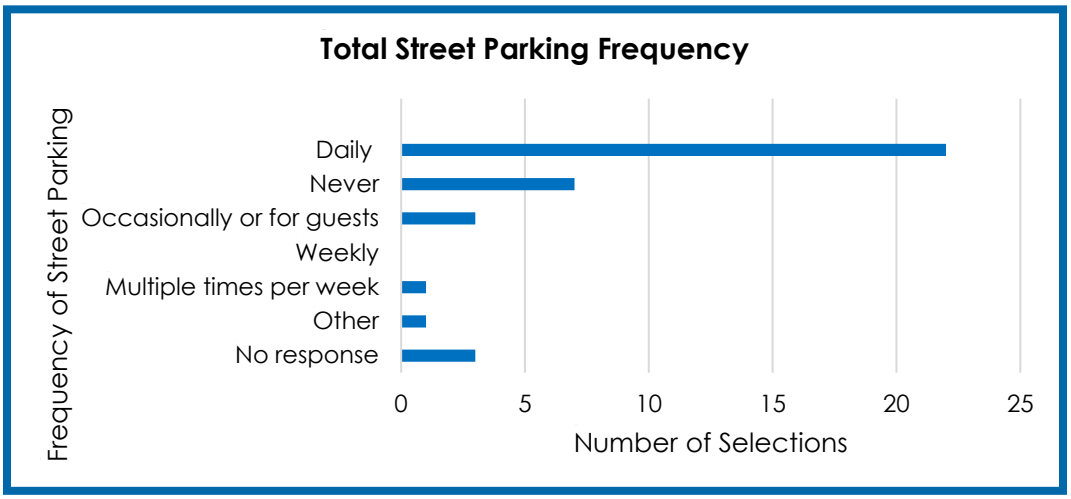
Parking Frequency

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

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

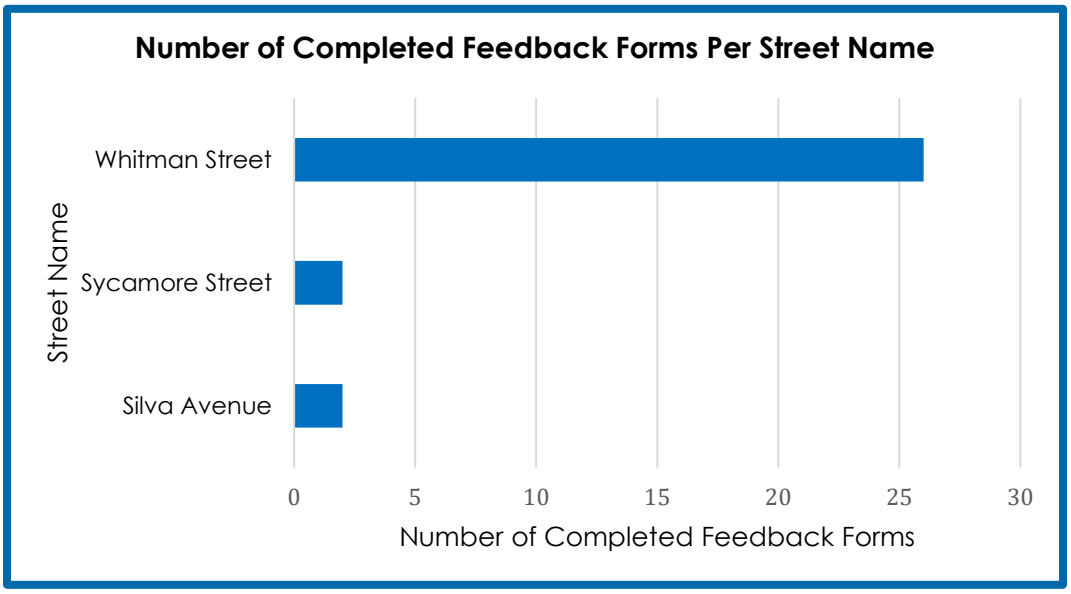
Hence, the majority of feedback collected from the outreach forms was from Whitman Street residents, residents that use street parking, or both. Issues and concerns raised in the feedback forms included residents' observations of drivers bypassing Mission Boulevard, high frequency of collisions due to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

Figure 1.



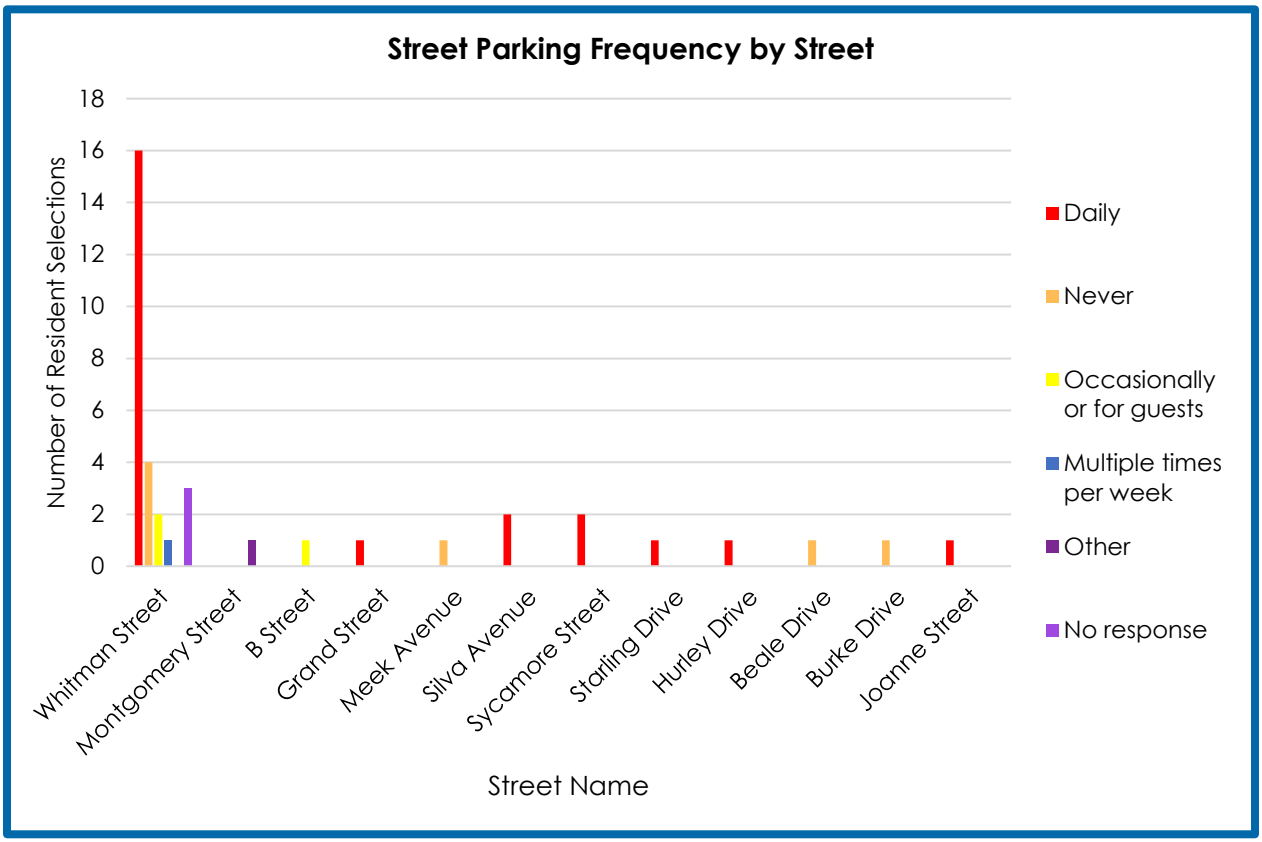
As shown in Figure 1, 22 of the 37 respondents selected that they use street parking daily.

Figure 2.



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

Figure 3.



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

School engagement

Tennyson High School Meeting

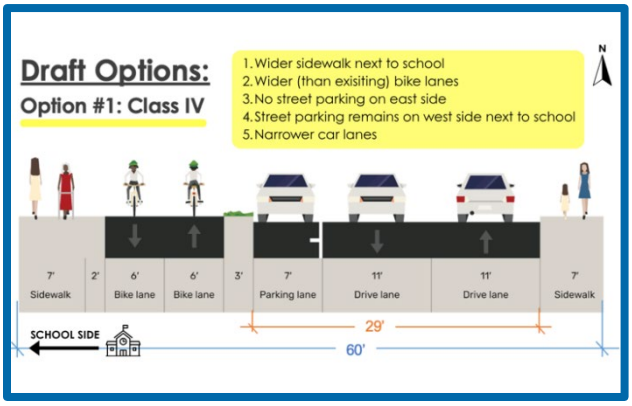
The Project team met with the principal, Veronica Estrada, and administrative secretary, Kathy Vigil, of Tennyson High School on 6/6/2025 to listen to their questions, concerns, and impressions on the project's concept design, improvements, and impacts. Listed below is an overview of their feedback:

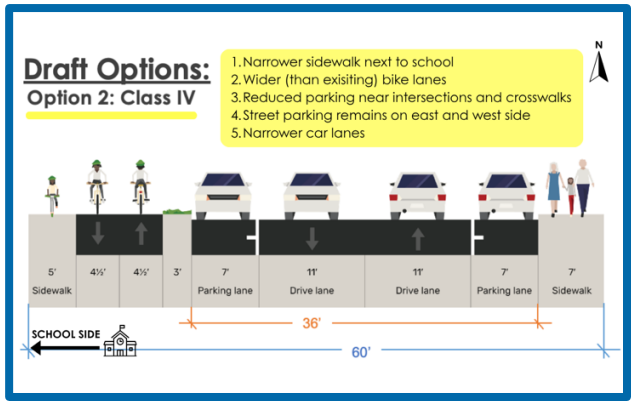
- Concept design
  - Participants showed interest in viewing examples of the concept design to get a better understanding of what the reality of the construction would look like in front of their school.
- Parking
  - Staff currently uses both sides of Whitman Street for parking.

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

School Survey

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





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

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

<u>30 selections for Option 1, reasons including:</u>

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

<u>35 selections for Option 2, reasons including:</u>

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

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

<u>General comments, and concerns</u>

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

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

<u>Takeaways</u>

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

Student vs Staff/Faculty Option Choices

Whitman Street Option 1 (30 supporters)

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

Whitman Street Option 2 (35 supporters)

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

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

Cesar Chavez Middle School Meeting

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

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

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

Individual input provided by email or phone

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

Table 3. Input from other sources.

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

Active Transportation Working Group (ATWG) Meeting

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

The key outcomes of the ATWG meeting were as follows:

- General Support for the Project - The project team shared that the next steps for the project would be to present these recommendations to CIAC in October. No ATWG members objected to "co-signing" or showing support for the project at the October CIAC meeting.

- Modifications to Project Recommendations | Based on feedback provided by ATWG members, the project team modified the bike facility recommendations for two locations: 1) Grand Street between B Street and D Street; and 2) Tennyson Road between Whitman Street and Dixon Street.

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

Traffic Calming Measures

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

- Raised Crosswalk Design | An ATWG member noted that Alameda County installed raised crosswalks taller than the ones installed by the City, and that they appear more effective at slowing vehicles.

- Distance between Traffic Calming Measures | An ATWG member asked why the various traffic calming measures were recommended at 200 feet apart, with examples cited from 7th Street where speed humps appear closer together. In response, the project team shared that speed humps must stay clear of driveways and allow for utilities access. The City also uses best practice guidelines from its Traffic Calming Toolbox to determine speed hump placement.

- Bus Stop Locations | An ATWG member representing AC Transit requested that the placement of speed humps and other traffic calming measures consider AC Transit bus stop locations. Placing vertical traffic calming away from bus stops will allow buses to stop on a level surface for boarding and alighting passengers. As part of AC Transit Realign service changes, bus stop locations will not change; the existing stop locations need to be accounted for in the final EBGWMM design.

Whitman Street Recommendations

- Parking Removal | An ATWG member shared concerns about parking removal on Whitman Street as the parking spots that would be removed are in front of people's homes, not businesses. In response, the project team confirmed that on-street parking removal is a complex issue, and that the additional community engagement completed as part of the Phase 3 Outreach showed nuanced responses for and against this tradeoff. ATWG members requested ongoing community outreach regarding the project and on-street parking, even after the environmental clearance.

- Landscaping | One ATWG member asked if the project team was open to reducing landscaping on Whitman Street to create a wider trail. In response, the project team explained that the recommended widths already meet minimum standards for Class I trails. The City noted that the project team conducted extensive outreach to the communities on Whitman Street, and the feedback received indicated that greenery, landscaping, lighting, and beautification should be included to balance those tradeoffs.

- Shared-Used Path | An ATWG member asked that the walking and biking lanes on the shared-use path will be delineated in some manner. The project team confirmed that delineation will be included where feasible.

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

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

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

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

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

Silva Avenue & Sycamore Avenue Recommendations

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

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

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

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

Grand Street Recommendations

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

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

- Left Turn Lane | One ATWG member asked if the left turn lane on Grand Street was necessary. In response, the project team explained the safety benefits of the turn lane, especially with the proposed lane reductions.

- Revised Recommendation | Following ATWG Meeting #4, the project team revised the recommendation for Grand Street between B Street and D Street to include a two-way Class IV bike lane as requested.

Tennyson Road Recommendations

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

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

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

Project Alignment

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

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

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

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

BART Station Connections

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

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

Next Steps

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

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

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

Conclusion

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

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

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

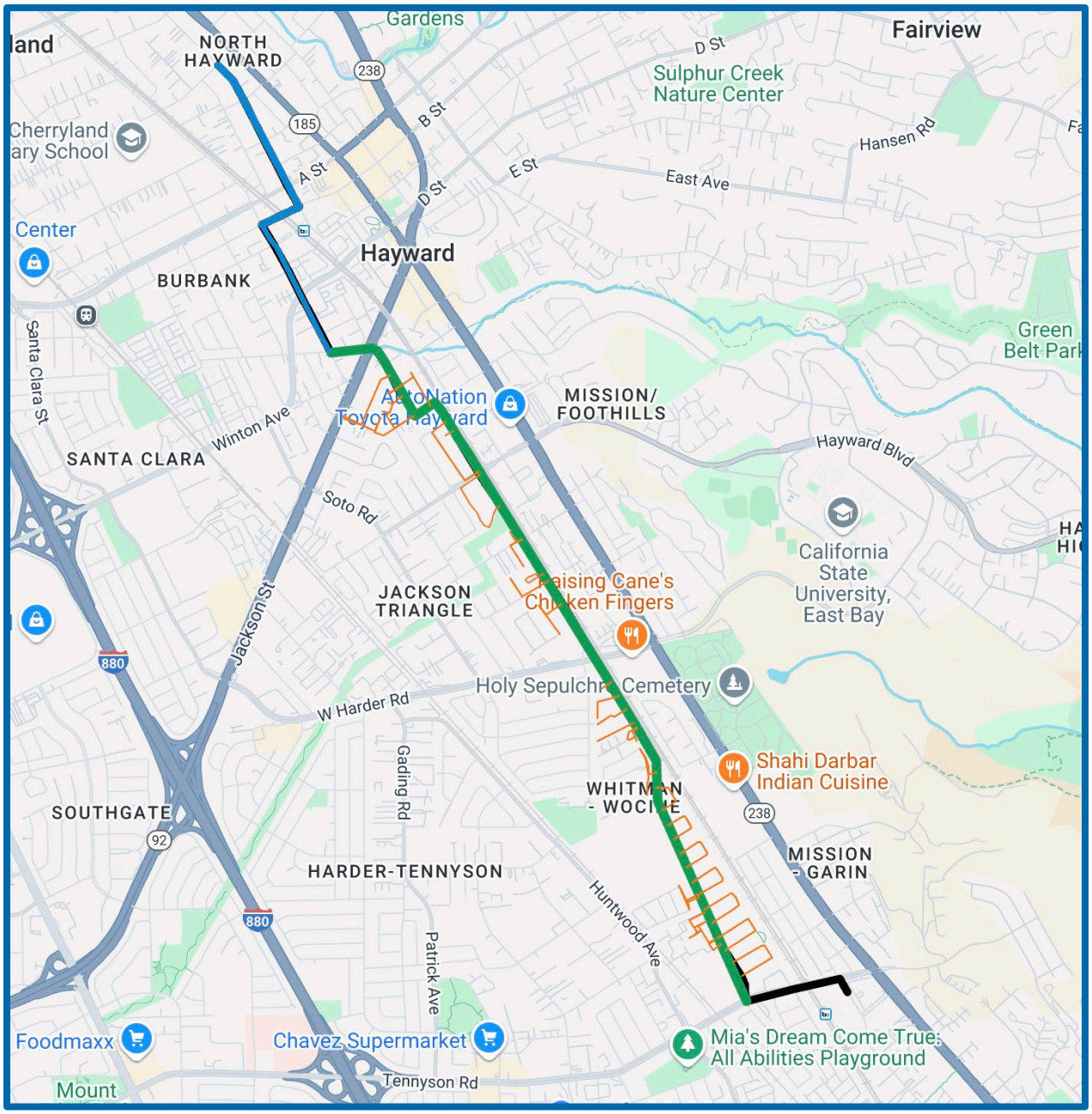
Residents recognize the desire for and benefits of including better walking, biking, and rolling options between the Hayward and South Hayward BART stations. However, due to concerns around existing conditions, such as speeding, traffic congestion, and limited parking options, some residents are also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

Appendix A: Outreach Area

The blue and green corridor is the total project area.

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

The green corridor signify door-to-door routes.



Appendix B: Outreach Materials

- Project flyer and cross sections
  - English
  - Spanish
  - Chinese
  - Vietnamese
  - Tagalog
- Door-to-door and Flyering Feedback form

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East Bay Greenway Multimodal Project - Hayward Segment

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

* Required

Feedback Form for Hayward Residents

1. What is your name? (optional)

2. What is your email address? (optional)

3. What street do you live on? *

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

Door-to-door and Flyering Feedback form

Page 2 of 2

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

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

   Please select 2 options.

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

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

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

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

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

1	2	3	4	5

   I don't like it at all — I really like it

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

- School Survey
  Page 1 of 5

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

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

Section 1

Demographic and Travel Mode Questions

1
What is your name? (optional)

Enter your answer

2
What is your email address? (optional)

Enter your answer

3
Which school are you a part of? *

- Cesar Chavez Middle School
- Tennyson High School

4
What is your role at the school? *

- Student
- Faculty or Staff
- Other

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5

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

- Walk
- Bike
- Drive or driven by another person
- Public transit
- Other

6

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

- Street parking on Whitman Street
- Street parking on a side street
- Student parking lot
- Staff parking lot
- Other

Section 2

Whitman Street Concept Design Options: Separated Bikeway

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

Page 3 of 5

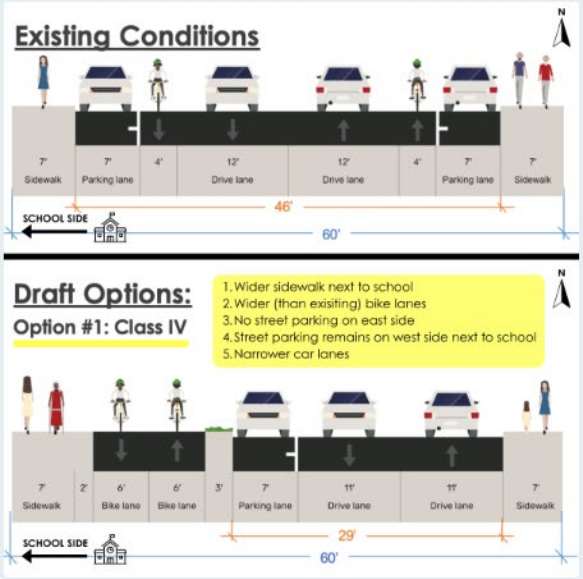
Section 3

Benefits and Tradeoffs for Whitman Street

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

Section 4

Whitman Street Option 1: Benefits and Tradeoffs



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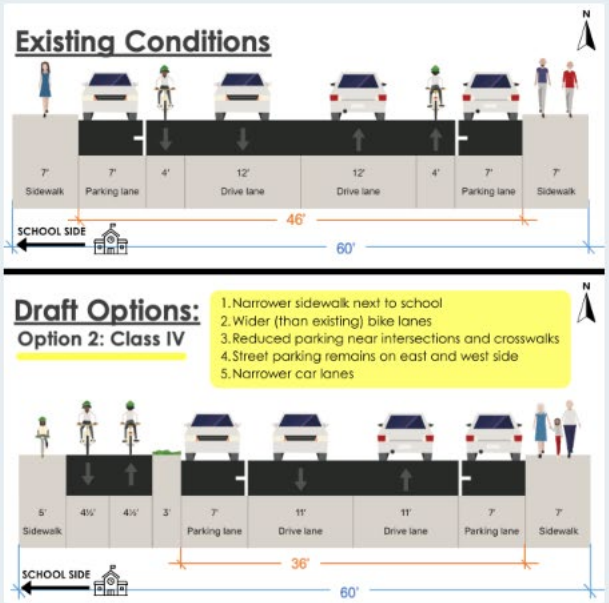
Section 5

Whitman Street Option 2: Benefits and Tradeoffs



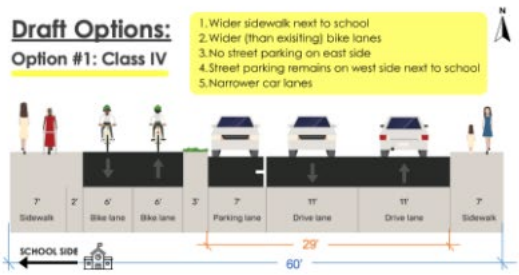
Section 6

Share Your Preference

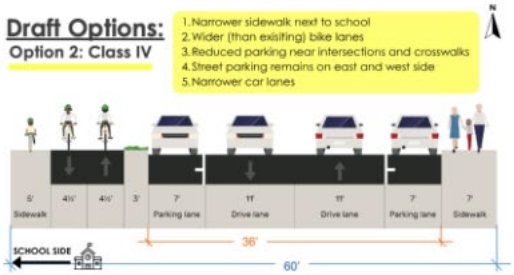
Now, we'd like to hear from you about your preferences between Options 1 and 2 for Whitman Street.

7

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



Option 1



Option 2

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8

Please briefly tell us why you prefer Option 1. *

Enter your answer

9

Please briefly tell us why you prefer Option 2. *

Enter your answer

10

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

Enter your answer