



CITY OF HAYWARD
AGENDA REPORT

AGENDA DATE 07/23/02
AGENDA ITEM 12 a
WORK SESSION ITEM _____

TO: Mayor and City Council
FROM: City Manager
SUBJECT: Route 238 Bypass Alternative

RECOMMENDATION:

It is recommended that the City Council review and comment on this report.

BACKGROUND:

As previously reported, earlier this year, the Alameda County Transportation Authority (ACTA) decided to embark on a process to ascertain if consensus could be reached concerning a possible alternative to the Route 238 Bypass, in light of the court decision invalidating the use of Measure B funds for the project. With the assistance of a neutral, third-party facilitator, project proponents and opponents convened as a working group (hereafter, Consensus Group or Group) to address the assignment conveyed to it by ACTA.

Mayor Roberta Cooper represented the City. Other participants included Mayor Mark Green and Supervisors Gail Steele and Nate Miley (represented by aide Seth Kaplan). In addition, the following organizations appointed representatives to the working group: California State University, Hayward (Bob Brauer); Citizens for Alternative Transportation Solutions (Audrey LePell); Hayward Area Planning Association (Sherman Lewis); and Hayward Chamber of Commerce (Scott Raty).

Over a series of four meetings, the Group explored and discussed different ways to address the traffic problem facing this area. It was understood that failure to develop an alternative could result in the loss of Measure B funding, and continuation of the basic traffic problem facing this community. A variety of ideas and concepts were considered, leading ultimately to the identification of an alternative that, while not everyone's preferred solution, garnered enough support to warrant presentation to the general public.

Presented to the public as the 238 Bypass Alternative (see accompanying attachment), this new configuration would result in Mission and Foothill Boulevards being widened, and a grade separation being constructed at the juncture of Mission/Foothill/Jackson. By acquiring limited property on the east side of Mission (between Five Flags and Harder Road) and Foothill (from Five Flags to City Center Drive-south), two additional travel lanes would be provided during

morning and evening rush hours. One of these lanes would double as a parking/travel lane, serving as a travel lane only during rush hours. The new configuration also would provide an additional rush hour lane on Mission (between Harder and Industrial) and Foothill (between City Center Drive and Highway 580). In these sections, the additional lane can be constructed within the existing right of way, largely by reducing the width of the sidewalks by about three feet. Like above, this additional lane would function as a parking/travel lane.

To better understand the extent to which traffic congestion would be alleviated with the new configuration, The Parsons Group (the same firm that evaluated the Contingency Plan) was commissioned to perform a preliminary traffic analysis. It is important to view the results as preliminary, as insufficient information or time precluded preparation of a comprehensive traffic study. With this qualification in mind, The Parsons Groups concluded that while the new configuration does not provide as much relief as the Bypass, it does offer improvements over the status quo.

The public was invited to comment on the 238 Bypass Alternative at a public meeting held in (and cablecast from) the Council Chambers on June 19. Two days later, on June 21, the Consensus Group held its final meeting to consider the testimony presented at the public meeting and to formulate a recommendation to the ACTA Board. Following its deliberations, the Group agreed to forward the following recommendation to the ACTA Board:

“By strong consensus, this committee recommends that the alternative be moved forward for further study with final configuration determined through technical and environmental studies. In the course of these studies, further examination of signal coordination, turning movements, etc., will be completed.

We further recognize the need to implement other related projects and programs that enhance and complement this alternative, such as interchange improvements at Redwood Road and I-580 and widening of Interstate 238 between I-580 and I-880.

We recognize that there are other modes that could further enhance and complement this alternative and recommend that they be studied outside this alternative.”

As reported at the July 9 worksession, the Alternative is different than the project described in Measure L, and incorporated into the General Plan. It is therefore necessary to modify the General Plan to eliminate any conflicts between the project contained therein and this alternative. Accordingly, elsewhere on the agenda, the Council is asked to consider submitting a ballot measure to the voters this November.


Jesús Armas, City Manager

Attachment