

City of Hayward/AC Transit ILC Notes
September 5, 2025

1. Opening – called to order at 10:00am

a. Roll Call

Present: Councilmember Zermeño (chair), Councilmember Syrop, Director McCalley, Director Silva, Director Shaw

b. Announcements/Public Comment

Moment of silence for Director H.E. Christian Peebles

c. Notes from Previous Meeting

2. New Discussion Items

a. Update on East Bay Greenway and Near and Long-Term ACTC Projects

Lucas Woodward: Informational update on the East Bay Greenway (EBGW) Project. We are towards the end of the planning process, and a lot of outreach has been done, including an Active Transportation Working Group (that AC Transit participates in). Next formal event is at the City of Hayward CIAC meeting in October. The vision of the EBGW facility is a continuous trail facility from Lake Merritt BART to South Hayward BART. Within the public ROW there are going to be tradeoffs – this planning process sought to dig into those tradeoffs (availability of on-street parking, number and width of lanes, type of bike facility, curb and sidewalk impacts). Staff conducted studies on traffic, parking, and cut-through traffic, in addition to doing extensive public outreach. Most challenging segment of the corridor is on Whitman St. What's next: environmental clearance expected to take place through 2027, final design through 2029, and project completion by 2031.

Councilmember Syrop: Excited for this project to move forward. Are there more city council decision points?

Jhay Delos Reyes: Yes we will be returning to city council as design proceeds, all the way up to the point of construction.

Councilmember Syrop: Why isn't the alignment along Mission Blvd? Too many curb and sidewalk impacts?

Jhay Delos Reyes: EBGW is envisioned to do first-last mile connections to BART stations. There were lots of challenges in terms of providing an all ages and abilities facility. Those tradeoffs would be very difficult to deal with, especially with all the traffic on Mission Blvd.

Councilmember Syrop: I've heard a lot from folks on Whitman who want their traffic calmed, but there is concern about parking loss. How is the calculation made about whether the city would prefer alignment on Mission vs Whitman?

Lucas Woodward: There are certainly advantages to using either Mission or Whitman. But the concern is that a Class IV facility on Mission Blvd would not really be all ages and abilities. There can be design to mitigate potential bike-vehicle conflict points, but we cannot eliminate them.

Councilmember Syrop: What bus lines if any do we have running on Whitman?

Crystal Wang: Line 41

Councilmember Syrop: Is signage part of this project?

Jhay Delos Reyes: Yes there will be wayfinding signage as part of the project.

Councilmember Zermeño: No mention of cost?

Kanda Raj: We're still at the conceptual stage.

Jhay Delos Reyes: There are Measure BB funds through the environmental phase.

Councilmember Zermeño: I like what we did with Phase 3 of Mission Blvd where we widened the sidewalk and also made room for bicyclists. Also it's unfortunate we can't use the railroad tracks.

Director McCalley: Wasn't there a project that was going to use the railroad tracks?

Jhay Delos Reyes: Phase 2 Urban Trail Project – it just requires a lot of resources and discussion with Union Pacific about selling the Oakland Subdivision.

Councilmember Syrop: Last time this was presented there was going to be some pedestrian improvements along Mission. Is that still part of the project?

Kanda Raj: Yes those pedestrian improvements were identified and studied but not meant to be implemented as part of the EBGW project. Those will be addressed as part of the city's high-injury network (HIN) study.

Byron Tang: We're preparing the RFP for that this month, consultant should be on board by the end of the year. For this project, it should be about a year and a half to two years before we have a deliverable.

Public Comment (Warren Cushman): CRIL is a partner in this EBGW process. I want to stress the importance of working together across jurisdictions, including the unincorporated areas. Happy that all ages and abilities is core to the project.

3. Update on Past Items

a. Roadway and Streetscaping Projects Update

Byron Tang: Mission Blvd Phase 3 is nearly complete, signal timing work still needs to be done. Main St completion expected in October 2025, new bike lanes look good. Mission Blvd Pilot Quick Build – construction has started, the project looks at Mission between A St and D St, replacing the easternmost travel lane with an on-street parking lane and includes some ped bulb-outs at the intersections along the corridor. The 2025 Pavement Improvement Program is underway. The Speed Management Plan is also still underway and the 3rd stakeholder meeting was held. Safe Streets Downtown and Safe Streets Hayward Phase 1 (SS4A grant) are in progress, looking at the Downtown Loop, A St, B St, and Tennyson Rd. Safe Streets Hayward Phase 2 – the RFP is coming soon, looking at Hesperian Blvd, Jackson Blvd, and Mission Blvd. For Safe Streets Hayward: utilizing advanced analytics to look at HIN

intersections. We have a vendor who can look at the intersection over time and map out the bike/vehicle conflicts. For Safe Streets Downtown: community feedback was gathered via website and pop-ups and road safety audits. Over 800 surveys for the Phase 1 corridors were gathered. The public could identify and comment on specific pain points. This month the city is going to have a design charette and do a hands-on event, provide feedback on how they'd like to see downtown redesigned. September 17, 3pm and 5pm.

Councilmember Syrop: Is there an online component for residents to provide feedback?

Byron Tang: Yes, residents could post as many comments as they wanted to on the online map from the project. There will also be other outreach opportunities

Director McCalley: Where does A St stand in terms of repaving? Seems like some segments get repaved and other segments seem neglected.

Byron Tang: Next year's paving program will address parts of A St, but the schedule can change.

Public Comment (Warren Cushman): Some of the projects mentioned are important to the folks at CRIL. The best thing for the city to do would be to revitalize the ADA Transition Plan.

b. New Development Update

Steve Kowalski: Christian Church Homes on the corner of A St and Grand St – 80 affordable senior housing units, nearly complete. Parcel Group 3 at the intersection of Mission and Tennyson – 176 affordable modular apartment units and 38,000 sq ft charter school expected to be completed in Spring 2026. SoMi on Mission near Tennyson – 75% complete, 189 total units, 20 affordable units. Maple & Main Mixed-Use Project is in limbo. B St & Main St project – city is reviewing the plans. Eden Ranch Subdivision – 64 townhouse style condos with 7 low income units and moderate income units (8 out of 64 will be affordable). Apartments at Mission & Tennyson – 122 rental apartment units, includes 13 very low income units. The Redwoods Subdivision – 58 condos including 5 very low income units. New condo building at 22934 Atherton St – 23 residential condos including 2 moderate income units.

Director McCalley: How can we enhance our relationship between the City and AC Transit, particularly with EasyPass. When can AC Transit meet with the developers?

Steve Kowalski: Who at AC Transit should the developers plans be routed to?

Claudia Burgos: One of the most successful models is when there's a condition of approval on the project, like requiring developers to consider a TDM program or something like EasyPass.

Steve Kowalski: We only require a TDM program of a small percentage of projects. Is AC Transit open to reaching out to the developers? City can't make a TDM program a requirement of every project.

Andy Nern: We just signed Christian Church Homes to the EasyPass Program. I can get you the information of who at AC Transit to coordinate with on EasyPass things. We don't want

to initiate the EasyPass discussion with developers too soon since the developments take time.

Councilmember Syrop: What proactive outreach could AC Transit do to reach out to and incentivize developers? How early is too early?

Andy Nern: For EasyPass, we typically come in at the end of the project.

Robert del Rosario: For new developments & EasyPass - there is the fare component, but there's also the component of how does this affect AC Transit operations. Is there some mitigation that the project should bring to the design? There's sometimes a request to developers about making transit more attractive for the future residents/transit riders (shelters, bus pullouts, benches, etc.).

Councilmember Syrop: I want to make sure that a meaningful TDM program can happen.

Public Comment (Warren Cushman): Appreciate the interagency collaboration.

Director Shaw: In the early stages we should be coordinating with the developers to get bus-supportive infrastructure included as part of the project, but we should also be promoting EasyPass. Also, there is a small piece of land in Hayward owned by AC Transit (at Mission Blvd & Pinedale Ct, next to the Hampton Inn, there's an old house on the corner, there's also a drive-around) – it's wasted space and maybe something can be done with it.

c. Bus Stop Benches and Assessments

Jade Kim: For this fiscal year, another 100 Simme seats will be ordered and should arrive in 4 months for the maintenance crew to start installation.

Councilmember Syrop: Can we get an updated list of high-priority bus stops now that Realign has launched? Also, is City staff taking into account locations where there were Realign changes?

Jade Kim: Yes we are taking that into consideration.

d. AC Transit Service Planning and Performance Updates

Crystal Wang: The performance summary for lines operating in Hayward can be found in the agenda packet, it shows average weekday ridership, on-time performance, and productivity for each line, from April through July. Our OTP goal is 72%. A few lines have not met this target during the time period shown, but most of these lines have improved on-time performance since the June ILC meeting, which speaks to the efforts of our operators and supervisors out in the field. Realign launched on August 10 so we don't have substantial data yet, but we have been getting customer comments about the changes and we've been monitoring performance to the extent we can, so there are some tweaks we'll be making during our next service change to address the concerns.

Robert Del Rosario: Realign implementation went relatively smoothly. There are some things we already know we need to make to address things like overcrowding, for example, with Line 60 that serves both Chabot College and CSUEB. On Line 60 – CSUEB removed its student shuttle at the beginning of semester, so students are now taking Line 60 between

campus and Hayward BART and there has been overcrowding. To respond in the short term, we have put out a standby bus to help address overcrowding. In the longer term, we intend to deploy 60-foot buses along Line 60 to accommodate more capacity. City of Hayward staff has been an excellent partner in helping to address the bus stop needs (i.e. longer red curb) for the longer buses.

Claudia Burgos: Wanted to add that CSUEB is now an EasyPass client.

Andy Nern: The EasyPass program was in the works for a long time. Communications between CSUEB-AC Transit have been great, communication has been transparent, and Brenda Amaral has been a great partner.

Councilmember Zermeño: We need to work with Chabot College on EasyPass.

Director McCalley: What's going on with the Line 10 OTP?

Robert del Rosario: There was a timepoint data issue causing some problems. This was also one of the lines that operators were getting an incentive for.

4. Future Agenda Items

- a. ILC Parameters and Proposed Restructuring
- b. Mission Blvd TSP Project
- c. Coordination between City of Hayward, BART, and AC Transit on how to promote more transit use

Councilmember Syrop: Doesn't need to be an item, but would love to develop some kind of strategic plan to identify ways that the City can be good partners in helping to increase transit usage and improving the attractiveness of transit. Would be helpful to have a list of concrete ideas and best practices.

Director McCalley: AC Transit should have a simple primer that we can hand out to cities and developers, about how to do transit-supportive design but also information on EasyPass and resources for riders.

5. Committee Member Comments

Director Shaw: Note to City staff - look into MTC Grants for community-driven housing projects

Councilmember Syrop: Hayward Night Market on October 18 at St. Rose Hospital parking lot.

Diann Castleberry: Comment from Hayward Chamber – September 27 is the Southland Mall Mariachi Festival. Also, Leadership Hayward applications are currently being accepted.

6. Proposed Date of Next Meeting

- a. December 5, 2025

7. Adjourned: 11:20am