



CITY OF HAYWARD
AGENDA REPORT

AGENDA DATE 07/18/06

AGENDA ITEM _____

WORK SESSION ITEM WS #2

TO: Mayor and City Council
FROM: Director of Public Works
SUBJECT: Update on Route 238 Corridor Improvement Project Environmental Impact Report

RECOMMENDATION:

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

DISCUSSION:

On March 1, 2005, Council authorized submittal of the Route 238 Corridor Improvement Project to the Alameda County Transportation Authority (ACTA) as the substitute project for the Route 238 Bypass Project in the 1986 Measure B Expenditure Plan. The amendment to the plan was approved by the ACTA Board in December 2005, after receiving approval from all of the cities within Alameda County and the County Board of Supervisors.

Additionally, on November 1, 2005, the Council approved an agreement with Mark Thomas and Company for preparation of the Environmental Impact Report; sub-consultant Jones and Stokes is primarily responsible for the EIR preparation.

Scoping

On November 21, 2005, a Notice of Preparation of the EIR was mailed to potentially affected people in the corridor and to other interested people. The comment period ended January 2, 2006.

As part of the public review process, a public scoping meeting was held in City Hall on December 8, 2005. The meeting was attended by approximately 50 people. The purpose of the meeting was to present the project description and to receive oral and written comments regarding the scope of the EIR for the project.

Some of the most frequently mentioned comments and concerns included the impacts to businesses resulting from the one-way streets; loss of parking and its effect on businesses; change in community character and potential isolation of the downtown; impacts to bicycles, pedestrians, and transit; and construction impacts.

Project Objectives

The objectives of the project include the following:

- Reduce traffic congestion in downtown Hayward and on Foothill/Mission Boulevard;
- Improve traffic operations at the Mission/Foothill/Jackson intersection;
- Construct a facility that will accommodate current and future traffic demands as permitted by funding constraints;
- Improve access to the California State University campus in Hayward;
- Be eligible for Measure B funding;
- Provide for bicycle access along Mission Boulevard and Foothill Boulevard;
- Improve pedestrian access in the downtown area.

Project Description

The description of the proposed Route 238 Corridor Improvement Project includes the following key elements:

- Adding two through lanes along Foothill Boulevard between Mattox Road and A Street and along Mission Boulevard from Foothill Boulevard to Industrial Parkway by converting parking lanes to travel lanes during peak hours.
- Construction of partial grade separations at the intersection of Foothill Boulevard, Mission Boulevard, and Jackson Street and at the intersection of Jackson Street and Watkins Street.
- Creation of a downtown mini-loop by changing A Street to one-way westbound from Foothill Boulevard to Mission Boulevard; changing Mission Boulevard to one-way southbound from A Street to Jackson Street; and changing Foothill Boulevard to one-way northbound from Mission Boulevard to A Street (see Exhibit A).
- Widening of the intersection at Mission Boulevard and Carlos Bee Boulevard.
- Various other lane, sidewalk, and access configuration changes along the project corridor.

In order to be in a better position to respond to comments and concerns raised during the scoping process about the one-way street system, staff proposes to include in the project evaluation a variation that maintains two-way traffic flow on A Street.

Alternatives

After review of the comments, the project team identified several alternatives that could address most of the project objectives and are also considered feasible to implement. Consequently, the

following alternatives are proposed to be analyzed. As is typical when preparing an EIR under CEQA, the project will receive the most extensive evaluation. The alternatives noted below will also be evaluated, although, not to the same extent as the proposed project:

- **No-Project Alternative** - This is required by CEQA.
- **Full Grade Separations with No Downtown Widening Alternative** – This project was initially selected by the Council in November 2004. The project team recommended this alternative be included in the EIR as an option to evaluate a project which maintains present circulation patterns while remaining within existing right-of-way and constructing a full grade separation. Traffic impacts will need to be analyzed (see Exhibit B).
- **Expanded Loop Alternative** – Under this alternative, Foothill Boulevard will be one-way northbound from Mission Boulevard to Mattox Road, and Mission Boulevard will be one-way southbound between Mattox and Foothill/Jackson. Mattox Road will be one-way westbound. Grove Way will remain two way rather than the earlier indication that it would become one-way eastbound. The existing two-way traffic on A Street will be retained. The grade separations and improvements on Mission Boulevard south of Fletcher will be the same as the Project. This alternative will be included in the EIR as an option to evaluate a different circulation pattern. Traffic impacts will need to be analyzed (see Exhibit C).
- **Transit Alternative** – It is recommended that a transit alternative be included in the EIR as an option to avoid the construction and operational impacts of the Project. The transit alternative should include rapid bus service between the Castro Valley and Hayward BART stations to California State University with 10-minute headways between 6:30 and 9:30 a.m. and from 3:30 to 9:30 p.m. and with 20-minute headways the remainder of the day. This service could include rapid bus concepts such as wide doors, fast fare collection, no-step entry, and signal priority. Another transit component could be an express bus linking the intermodal stations and centers in Hayward, Union City, and Fremont. Additionally, improvements could be made to existing AC Transit services in the corridor, such as Lines 83 and 93, as well as Route 99 on Mission Boulevard. Improvements to these routes would consist largely of reducing headways. The potential for this alternative to obtain Measure B funding, institutional arrangements, potential funding sources, and traffic benefits will need to be analyzed.

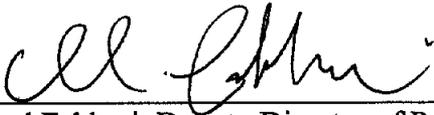
In addition to the development of the alternatives, the consultants have completed preliminary mapping showing areas of potential effect to be used for the historic building analysis, a description of emergency access, and a general outline of specific issues that will need to be addressed in the EIR. The additional required traffic analysis has begun. Although some of the necessary traffic analysis was completed as a part of the preparation of the Preliminary Design Report, additional analysis to cover the alternatives not previously studied will be needed as well as updating the previous analysis to include the general plan changes included in the South Hayward BART/Mission Boulevard Concept Design Plan.

SCHEDULE:

The tentative schedule for the EIR process anticipates the Draft EIR to be released for public comment in March/April 2007. During the public comment period, there will be opportunities for Council review and comments prior to a Planning Commission hearing on the Draft EIR.

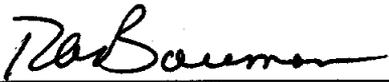
The Final EIR is anticipated to be prepared in September 2007, with Final EIR approval and project adoption scheduled in October 2007.

Prepared by:



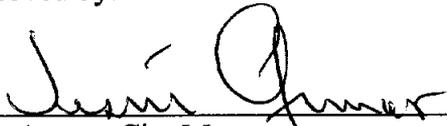
Morad Fakhrai, Deputy Director of Public Works

Recommended by:



Robert A. Bauman, Director of Public Works

Approved by:



Jesús Armas, City Manager

- Attachments: Exhibit A: Route 238 Corridor Improvement Project
Exhibit B: Full Grade Separation without Downtown Widening Alternative
Exhibit C: Expanded Loop Alternative

DUE TO THE SIZE AND
COLOR OF THE FOLLOWING
ATTACHMENTS, THEY
HAVE BEEN INCLUDED AS
SEPARATE LINKS