



MAIN STREET COMPLETE STREET COMMUNITY MEETING

Virtual Zoom Meeting

June 22, 2020

4:00 p.m.

MEETING MINUTES

ROLL CALL:

Staff Present:

- Alex Ameri, Director of Public Works
- Alex Tat, Associate Civil Engineer
- Kathy Garcia, Deputy Director of Public Works
- Irene Perez, Senior Secretary

1. Main Street Complete Street Community Meeting:

Director of Public Works Alex Ameri introduced the report, and Associate Civil Engineer Alex Tat presented the information.

Public Comments/Discussion

Vilda Gogh, resident on Campus Drive, raised concern about her street and inquired whether the Main Street Complete Street project would extend into other streets with traffic calming issues. Director Ameri provided her with information regarding the Traffic Calming Program which will investigate speeding conditions of different streets in Hayward.

Kim Huggett inquired whether there are plans for additional bike lanes to connect to the B Street and C Street existing bike lanes. Director Ameri mentioned the City is in process to approve the Bike & Ped Master Plan which will go to Council for review in Fall of 2020. He explained this plan includes all bike lanes and sidewalk improvements throughout the City of Hayward.

Bruce Duggi voiced his support for protected bike lanes as he believes this is critical to having more cyclists on the road. He also added that 5' bike lanes are adequate without the 2' buffer.

Steven Dunbar from Bike East Bay is in support of C-1 as it provides all the protections for cyclists. He believes it also works with future parklets and future wider sidewalks.

Colin questioned if there was a significant cost difference between C-1 and C-2. Director Ameri stated the cost estimates have not been done yet, however, he does not believe there will be a significant cost different between both concepts.

Carl Gorringer lives in Downtown Hayward and cycles through Hayward often. He wanted to voice his support for C-1 to add the 2' buffer between the driver side door and bike lane. He questioned why diagonal parking was not seen in any concept after

being brought up by several residents in the previous Council Infrastructure Meeting (CIC) on January 22, 2020. He would like re-consideration of diagonal parking by considering reducing sidewalk to 10', adding diagonal parking one side of the road and extending sidewalk in certain areas instead of the entire length of the road.

Rino Sanchez is in support of C-1 and believes the buffer is a better approach for cyclists. Rino also brought up the San Leandro Creekway project being underway and inquired whether City would install signs to direct pedestrian to the trail. Director Ameri agreed it was a good idea and advised that City would investigate that.

Juan Alvarado questioned if existing business owners on Main Street asked for additional sidewalk space for potential outdoor seating use. Director Ameri advised there have been public meetings and discussions with City Council about wider sidewalks for public usage. He added that he is not aware if business owners have reached out to Council or City themselves as this is not something that City generally undertakes. However, he mentioned that the opportunity has now presented itself after Council approved the policy in 2013 related to complete streets and implementation of the concepts that Council have been pursuing. Alex Tat added that he has discussed with owner of Acqua E' Farina on Main Street and they showed interest in outdoor seating.

Nicolas Yu asked if there is a possibility to add a new concept and what the deadline is to do so. Director Ameri responded that there is opportunity to add a concept with merit and asked Nicolas to share that concept with staff between now and the next CIC meeting in July.

Jenny Rawson asked if the concepts presented would affect the Fire Department on C Street and Main Street as she believes it may limit passing through of emergency vehicles. She also asked if the traffic signals would become 3-way signals for turning. Lastly, she expressed interest in diagonal parking and asked the City to consider adding more parking to downtown. Director Ameri assured that City has been in contact with Fire Department and will not pursue any option that does not have the full support of the Fire Department to not hamper their movement. He responded that there is a concept for diagonal parking in the middle of the street, however, it did not substantially add to the number of spaces compared to the concepts being presented now. City felt this concept was not safe for pedestrians as they would have to jaywalk to cross over. Lastly, he added that a 3-way signal has not been looked at yet but will be noted and investigated. Alex Tat added that the Transportation Division has done a traffic analysis of all intersections in the project boundary. The results concluded that this project is not expected to cause significant impacts to existing traffic operations.

Georgette Muñoz mentioned that an ADA ramp was installed in front of the bank building for access to the ATM in front of 22777 Main Street. She asked that if sidewalks are being widened if the ADA ramps would be part of the plan. Director Ameri responded that part of this project is to improve ADA access and if there is an existing ADA improvement it will either be set back or improved.

Diane Laine mentioned that she has worked on Main Street for the past 10 years and has noticed that since the loop was implemented traffic has increased. She also questioned how City will address future traffic impacts caused by delivery trucks that are blocking the lanes on Main Street. Director Ameri advised that City will investigate and discuss with the Fire Department to receive more input regarding different aspects of the final design for this project.

Jianhan Wang is a resident of Hayward and frequently bikes and walks on Main Street. He is not in favor of C-2 as he feels it is very dangerous for bicyclists due to lack of buffer and prefers C-1. He feels that the opening of vehicle doors can be very dangerous and potentially fatal to bicyclists coming through. He asked why bike parking was not included in any of the concepts presented. Director Ameri stated that the bike parking comment has been made before and will be taken into consideration.

Diane Shaw commented that she prefers to have the buffer to protect the bike lane.

Lawrence Danos asked if the sidewalks are being widened for the sole purpose of outdoor dining. He also asked if the bike lane has a safe connection to get from the East Side of Foothill Boulevard to West Side and crossing Mission Boulevard. Alex Tat advised that the idea of widening the sidewalks is to provide potential outdoor seating and to allow pedestrians more room to get around safely. He also mentioned that the proposed bike lanes in this plan is for Main Street only.

Tom Bridge asked why the bike lane seemed to veer at the crosswalk and whether that was due to an obstruction. He also expressed support for C-2 due to its wider sidewalks. Alex Tat pointed out on C-1 that the veering he refers to is due to bulb outs that are used to shorten the crosswalk distance and make it safer for pedestrians to cross.

Dominic Li Mandri, District Manager for Downtown Hayward Improvement Association (DHIA), inquired whether there was opportunity for City's outreach team to give a presentation to DHIA's Land Use Committee so property owners can provide feedback and ask questions regarding this plan. Director Ameri advised that there will be a similar presentation in the CIC meeting on July 22nd, 2020 at 4:30 P.M. however, if DHIA would benefit from a separate zoom meeting that could be coordinated.

Didacus Ramos feels it is important to include the downtown businesses and not solely landowners in this discussion. Mr. Ramos is looking for a coordinated accessible connected plan that connects all of Hayward's bike lanes. He mentioned that in his experience cycling through Hayward he has noticed that bike lanes typically stop with no safety connection. Lastly, he expressed interest in bright colored bollards instead of the buffer. He added that he does not believe 15' is necessary for most sidewalks as the current 10' to 12' sidewalks provide plenty of room for pedestrians to pass each other and keep separated.

Nicolas Yu commented that there is a big homeless population loitering on Main Street and questioned if widening the sidewalks would potentially cause more homeless to loiter on the new sidewalks. Director Ameri noted his comment.

Georgette Munoz questioned what the estimated date of completion for this project is. Kathy Garcia anticipates the project to start in Spring of 2022 and would take 8 or 9 months to construct. Director Ameri added that we are in the beginning of the design stage which will take several months to completely design.

Bruce commented he is in favor of C-1's protected bike lanes with a buffer on passenger side rather than protected bike lanes buffer on the driver's side.

Juan Alvarado thanked staff for hosting this meeting and answering residents' questions.

Carl Gorringer stated that his concept for diagonal parking is along the side of the street and agrees that having it on the center of the road is not a good idea.

Michael Williams works for H.A.R.D and mentioned they are having a community meeting regarding the San Lorenzo Creekway project and suggests that residents interested in pedestrian and bicycle facilities attend this meeting as the project would tie into Hayward. Director Ameri thanked him for his comment and stated that he is interested gathering more information about the project and its benefit to Hayward and working with him on this matter.

Jonathan Scranton commented that the buffer in C-1 is essential to cyclist safety and the traffic calming benefits of the buffers will increase safety for pedestrians in the area. Director Ameri advised that City will reach out to everyone in this meeting and publicize the implementation of the bike and ped master plan later this year.

Lacey Emodi expressed support of the design with the bike lane buffer.

Juan Alvarado commented that he is in favor of C-1.

Colin Tormodo commented that he is in favor of C-1.

Bruce commented that he does not believe bulb outs are necessary for pedestrian crossing bike lanes since there is less risk in crossing bike lanes. He believes the bulb outs will create an obstacle for bicyclists by making them ride around the bulb outs.

Steven Dunbar commented it is possible to make the bike lanes straight at the crosswalk and have a waiting area in between. He added that there can be changes in the intersection to mark the bike lane area. Director Ameri advised he will look into the bulb out comments and see which concept has more merit in terms of straight bike lanes or having bike lanes follow the bulb outs. He added that these comments would be addressed in the final design.

Didacus Ramos voiced support for diagonal parking along the west side of the street across the street from the Green Shutter. He mentioned his measurements showed that diagonal parking can double the number of vehicles parked. He also added that downtown should have another parking structure along Main Street corridor. He requested that bike parking units be functional and accommodate more than 1 or 2 bikes safely. Lastly, he added that San Francisco designates specific delivery times for drivers, and he believes this may be a solution regarding delivery drivers blocking lanes.

Jianhan Wang requested that the door zones' 4 feet opening be dynamically marked for the parts of the bike lanes they can affect so cyclists can avoid them. He also requested that intersections detect bike presence.

Carl Gorringer believes 15' to 17' sidewalks will not be enough space for outdoor seating. He prefers bulb outs but believes that may cause more weaving for C-1. He would like to see diagonal parking with bulb outs for outdoor seating such as that of D Street.

Nicolas Yu, manager Sapporo Restaurant, is concerned for other merchants on Main Street. He states that since Shelter-in-place was in order he has seen an increase in food delivery drivers and adds that with bars re-opening he feels there will be an increase in ride sharing drivers. He believes that with single lanes and parallel parking it will cause a lot of traffic to the area. Lastly, he added that he is in support of diagonal parking.

Alex Ameri concluded the meeting by thanking everyone for their participation and constructive comments. He noted these comments will be taken into consideration as the concepts are developed and as he receives more feedback at the Council Infrastructure Committee meeting on July 22, 2020 at 4:30 P.M.

ADJOURNMENT: 5:15 PM